HEXAGON TRANSPORTATION CONSULTANTS, INC.

Downtown College Preparatory School

Draft Traffic Impact Analysis

Prepared for:

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Executive Summary

This report presents the results of the transportation impact analysis (TIA) conducted for the proposed Downtown College Preparatory (DCP) Middle and High School in San Jose, California. The project site is located in the south east corner of Monterey Highway and Alma Avenue and consists of a 3.38-acre site currently occupied by the former and now vacant 59,000 square-foot (s.f.) Southern Lumber Co. building. The school would reoccupy the existing building and serve up to 528 middle school students and 709 high school students from the San Jose Unified School District (SJUSD). The project is anticipated to mainly serve the Washington and Alma Neighborhoods of San Jose (surrounding neighborhoods) since these neighborhoods do not have a nearby high school or middle school. Access to the project site would be provided via Alma Avenue.

Scope of Study

The potential impacts related to the proposed school were evaluated following the standards and methodologies set forth by the City of San Jose and the Santa Clara Valley Transportation Authority (VTA). The VTA administers the County Congestion Management Program (CMP). The study determines the traffic impacts of the proposed school project on the principal intersections in the vicinity of the site during the weekday AM peak-hour of adjacent street traffic (7:00-9:00 AM). In addition, the weekday afternoon peak period of the school (2:00-4:00 PM) also will be evaluated at a sub-set of intersections that provide primary access/egress from major roadways to the project site. Therefore, the study includes an analysis of AM peak-hour traffic conditions at 41 intersections and an analysis of afternoon peak-hour traffic conditions only at 23 of the 41 study intersections. The traffic analysis also includes an operations analysis at the unsignalized intersection along the project frontage on Alma Avenue. Site access, on-site circulation, and queuing analyses also are included in the traffic study. The site access and circulation analyses are based on professional judgment in accordance with the standards and methods employed by the traffic engineering community.

Study Intersections

Weekday AM & Afternoon Peak Hour

1. South 1st Street and Willow Street *
2. South 1st Street and Keyes Street *
3. Monterey Highway and Alma Avenue *
4. Monterey Highway and Cottage Grove Avenue
5. Monterey Highway and San Jose Avenue
6. Monterey Highway and Phelan Avenue
7. South 2nd Street and Keyes Street
8. South 3rd Street and Keyes Street
9. South 7th Street and Keyes Street
10. South 7th Street and Alma Avenue
11. South 7th Street and Phelan Avenue

12. South 10th Street and Keyes Street
13. South 10th Street and Alma Avenue
14. South 10th Street and Phelan Avenue
15. South 11th Street and Keyes Street
16. Senter Road and Keyes Street
17. Senter Road and Alma Avenue
18. Senter Road and Phelan Avenue
19. Vine Street and Willow Street
20. Vine Street and Alma Avenue
21. Almaden Avenue and Willow Street
22. Almaden Avenue and Alma Avenue
23. Almaden Expressway and San Jose Avenue

Weekday AM Peak Hour Only

24. Almaden Boulevard and San Carlos Street *
25. Almaden Boulevard and I-280 NB ramp
26. Vine Street and Grant Street
27. Almaden Avenue and Reed Street
28. Almaden Avenue and Grant Street
29. Lincoln Avenue and Willow Street
30. Bird Avenue and Willow Street
31. Lincoln Avenue and Minnesota Avenue
32. Bird Avenue and Minnesota Avenue
33. Lelong Street and Alma Avenue
34. Lick Avenue and Alma Avenue
35. I-280 and 10th Street (N)*
36. I-280 and 10th Street (S)*
37. I-280 and 11th Street (N)*
38. I-280 and 11th Street (S)*
39. Lucretia Avenue and Story Road
40. McLaughlin Avenue and Story Road
41. King Road and Story Road

Operations Analysis

42. Alma Court and Alma Avenue (unsignalized)

*Denotes CMP intersection

Study Time Periods

The proposed school hours of operation are Monday through Friday 8:30 AM to 3:30 PM. Therefore, traffic conditions at the study intersections were analyzed for the weekday AM peak-hour of traffic (which coincides with the school's morning peak hour) and the school afternoon peak-hour. The weekday AM peak hour of traffic is generally between 7:00 and 9:00 AM and the school afternoon peak hour is typically between 2:00-4:00 PM, time when students are picked-up on a regular school day.

Study Scenarios

Traffic conditions were evaluated for the following scenarios:

Scenario 1: *Existing Conditions.* Existing traffic volumes for the study intersections were obtained from the City of San Jose, the VTA, and supplemented with new manual turning-movement counts conducted in October 2015.

Scenario 2: *Existing Plus Project Conditions.* Existing plus project peak hour traffic volumes were estimated by adding to existing traffic volumes the additional traffic generated by the project. Existing plus project conditions were evaluated relative to existing conditions in order to determine the effects the project would have on the existing roadway network.

Scenario 3: *Background Conditions.* Background traffic volumes were estimated by adding to existing peak hour volumes the projected volumes from approved but not yet completed developments. The added traffic from approved but not yet completed developments was provided by the City of San Jose in the form of the Approved Trips Inventory (ATI). Background conditions represent the baseline conditions to which project conditions are compared for the purpose of determining project impacts.

Scenario 4: *Background Plus Project Conditions.* Projected near-term peak hour traffic volumes with the project were estimated by adding to background traffic volumes the additional traffic generated by the project. Background plus project conditions were evaluated relative to background conditions in order to determine potential project impacts according to the City of San Jose Level of Service Policy.

Scenario 5: *Future Growth Conditions.* The CMP study intersections were evaluated for future growth conditions, as stipulated by the CMP guidelines. Future growth conditions are represented by future traffic volumes, at the estimated date of project occupancy, on the future roadway network. Traffic volumes under future growth conditions were estimated by applying an annual growth factor of 1.2 percent to existing volumes, adding trips from approved developments, and adding project trips.

Project Trip Generation

Based on ITE trip generation rates, the existing building on site is estimated to generate 88 trips during the AM peak-hour (50 inbound and 38 outbound trips) and 187 trips during the school afternoon peak-hour (97 inbound and 90 outbound trips). This is traffic that the existing building would generate if it was occupied today.

Based on surveyed trip generation rates conducted by Hexagon at two existing DCP school sites, it is estimated that the proposed school would generate a total of approximately 608 trips (316 inbound and 292 outbound) during the AM peak hour and 373 trips (178 inbound and 195 outbound) during the school afternoon peak hour. This represents the peak-hour traffic projected to be generated by the proposed project (gross project trips).

After reduction of the site's trip credit from the gross project trips, the proposed project is estimated to generate a net total of 520 AM peak hour trips (266 inbound and 254 outbound) and 186 afternoon peak hour trips (81 inbound and 105 outbound).

Background Plus Project Conditions Analysis

Intersection levels of service were evaluated against City of San Jose and CMP Level of Service standards. The intersection level of service is summarized in Table ES1.

City of San Jose Intersections

The results of the level of service analysis show that, measured against the City of San Jose level of service policy, all of the signalized study intersection are projected to operate at an acceptable LOS D or better during both the AM and afternoon peak hours under background plus project conditions. Therefore, based on City of San Jose level o service standards, the proposed project would not create a negative impact at any of the study locations.

CMP Intersection Analysis

The results of the level of service analysis show that, measured against CMP standards, all of the CMP intersections are projected to operate at an acceptable LOS E or better during both peak hours analyzed.

Freeway Segment Analysis

Per CMP technical guidelines, freeway segment level of service analysis shall be conducted on all segments to which the project is projected to add one percent or more to the segment capacity. Since the project is not projected to add one percent to any freeway segments in the area, freeway analysis for the CMP was not required.

Other Transportation Issues

Intersection Operations Analysis

Queuing for left-turn movements (and for combined movements at intersections with shared lanes) were analyzed for various locations where the project is estimated to add a perceptible amount of traffic to a movement. Since the project peak hour will occur in less than an hour (in approximately 30 minutes), which is typical for a school, as a conservative approach, the traffic volumes contributed by the project were doubled for these movements in order to reflect queues that will occur over a shorter time frame.

The results of the intersection operations analysis are summarized in Table ES2.

3. Monterey Highway and Alma Avenue

The queuing analysis indicates that the maximum vehicle queues for the southbound left-turn pocket at the Monterey Highway and Alma Avenue intersection would exceed the existing vehicle storage capacity under project conditions during the AM peak hour. The southbound left-turn pocket currently provides approximately 250 ft. of vehicle storage in one lane, which can accommodate about 10 vehicles. The estimated 95th percentile vehicle queue for the southbound left-turn movement is projected to be approximately 18 vehicles during the AM peak hour under project conditions, exceeding the existing storage capacity by approximately eight vehicles.

The maximum vehicle queues for the northbound right-turn movement at the Monterey Highway/Alma Avenue intersection would extend back from Alma Avenue up to 525 ft. during the AM peak hour under project conditions. There is not separate storage provided for the northbound right-turn movement.

The maximum vehicle queues for the westbound approach at the Monterey Highway and Alma Avenue intersection would extend past the upstream intersection of Alma Court and Alma Avenue under project conditions during the AM peak hour. The westbound approach consists of a left-turn lane (approximately 250 ft. pocket), a shared through-and-left turn lane, and a shared through-and-right turn lane. The distance between Monterey Highway and Alma Court is approximately 450 ft. for a total queue storage capacity of 1,150 ft. within all three westbound approach lanes, which can accommodate an average of approximately 15 vehicles per lane. The estimated 95th percentile vehicle queue for the westbound approach is projected to be approximately 21 vehicles per lane during the AM peak hour under project conditions, and will extend back and through the Alma Court/Alma Avenue intersection.

Recommendation: The existing southbound left-turn pocket could be extended to provide additional queue storage capacity by removing the existing median and trees along Monterey Highway. Widening of Alma Avenue to provide additional queue storage for the westbound approach to the intersection is not feasible due to right-of way restrictions. However, the eastbound left-turn pocket at the Alma Court/Alma Avenue intersection can be shortened to allow for the extension of the westbound left-turn pocket at the Monterey Highway/Alma Avenue intersection.

It is recommended that the school work with City staff to implement alternative drop-off and pick-up routes and locations to reduce the projected vehicle queues at the Monterey Highway and Alma Avenue intersection. In addition, the school should establish programs to encourage multimodal travel that result in a reduction in project trips and the operational issues discussed above.

10. 7th Street and Alma Avenue

The queuing analysis indicates that the maximum vehicle queues for the eastbound left-turn pocket at the 7th Street and Alma Avenue intersection currently exceed the existing vehicle storage capacity, and would continue to do so under both background and project conditions during the AM peak hour. The eastbound left-turn pocket provides approximately 150 ft. of vehicle storage in one lane, which can accommodate about 6 vehicles. The estimated 95th percentile vehicle queue for the eastbound left-turn movement is projected to be approximately 7 and 9 vehicles during the AM peak hour under existing and background conditions, respectively. The addition of project traffic to this movement would lengthen the projected vehicle queue by five vehicles during the AM peak hour, exceeding the existing storage capacity by eight vehicles.

Recommendation: It is not feasible to add a second eastbound left-turn lane due to right-of-way constraints on Alma Avenue and the lack of a second receiving lane on 7th Street. A two-way left-turn lane is provided on Alma Avenue upstream of the eastbound left-turn pocket which could be used as storage for the eastbound left-turn movement.

It is recommended that the school work with City staff to implement alternative drop-off and pick-up routes and locations to reduce the projected vehicle queues at the 7th Street and Alma Avenue intersection. In addition, the school should establish programs to encourage multimodal travel that result in a reduction in project trips and the operational issues discussed above.

Site Access and On-Site Circulation

Site Access

The project site is proposed to be served by two driveways, both of them along Alma Avenue. The westernmost driveway along Alma Avenue is proposed to be an inbound only driveway and the easternmost driveway an outbound only driveway.

Due to the limited inbound site access, traffic accessing the site from westbound Alma Avenue would be forced to travel to Monterey Highway to access the site via the Monterey Highway/Alma Avenue intersection.

Driveway 2, the outbound driveway, is shown on the site plan to be located east of Alma Court. The proposed Driveway 2 location will provide additional space along westbound Alma Avenue for left-turning traffic out of the driveway that could be blocked by the projected westbound queue at Monterey Highway.

Recommendation: It is recommended that Driveway 2 provide two outbound lanes, one left-turn and one right-turn lane, to Alma Avenue.

On-Site Circulation

Two parking areas are being proposed. The main parking area is located along the northern project site boundary, north of the main school building. This parking area would consist of a total of 118 90-degree parking spaces. The second parking area is located between the main building and a smaller building located along the eastern project site boundary. This smaller parking area, referred to as the side parking lot, consists of 70 90-degree parking spaces.

A relatively short drop-off area (approximately 120 ft) is being proposed in front of the school building, approximately 80 ft. east of Driveway 1. Parents dropping-off students in the morning would access the site via Driveway 1, drive to the drop-off area, and then proceed to exit the site via driveway 2. The close

location of the drop-off area to Driveway 1 could cause vehicle queues at the drop-off area to extend back and onto Alma Avenue.

Access the side parking lot is provided by a third driveway located within the site. The third driveway connects the main parking lot with the side parking lot.

Recommendation: It is recommended that the two north/south parking rows that are proposed within the side parking lot be combined into a single east/west parking row in the middle of the side parking lot.

Recommendation: It is recommended that traffic control be implemented on-site to minimize queuing on-site during drop-off and pick-up periods. In particular, vehicles exiting the site after dropping-off/picking-up students could be routed through the side parking lot to provide additional queuing space for the outbound traffic as they exit to Alma Avenue.

Outbound Driveway Operations

Operations at the outbound project driveway during drop-off times were evaluated. The outbound driveway would become the south leg of the Alma Court/Alma Avenue intersection, a currently unsignalized (stop controlled on Alma Court) intersection.

Unsignalized intersections are analyzed on the basis of the peak-hour traffic signal warrant, warrant #3 described in the *California Manual on Uniform Traffic Control Devices for Streets and Highways (CA MUTCD)*, Part 4, Highway Traffic Signals, 2015. The results indicate that even with the addition of school traffic to this intersection, the intersection traffic volumes would fall below the thresholds that warrant signalization.

Although the traffic volumes at the Alma Court/Project Outbound driveway and Alma Avenue intersection fall below the threshold that warrants signalization of the intersection, the vehicular queue analysis showed that the maximum vehicle queues for the westbound approach at the Monterey Highway and Alma Avenue intersection are projected to extend back and through the Alma Court/Alma Avenue intersection with the addition of the project traffic. The projected westbound vehicular queues along Alma Avenue would affect the ability of traffic from the project outbound driveway and Alma Court to turn onto westbound Alma Avenue.

Pedestrian Access and Circulation

Some of the students may walk or ride their bike to school. Pedestrian facilities in the study areas consist primarily of sidewalks along the streets in most residential and commercial areas (including Monterey Highway), bike lanes, and marked crosswalks, pedestrian push buttons, and signal heads at the intersection of Monterey Highway and Alma Avenue. The existing bike lanes along Monterey Road, which connect to other bike lanes in the area, allow for biking as an alternative to access the project site.

The extensive sidewalk network in the project area also would make it possible for students to walk to school. The marked crosswalks, pedestrian push buttons, and signal heads at the intersection of Monterey Highway and Alma Avenue would make crossing this intersection safer. However, intermitted segments on Alma Avenue, east of the project site, have missing sidewalks along the south side of the street. The missing sidewalks on the south side of Alma Avenue create a disconnection between the school and the neighborhoods on the east side of the school. The lack of connectivity between the project site and east neighborhoods potentially could discourage pedestrian activity or force pedestrians to walk along unpaved walkways along the segments with missing sidewalks.

Recommendation: It is recommended that DCP School works with the City of San Jose to develop a safe route to schools program that will define the safest routes for pedestrians between the adjacent residential areas and the project site.

Recommendation: The school should work with the City of San Jose to ensure continuous pedestrian facilities in proximity to the project site are provided. Specifically, a pedestrian path along the south side of Alma Avenue, just east of the school, where sidewalks are missing, should be provided.

Sight Distance

Adequate sight distance should be provided at the project outbound driveway. The outbound driveway along (along Alma Avenue) is located along a mostly straight roadway segment with minimal visual obstruction. The sight distance to/from this driveway was measured to extend to Monterey Highway to the west and to the point where Alma Avenue curves southeast, approximately 500 ft. in both directions. Although Alma Avenue has a posted speed limit of 35 mph, by law, school zones have a 25 mph speed limit. According to the Caltrans Highway Design Manual, the minimum required stopping sight distance for a roadway with a posted speed limit of 25 mph is 150 ft. A roadway with a speed limit of 35 mph requires a minimum of 250 ft. of stopping sight distance. Based on field observations and Caltrans requirements, the available sight distance at the outbound driveway on Alma Avenue is adequate.

Recommendation: The design of the school campus should ensure design features, in particular the landscaping and signage along the school frontage, will not interfere with the sight distance at the proposed site driveways.

Emergency Vehicle and Truck Access

The 20-foot ingress and egress driveways should provide adequate access for emergency vehicles and trucks. Although the dimensions of the side parking lot driveway are not shown on the site plan, adequate width must also be provided at this driveway allowing emergency vehicles to be able to turn in and out of this driveway and circulate around the parking lot. With the adequate driveway widths and turn radii, emergency vehicles would be able to access all parts of the school site.

Although location of the trash enclosure is not shown on the site plan, just like with emergency vehicles, the site plan must be design to ensure adequate access to the trash enclosure by larger garbage trucks is provided.

With the proposed parking lot layout, the recommended changes to the side parking lot (discussed in the previous section), and adhering to City design standards and guidelines, emergency vehicle access and circulation within the project site should be adequate.

Parking

According to the project site plan, the project would provide a total of 188 parking spaces within the two proposed parking areas.

Based on the City's parking requirements, the proposed school is required to provide a total of 214 off-street parking spaces (72 staff/faculty parking spaces and 142 student parking spaces). Based on City of San Jose parking requirements and the proposed number of parking spaces, the school would not provide adequate on-site parking.

The Americans with Disabilities Act (ADA) requires developments to provide a minimum of six accessible parking space for parking lots with 151- 200 spaces. The project proposes to provide a total of 6 accessible parking spaces, satisfying ADA requirements. The six proposed accessible spaces are located adjacent to the school buildings, along what seems to be the shortest accessible route to the building entrance.

Recommendation: It is recommended that the number of parking spaces required by City of San Jose guidelines be provided. Alternatively, the school could work with the City to develop parking alternatives and/or plans to reduce the number of students driving to the site. For example, the school could implement a permit parking program and limit the number of student parking permits issued.

Drop-Off and Pick-Up Activities

Proposed Drop-off Circulation

As proposed, the drop-off area is located adjacent to the main school building, approximately 80 ft. east of the inbound driveway. The drop-off area is shown to be approximately 120 ft. long. With the proposed driveways and parking layout, vehicles would make a right-turn into the project site via the inbound driveway (Driveway 1), travel eastbound towards the designated drop-off/pick-up area, and proceed to exit the site via the outbound driveway (Driveway 2) located approximately 100 ft. east of the drop-off area.

Approximately 200 ft. queue storage capacity would be provided from the drop-off area to Driveway 1, accommodating from 8 to 10 vehicles. With as many as 316 vehicles accessing the site during the AM peak hour and approximately queue storage capacity for 8 vehicles, the vehicular queue length can be expected to extend back onto Alma Avenue, affecting operations along Alma Avenue and potentially the intersection of Monterey Highway/Alma Avenue. Ideally, the drop-off area should be shifted approximately 60 ft. east to locate it as far away from the inbound driveway as possible in an effort to provide the maximum vehicle queue storage capacity within the site and avoid vehicular queues that extend out of the site. In addition to moving the drop-off area, it is also recommended that vehicles exiting the site after dropping-off/picking-up students be routed through the side parking lot to provide additional queuing space within the site for the outbound traffic as they exit to Alma Avenue.

Drop-offs may occur along the north side of Alma Avenue and along Alma Court due to parents originating from east of the project site that are avoiding the circuitous route to access the drop-off area from eastbound Alma Avenue. Drop-offs occurring along the north side of Alma Avenue would require students to cross four lanes of traffic on Alma Avenue. Pedestrian crossing improvements should be considered at the Alma Court intersection with Alma Avenue to provide safe crossing of Alma Avenue.

Recommendation: It is recommended that vehicles exiting the site after dropping-off/picking-up students be routed through the side parking lot to provide additional queuing space within the site for the outbound traffic as they exit to Alma Avenue.

Recommendation: It is recommended that a striped crosswalk with rectangular rapid flashing beacons be implemented along the east side of the Alma Court intersection with Alma Avenue to provide a centralized crossing point for drop-offs that occur along the north side of Alma Avenue. In addition, measures should be implemented that prevent crossing of Alma Avenue at uncontrolled locations. Measures may include a median barrier on Alma Avenue and/or traffic monitors to ensure safe crossing and use of identified crosswalks.

Recommendation: Alternative drop-off areas that would minimize the effect of the inbound vehicular queue on Alma Avenue should be investigated.

Alternative Drop-off Locations

A few alternative drop-off locations to reduce the effect of the drop-off queue on the surrounding roadway network are discussed below.

Remote Drop-Off Location

An alternative to dropping-off students on site would be to drop them off at a location off campus, then having the students walk (if the remote location is within walking distance), bike, or be bused into the school site. This drop-off plan could be required for all students, or be limited to specific time periods, alternate between different grade levels, age groups, etc.

Drop-Off Area Along School Frontage on Alma Avenue

One of the recommendations by City staff is that a drop-off area be provided along the project's frontage on the south side of Alma Avenue. Providing the drop-off area along Alma Avenue would provide the following benefits:

- Longer drop-off area than what is currently being proposed on-site
- No need for drop-off traffic to enter and exit the site, resulting in a shorter drop-off time per vehicle
- Separation of drop-off and parking traffic

Although the Alma Avenue drop-off area would result in various benefits, drop-off traffic would be forced to continue eastbound on Alma Avenue. This may be an inconvenience for traffic heading back to Monterey Highway. Consequently, drop-off traffic may try to travel across the two eastbound travel lanes on Alma Avenue from the drop-off area in an effort to reach the eastbound left-turn lane at Alma Court and make a U-turn. In addition, Alma Avenue is a designated bike corridor with Class II bike lanes. The implementation of a drop-off area on the south side of Alma Avenue would require a minimum 8-foot duckout to ensure that drop-off activities do not inhibit bicycle and vehicular travel along eastbound Alma Avenue.

Recommendation: It is recommended that a drop-off area be considered along the project frontage on Alma Avenue. The drop-off area would require a minimum 8-foot duckout to ensure that drop-off activities do not inhibit bicycle and vehicular travel along eastbound Alma Avenue.

Trip Reduction

A significant amount of vehicular traffic associated with the school drop-off/pick-up activity is projected to be added to the roadways in the immediate area of the proposed school. The projects close proximity to the major thoroughfare of Monterey Highway and existing traffic operations at Monterey Highway and Alma Avenue intersection will likely result in lengthy vehicle queues, as described previously, and increased travel delay in the project area. In addition, due to the physical constraints of the small project site area, it is not feasible to provide storage capacity for the entirety of the projected vehicular queues associated with the school.

Therefore, the school should establish programs and policies that result in the reduction of vehicular trips to the school and reduce the operational issues identified in this chapter. The programs and policies should encourage multimodal travel and use of the extensive bus service and pedestrian/bicycle facilities in the immediate project area to the maximum extent possible. It is recommended that the school consider establishing programs and policies such as the following:

- Provide for an on-site traffic coordinator
- Establish a carpool program
- Provide for annual parent education programs
- Provide traffic monitors to ensure safe walking, use of crosswalks, efficient drop-off/pick-up activities
- Provide incentive programs for transit, biking, walking

In addition, the school should work with the City to ensure consistency with the City's Vision Zero San Jose program. The Vision Zero program identifies roadway system improvement goals to reduce traffic deaths. The program encourages the design and improvement of the roadway system to be safe for all users, modes of transportation, communities, and people of all ages. The school can contribute to the goals of the Vision Zero program with the following:

- Work with City staff to establish a Safe Routes to School program.
- Participate in the City's Street Smarts program that provides training in good traffic safety habits, compliance officers to support safe school drop-off/pick-up activities.
- Participate in the Walk and Roll SJ program that encourages school children to walk and bike to school via parent led walking school buses and bike trains.
- Locate pedestrian access points to the school for the purpose of centralizing crossing of surrounding streets at controlled access points.
- Ensure that appropriate roadway markings and signage for school zones are implemented along Monterey Highway and Alma Avenue.

- Minimize vehicular and pedestrian conflict points by implementing and enforcing identified drop-off/pick-up routes.
- Implement traffic monitors to ensure safe crossing of streets by students.

Pedestrian and Bicycle Facilities

Pedestrian facilities in the study areas consist primarily of sidewalks along the streets in most residential and commercial areas (including Monterey Highway), bike lanes, and marked crosswalks, pedestrian push buttons, and signal heads at the intersection of Monterey Highway and Alma Avenue. However, east of the project site, sidewalks are missing along segments of Alma Avenue. The missing sidewalks create a disconnection between the school and the neighborhoods on the east side of the school. The lack of connectivity between the project site and east neighborhoods potentially could discourage pedestrian activity or force pedestrians to walk along unpaved walkways along the segments with missing sidewalks.

The project site is served directly by bike lanes along Monterey Highway. Additionally, various other bicycle facilities serve the project area, including the Guadalupe Freeway Trail that runs between Willow Street and Curtner Avenue, and connects to the Tamien Caltrain/Light Rail Station. The existing bike lanes along Monterey Highway, which connect to various other bike lanes in the area, would allow for biking as an alternative to access the project site.

Per the City of San Jose Municipal Code (Chapter 20.90.060) elementary schools (K-8) are required to provide one bicycle parking space per every 10 full-time employees plus 6 additional bicycle parking per classroom. Secondary schools (9-12) are required to provide one bicycle parking space per every 10 full-time employees plus 10 additional bicycle parking per classroom. The proposed project should adhere to the City of San Jose commended bicycle parking requirements.

Recommendation: The school should work with the City of San Jose to ensure continuous pedestrian facilities in proximity to the project site are provided. Specifically, a pedestrian path along the south side of Alma Avenue, just east of the school, where sidewalks are missing, should be provided.

Vision Zero San Jose

The school should work with the City to ensure consistency with the City's Vision Zero San Jose program. The Vision Zero is a street safety policy that strives for the elimination of traffic fatalities for all transportation modes. The policy encourages the design and improvement of the roadway system to be safe for all users, modes of transportation, communities, and people of all ages. The policy designated Montery Road as a “safety priority Street.” Buffered bike lanes were installed on Monterey Road between Alma Avenue and Bernal Road in 2014 with pavement resurfacing project between and a new traffic signal was installed in 2014 at Cottage Grove Avenue. The core principals of the Vision Zero policy consist of:

1. Traffic deaths are preventable and unacceptable.
2. Human life takes priority over mobility and other objectives of the road system. The street system should be safe for all users, for all modes of transportation, in all communities and for people of all ages and abilities.
3. Human error is inevitable and unpredictable; the transportation system should be designed to anticipate error so the consequence is not severe injury or death. Advancements in vehicle design and technology are a necessary component toward avoiding the safety impacts of human errors and poor behaviors.
4. People are inherently vulnerable and speed is a fundamental predictor of crash survival. The transportation system should be designed for speeds that protect human life.
5. Safe human behaviors, education and enforcement are essential contributors to a safe system.
6. Policies at all levels of government need to align with making safety the highest priority for roadways.

The effectiveness of Vision Zero comes from a "safety first" collaboration among political leaders, roadway designers and managers, traffic enforcement agencies, vehicle manufacturers, transit operators, government regulators, educators, public health officials, community advocates, and the public. The school can contribute to the goals of the Vision Zero policy with the following:

- Work with City staff to establish a Safe Routes to School program.
- Participate in the City's Street Smarts program that provides training in good traffic safety habits, compliance officers to support safe school drop-off/pick-up activities.
- Participate in the Walk and Roll SJ program that encourages school children to walk and bike to school via parent led walking school buses and bike trains.
- Locate pedestrian access points to the school for the purpose of centralizing crossing of surrounding streets at controlled access points.
- Ensure that appropriate roadway markings and signage for school zones are implemented along Monterey Highway and Alma Avenue.
- Minimize vehicular and pedestrian conflict points by implementing and enforcing identified drop-off/pick-up routes.
- Implement traffic monitors to ensure safe crossing of streets by students.

Transit Services

Transit service to the study area is provided by the VTA and Caltrain. The Tamien LRT Station and the Tamien Caltrain Station are located less than a mile west of the project site.

Although the proposed project is anticipated to serve mainly students from the adjacent neighborhoods, assuming some of the students could take transit to access to school, the potential demand created by the proposed school easily could be served by the various transit services that currently serve the project area. Therefore, the transit ridership demands of the proposed project will not justify the enhancement of the existing transit facilities.

Table ES 1
Intersection Level of Service Summary

Study Number	Intersection	CMP?	Peak Hour	Count Date	Existing Avg. Delay	Existing LOS	Existing Plus Project Avg. Delay	Existing Plus Project LOS	Existing Plus Project Incr. In Crit. Delay	Existing Plus Project Incr. In Crit. V/C	Background Avg. Delay	Background LOS	Background Plus Project Avg. Delay	Background Plus Project LOS	Background Plus Project Incr. In Crit. Delay	Background Plus Project Incr. In Crit. V/C
1	South 1st Street and Willow Street *	Yes	AM	10/30/14	5.8	A	5.7	A	0.0	0.006	5.6	A	5.6	A	0.0	0.006
			Afternoon	10/22/15	9.1	A	9.1	A	-0.1	0.002	9.0	A	9.0	A	0.0	0.002
2	South 1st Street and Keyes Street *	Yes	AM	05/19/15	27.1	C	27.4	C	0.0	0.006	29.6	C	29.9	C	0.1	0.006
			Afternoon	10/22/15	36.7	D	37.4	D	1.3	0.016	36.9	D	37.6	D	1.2	0.016
3	Monterey Highway and Alma Avenue *	Yes	AM	05/19/15	39.6	D	47.0	D	8.9	0.110	45.5	D	54.4	D	11.1	0.109
			Afternoon	10/22/15	46.0	D	47.7	D	0.9	0.023	47.4	D	48.8	D	0.6	0.019
4	Monterey Highway and Cottage Grove Avenue	No	AM	10/22/15	12.1	B	11.9	B	-0.1	0.014	27.8	C	27.4	C	-0.1	0.014
			Afternoon	10/22/15	19.7	B	19.7	B	0.1	-0.002	20.5	C	20.3	C	-0.4	0.005
5	Monterey Highway and San Jose Avenue	No	AM	10/22/15	15.8	B	15.9	B	0.3	0.016	15.8	B	15.9	B	0.3	0.016
			Afternoon	10/22/15	20.5	C	20.4	C	0.1	-0.002	20.1	C	20.0	C	0.1	-0.002
6	Monterey Highway and Phelan Avenue	No	AM	11/05/15	25.6	C	28.2	C	3.8	0.039	27.4	C	30.0	C	3.9	0.041
			Afternoon	10/22/15	36.7	D	37.5	D	0.8	0.010	37.0	D	37.7	D	0.7	0.010
7	South 2nd Street and Keyes Street	No	AM	05/20/15	18.6	B	19.6	B	0.8	0.025	19.2	B	20.0	C	0.9	0.025
			Afternoon	10/22/15	30.2	C	30.6	C	0.5	0.010	30.5	C	30.8	C	0.4	0.010
8	South 3rd Street and Keyes Street	No	AM	10/22/15	22.0	C	22.1	C	0.2	0.011	22.4	C	22.5	C	0.2	0.011
			Afternoon	10/22/15	11.0	B	11.1	B	0.2	0.006	11.0	B	11.1	B	0.2	0.006
9	South 7th Street and Keyes Street	No	AM	09/11/14	34.3	C	35.1	D	1.3	0.044	36.1	D	37.0	D	1.5	0.044
			Afternoon	10/22/15	34.9	C	34.9	C	0.2	0.003	34.8	C	34.9	C	0.2	0.003
10	South 7th Street and Alma Avenue	No	AM	10/22/15	28.0	C	29.3	C	1.9	0.035	28.5	C	29.6	C	1.7	0.035
			Afternoon	10/22/15	26.1	C	24.2	C	-5.0	-0.013	26.5	C	26.5	C	-0.1	0.006
11	South 7th Street and Phelan Avenue	No	AM	10/22/15	17.4	B	17.5	B	0.4	0.019	17.4	B	17.6	B	0.4	0.019
			Afternoon	10/22/15	17.9	B	18.0	B	0.0	0.008	18.0	B	18.1	B	0.0	0.008
12	South 10th Street and Keyes Street	No	AM	05/20/15	25.6	C	25.8	C	0.2	0.013	26.3	C	26.5	C	0.2	0.013
			Afternoon	10/22/15	23.5	C	23.6	C	0.1	0.003	23.5	C	23.6	C	0.1	0.003
13	South 10th Street and Alma Avenue	No	AM	10/22/15	27.8	C	28.0	C	0.1	0.011	28.2	C	28.3	C	0.1	0.011
			Afternoon	10/22/15	23.4	C	24.1	C	1.0	0.013	23.4	C	24.1	C	1.0	0.013
14	South 10th Street and Phelan Avenue	No	AM	09/11/14	21.7	C	22.0	C	0.6	0.007	21.5	C	21.8	C	0.6	0.007
			Afternoon	10/22/15	24.8	C	24.9	C	0.1	0.005	24.8	C	24.9	C	0.1	0.005
15	South 11th Street and Keyes Street	No	AM	05/19/15	27.1	C	27.0	C	0.0	0.011	28.1	C	28.1	C	0.1	0.011
			Afternoon	10/22/15	30.5	C	30.7	C	0.3	0.009	30.5	C	30.7	C	0.3	0.009
16	Senter Road and Keyes Street	No	AM	05/19/15	24.8	C	25.0	C	0.6	0.008	25.8	C	26.0	C	0.5	0.008
			Afternoon	10/22/15	25.2	C	25.2	C	0.1	0.004	25.2	C	25.2	C	0.1	0.005
17	Senter Road and Alma Avenue	No	AM	10/22/15	10.9	B	11.5	B	0.7	0.010	11.1	B	11.7	B	0.7	0.010
			Afternoon	10/22/15	11.4	B	11.7	B	0.3	0.008	11.4	B	11.8	B	0.4	0.008
18	Senter Road and Phelan Avenue	No	AM	10/22/15	18.4	B	18.5	B	0.0	0.000	18.4	B	18.5	B	0.0	0.000
			Afternoon	10/22/15	28.9	C	28.8	C	-0.1	0.001	28.9	C	28.8	C	-0.2	0.002
19	Vine Street and Willow Street	No	AM	10/22/15	8.1	A	8.4	A	0.3	0.021	8.0	A	8.3	A	0.3	0.021
			Afternoon	10/22/15	16.2	B	16.2	B	0.0	0.003	16.2	B	16.2	B	0.0	0.003

Table ES 1 (Continued)
Intersection Level of Service Summary

Study Number	Intersection	CMP?	Peak Hour	Count Date	Existing Avg. Delay	Existing LOS	Existing Plus Project Avg. Delay	Existing Plus Project LOS	Existing Plus Project Incr. In Crit. Delay	Existing Plus Project Incr. In Crit. V/C	Background Avg. Delay	Background LOS	Background Plus Project Avg. Delay	Background Plus Project LOS	Background Plus Project Incr. In Crit. Delay	Background Plus Project Incr. In Crit. V/C
20	Vine Street and Alma Avenue	No	AM	05/19/15	11.6	B	12.3	B	-2.2	0.024	11.2	B	11.8	B	-2.5	0.021
			Afternoon	10/22/15	15.1	B	15.2	B	-2.5	0.005	14.9	B	15.0	B	-2.6	0.006
21	Almaden Avenue and Willow Street	No	AM	10/22/15	16.4	B	17.2	B	0.7	0.014	16.8	B	17.7	B	0.7	0.014
			Afternoon	10/22/15	15.7	B	15.8	B	0.1	0.011	15.7	B	15.8	B	0.1	0.011
22	Almaden Avenue and Alma Avenue	No	AM	05/19/15	20.3	C	21.6	C	1.6	0.025	22.9	C	24.0	C	1.4	0.025
			Afternoon	10/22/15	28.2	C	28.3	C	-0.1	0.008	28.0	C	28.1	C	-0.1	0.008
23	Almaden Expressway and San Jose Avenue	No	AM	10/22/15	11.4	B	11.4	B	0.0	0.001	11.4	B	11.4	B	0.0	0.001
			Afternoon	10/22/15	14.3	B	14.2	B	0.0	0.001	14.3	B	14.2	B	0.0	0.001
24	Almaden Boulevard and San Carlos Street *	Yes	AM	05/06/15	37.3	D	37.1	D	0.0	0.002	41.3	D	41.2	D	0.2	0.004
25	Almaden Boulevard and I-280 NB ramp	No	AM	05/19/15	15.4	B	15.6	B	0.0	0.002	15.8	B	15.9	B	0.0	0.003
26	Vine Street and Grant Street	No	AM	05/19/15	5.9	A	6.5	A	0.5	0.010	5.7	A	5.9	A	0.3	0.010
27	Almaden Avenue and Reed Street	No	AM	05/19/15	14.3	B	14.2	B	0.0	0.002	21.9	C	21.9	C	0.0	0.002
28	Almaden Avenue and Grant Street	No	AM	05/20/15	6.8	A	6.8	A	0.0	0.003	7.2	A	7.2	A	0.0	0.003
29	Lincoln Avenue and Willow Street	No	AM	05/19/15	46.8	D	47.1	D	0.6	0.008	47.7	D	48.1	D	0.6	0.008
30	Bird Avenue and Willow Street	No	AM	04/22/14	32.5	C	33.0	C	0.9	0.012	32.7	C	33.2	C	0.9	0.012
31	Lincoln Avenue and Minnesota Avenue	No	AM	05/19/15	43.2	D	43.4	D	0.0	0.001	44.2	D	44.3	D	0.0	0.001
32	Bird Avenue and Minnesota Avenue	No	AM	05/19/15	37.1	D	37.4	D	0.4	0.007	37.4	D	37.7	D	0.4	0.007
33	Lelong Street and Alma Avenue	No	AM	05/19/15	34.3	C	34.1	C	0.0	0.000	35.0	D	34.7	C	0.0	-0.006
34	Lick Avenue and Alma Avenue	No	AM	05/28/14	16.0	B	15.7	B	-0.3	0.014	15.9	B	15.5	B	-0.3	0.014
35	I-280 and 10th Street (N)*	Yes	AM	05/20/15	13.8	B	13.8	B	0.0	0.000	14.0	B	14.0	B	0.0	0.000
36	I-280 and 10th Street (S)*	Yes	AM	05/20/15	13.5	B	13.6	B	1.4	0.003	13.7	B	13.7	B	1.5	0.004
37	I-280 and 11th Street (N)*	Yes	AM	05/19/15	10.9	B	10.9	B	0.0	0.000	11.1	B	11.1	B	0.0	0.000
38	I-280 and 11th Street (S)*	Yes	AM	05/19/15	8.8	A	8.8	A	0.0	0.000	9.1	A	9.1	A	0.0	0.000
39	Lucretia Avenue and Story Road	No	AM	01/12/16	39.6	D	39.6	D	0.1	0.006	46.4	D	46.4	D	0.2	0.006
40	McLaughlin Avenue and Story Road	No	AM	05/19/15	42.3	D	42.4	D	0.0	0.001	43.2	D	43.3	D	0.1	0.006
41	King Road and Story Road	No	AM	05/19/15	50.1	D	50.2	D	0.6	0.013	51.3	D	51.5	D	0.8	0.013

* Denotes CMP Intersections

Table ES 2
Vehicle Queuing Analysis Summary

Intersection Number	Monterey Hwy/Alma Ave 3	Monterey Hwy/Alma Ave 3	7th St/ Alma Ave 10	10th St/ Alma Ave 13
Movement	SBL	WB Appr [3]	EBL	EBL
Peak Hour	AM	AM	AM	AM
Existing Conditions				
Cycle/Delay[1] (sec)	160	160	115	96
Lanes	1	3	1	1
Volume (vph)	20	442	122	112
Volume (vphpl)	20	147	122	112
Avg. Queue (veh/ln.)	0.9	6.5	3.9	3.0
Avg. Queue[2] (ft./ln)	22	164	97	75
95th %. Queue (veh/ln.)	3	11	7	6
95th %. Queue (ft./ln)	75	275	175	150
Storage (ft./ ln.)	250	450	150	225
Adequate (Y/N)	YES	YES	**NO**	YES
Background Conditions				
Cycle/Delay[1] (sec)	160	160	115	96
Lanes	1	3	1	1
Volume (vph)	65	606	147	139
Volume (vphpl)	65	202	147	139
Avg. Queue (veh/ln.)	2.9	9.0	4.7	3.7
Avg. Queue[2] (ft./ln)	72	224	117	93
95th %. Queue (veh/ln.)	6	14	9	7
95th %. Queue (ft./ln)	150	350	225	175
Storage (ft./ ln.)	250	450	150	225
Adequate (Y/N)	YES	YES	**NO**	YES
Background Plus Project Conditions				
Cycle/Delay[1] (sec)	160	160	115	96
Lanes	1	3	1	1
Volume (vph)	265	969	270	157
Volume (vphpl)	265	323	270	157
Avg. Queue (veh/ln.)	11.8	14.4	8.6	4.2
Avg. Queue[2] (ft./ln)	294	359	216	105
95th %. Queue (veh/ln.)	18	21	14	8
95th %. Queue (ft./ln)	450	525	350	200
Storage (ft./ ln.)	250	450	150	225
Adequate (Y/N)	**NO**	**NO**	**NO**	YES

[1] Vehicle queue calculations based on cycle length for signalized intersection and controlled delay for unsignalized intersection.

[2] Assumes 25 feet per vehicle queued

[3] Storage capacity for the westbound approach at the intersection of Monterey Highway and Alma Avenue is the distance between Monterey Highway and Alma Court.

1. Introduction

This report presents the results of the transportation impact analysis (TIA) conducted for the proposed Downtown College Preparatory (DCP) Middle and High School in San Jose, California. The project site is located in the southeast corner of Monterey Highway and Alma Avenue and consists of a 3.38-acre site currently occupied by the former and now vacant 59,000 square-foot (s.f.) Southern Lumber Co. building. The school would reoccupy the existing building and serve up to 528 middle school students and 709 high school students from the San Jose Unified School District (SJUSD). The project is anticipated to mainly serve the Washington and Alma Neighborhoods of San Jose (surrounding neighborhoods) since these neighborhoods do not have a nearby high school or middle school. Access to the project site would be provided via Alma Avenue.

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

Scope of Study

The potential impacts related to the proposed school were evaluated following the standards and methodologies set forth by the City of San Jose and the Santa Clara Valley Transportation Authority (VTA). The VTA administers the County Congestion Management Program (CMP). The study determines the traffic impacts of the proposed school project on the principal intersections in the vicinity of the site during the weekday AM peak-hour of adjacent street traffic (7:00-9:00 AM). In addition, the weekday afternoon peak period of the school (2:00-4:00 PM) also will be evaluated at a sub-set of intersections that provide primary access/egress from major roadways to the project site. Therefore, the study includes an analysis of AM peak-hour traffic conditions at 41 intersections and an analysis of afternoon peak-hour traffic conditions only at 23 of the 41 study intersections. The traffic analysis also includes an operations analysis at the unsignalized intersection along the project frontage on Alma Avenue. Site access, on-site circulation, and queuing analyses also are included in the traffic study. The site access and circulation analyses are based on professional judgment in accordance with the standards and methods employed by the traffic engineering community.

The study intersections are identified below.

Study Intersections

Weekday AM & Afternoon Peak Hour

1. South 1st Street and Willow Street *
2. South 1st Street and Keyes Street *
3. Monterey Highway and Alma Avenue *

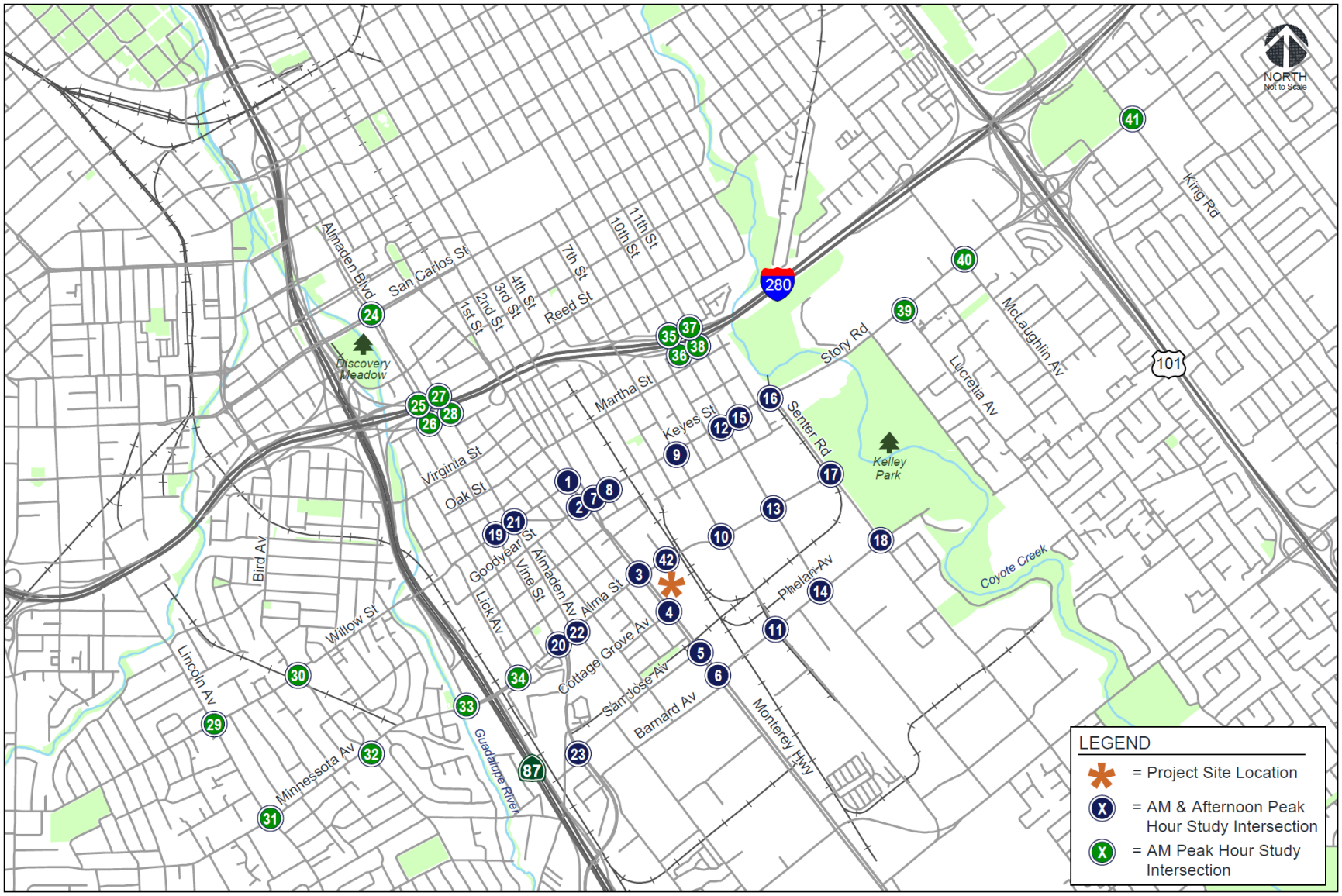


Figure 1
Site Location and Study Intersections

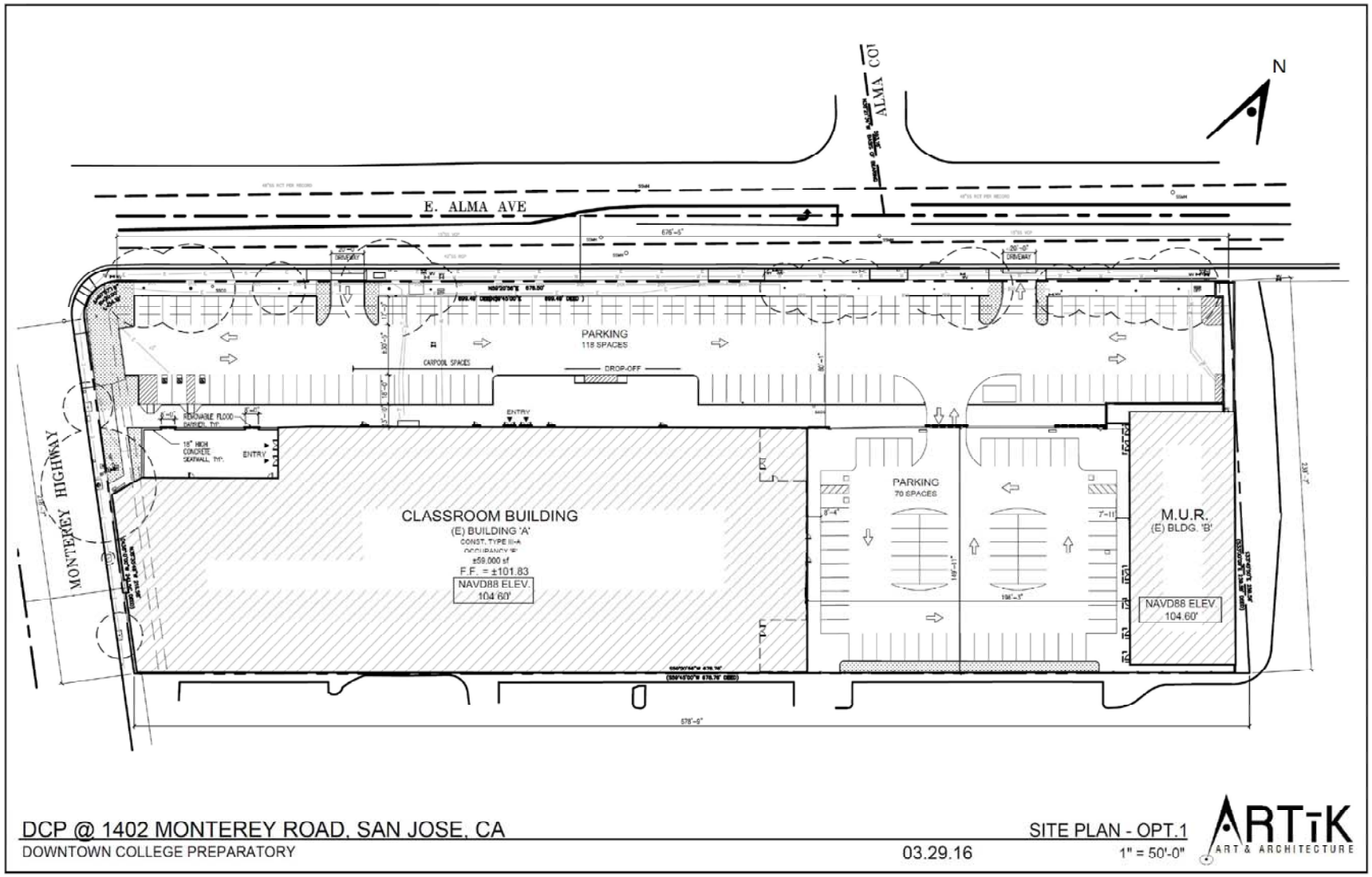


Figure 2
Proposed Project Site Plan

4. Monterey Highway and Cottage Grove Avenue
5. Monterey Highway and San Jose Avenue
6. Monterey Highway and Phelan Avenue
7. South 2nd Street and Keyes Street
8. South 3rd Street and Keyes Street
9. South 7th Street and Keyes Street
10. South 7th Street and Alma Avenue
11. South 7th Street and Phelan Avenue
12. South 10th Street and Keyes Street
13. South 10th Street and Alma Avenue
14. South 10th Street and Phelan Avenue
15. South 11th Street and Keyes Street
16. Senter Road and Keyes Street
17. Senter Road and Alma Avenue
18. Senter Road and Phelan Avenue
19. Vine Street and Willow Street
20. Vine Street and Alma Avenue
21. Almaden Avenue and Willow Street
22. Almaden Avenue and Alma Avenue
23. Almaden Expressway and San Jose Avenue

Weekday AM Peak Hour Only

24. Almaden Boulevard and San Carlos Street *
25. Almaden Boulevard and I-280 NB ramp
26. Vine Street and Grant Street
27. Almaden Avenue and Reed Street
28. Almaden Avenue and Grant Street
29. Lincoln Avenue and Willow Street
30. Bird Avenue and Willow Street
31. Lincoln Avenue and Minnesota Avenue
32. Bird Avenue and Minnesota Avenue
33. Lelong Street and Alma Avenue
34. Lick Avenue and Alma Avenue
35. I-280 and 10th Street (N)*
36. I-280 and 10th Street (S)*
37. I-280 and 11th Street (N)*
38. I-280 and 11th Street (S)*
39. Lucretia Avenue and Story Road
40. McLaughlin Avenue and Story Road
41. King Road and Story Road

Operations Analysis

42. Alma Court and Alma Avenue (unsignalized)

*Denotes CMP intersection

Study Time Periods

The proposed school hours of operation are Monday through Friday 8:30 AM to 3:30 PM. Therefore, traffic conditions at the study intersections were analyzed for the weekday AM peak-hour of traffic (which coincides with the school's morning peak hour) and the school afternoon peak-hour. The weekday AM peak hour of traffic is generally between 7:00 and 9:00 AM and the school afternoon peak hour is typically between 2:00-4:00 PM, time when students are picked-up on a regular school day.

Study Scenarios

Traffic conditions were evaluated for the following scenarios:

Scenario 1: *Existing Conditions.* Existing traffic volumes for the study intersections were obtained from the City of San Jose, the VTA, and supplemented with new manual turning-movement counts conducted in October 2015.

Scenario 2: *Existing Plus Project Conditions.* Existing plus project peak hour traffic volumes were estimated by adding to existing traffic volumes the additional traffic generated by the project. Existing plus project conditions were evaluated relative to existing conditions in order to determine the effects the project would have on the existing roadway network.

Scenario 3: *Background Conditions.* Background traffic volumes were estimated by adding to existing peak hour volumes the projected volumes from approved but not yet completed developments. The added traffic from approved but not yet completed developments was provided by the City of San Jose in the form of the Approved Trips Inventory (ATI). Background conditions represent the baseline conditions to which project conditions are compared for the purpose of determining project impacts.

Scenario 4: *Background Plus Project Conditions.* Projected near-term peak hour traffic volumes with the project were estimated by adding to background traffic volumes the additional traffic generated by the project. Background plus project conditions were evaluated relative to background conditions in order to determine potential project impacts according to the City of San Jose Level of Service Policy.

Scenario 5: *Future Growth Conditions.* The CMP study intersections were evaluated for future growth conditions, as stipulated by the CMP guidelines. Future growth conditions are represented by future traffic volumes, at the estimated date of project occupancy, on the future roadway network. Traffic volumes under future growth conditions were estimated by applying an annual growth factor of 1.2 percent to existing volumes, adding trips from approved developments, and adding project trips.

Methodology

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

Data Requirements

The data required for the analysis were obtained from new peak hour intersection turn-movement counts (conducted in October 2015), previous traffic studies, the City of San Jose, the CMP, and field observations. The following data were collected from these sources:

- existing traffic volumes
- intersection lane configurations
- intersection signal timing and phasing
- a list of approved project trips

Analysis Methodologies and Level of Service Standards

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

City of San Jose Intersections

The City of San Jose level of service methodology for signalized intersections is the 2000 *Highway Capacity Manual* (HCM) method. This method is applied using the TRAFFIX software. The 2000 HCM operations method evaluates signalized intersection operations on the basis of average control delay time for all vehicles at the intersection. Since TRAFFIX is also the CMP-designated intersection level of service methodology, the City of San Jose methodology employs the CMP default values for the analysis parameters. The City of San Jose level of service standard for signalized intersections is LOS D or better. The correlation between average control delay and level of service is shown in Table 1.

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

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

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

City of San Jose Protected Intersection Policy

Two of the study intersections (#26. Vine Street and Grant Street, and #28. Almaden Boulevard and Grant Street) are identified as a Protected Intersection in the City's Transportation Level of Service (LOS) Policy, Council Policy 5-3. Protected Intersections consist of locations (there are a total of 25) that have been built to their planned maximum capacity and where expansion of the intersection would have an adverse effect on other transportation facilities (such as pedestrian, bicycle, transit systems, etc.). Protected Intersections are, therefore, not required to maintain a Level of Service D, which is the City of San Jose standard. The deficiencies at all 25 Protected Intersections in the City of San Jose have been disclosed and overridden in previous EIRs.

If a development project has significant traffic impacts at a designated Protected Intersection, the project may be approved if offsetting Transportation System Improvements are provided. The offsetting improvements are intended to provide other transportation benefits for the community adjacent to the

traffic impact. The improvements may include enhancements to pedestrian, bicycle, and transit facilities, as well as neighborhood traffic calming measures and other roadway improvements.

The City will identify the specific offsetting improvements, which should be agreed upon by the community. Priority is given to improvements identified in previously adopted plans such as area-wide specific or master plans, redevelopment plans, or plans prepared through the Strong Neighborhoods Initiative. Community outreach should occur in conjunction with the project review and approval process. Once the specific improvements have been identified, the developer must submit improvement plans to the City of San Jose Department of Public Works for review and approval. The specific offsetting improvements proposed can be finalized during the subsequent planning permit stages and can be described in the Final EIR.

The LOS Policy has established a fee equal to $2,000 per net peak hour project trip for one intersection impact and $3,000 per net peak hour project trip for multiple intersection impacts, plus a 3.5 percent annual cost escalation adjustment, to fund alternative transportation improvements. For the purpose of determining the Protected Intersection LOS impact fee, net peak hour project trips are defined as the total number of peak hour trips generated by the project during the highest peak hour period after all appropriate trip credits have been applied. The value of the improvements should be equal to the established fees.

CMP Signalized Intersections

Since TRAFFIX is the designated level of service methodology for both the CMP and the City of San Jose, the CMP study intersections are not analyzed separately, but rather are among the City of San Jose signalized intersections analyzed using TRAFFIX. The only difference between the San Jose and CMP analyses is that project impacts are determined on the basis of different level of service standards – the CMP level of service standard for signalized intersections is LOS E or better. However, the City of San Jose LOS D standard and impact criteria is applied to CMP intersections located within City of San Jose limits.

Unsignalized Intersections

The study includes the analysis of one unsignalized intersection located along the project frontage. The City of San Jose does not have an adopted level of service standard for unsignalized intersections. Therefore, the unsignalized study intersection was analyzed for operational purposes.

The need for signalization of unsignalized intersections is assessed based on the Peak Hour Volume Warrant (Warrant 3) described in the *California Manual on Uniform Traffic Control Devices for Streets and Highways (CA MUTCD)*, Part 4, Highway Traffic Signals, 2014. This method makes no evaluation of intersection level of service, but simply provides an indication whether vehicular peak hour traffic volumes are, or would be, sufficient to justify installation of a traffic signal. The decision to install a traffic signal should not be based purely on the warrants alone. Instead, the installation of a signal should be considered and further analysis performed when one or more of the warrants are met. Additionally, engineering judgment is exercised on a case-by-case basis to evaluate the effect a traffic signal will have on certain types of accidents and traffic conditions at the subject intersection as well as at adjacent intersections. Intersections that meet the peak hour warrant are subject to further analysis before determining that a traffic signal is necessary. Other options such as traffic control devices, signage, or geometric changes may be preferable based on existing field conditions.

Freeway Segments

According to CMP Traffic Impact Analysis Guidelines, dated March 2009, a freeway level of service analysis is required if the number of project trips added to any freeway segment equals to or exceeds one percent of the capacity of the segment. The key freeway segments in the study area were evaluated to determine if the project traffic on each segment would exceed this threshold. Freeways that provide access to the project site include SR 87 and I-280.

In the vicinity of the project site, SR 87 consists of two mixed-flow lanes and one high occupancy vehicle (HOV) lane in each direction of travel, while I-280 consists of four mixed-flow lanes in each direction of travel. The CMP specifies that a capacity of 2,300 vehicles per hour per lane (vphpl) be used for mixed-flow lane segments that are three lanes or wider in one direction, and a capacity of 2,200 vphpl be used for mixed-flow lane segments that are two lanes wide in one direction. A capacity of 1,650 vphpl was used for HOV lanes. Thus, SR 87 near the project site has a capacity of 4,400 vph for the mixed-flow lanes plus 1,650 vph for the HOV lane while the segments on I-280 have a capacity of 9,200 vph. Using the CMP's one-percent threshold, a freeway level of service analysis would be needed if the project adds 44 or more trips to the mixed-flow lanes on SR 87 or 92 or more trips to the freeway segments on I-280 near the project site.

Since the proposed school would mainly serve the adjacent Washington and Alma Neighborhoods, it is anticipated that the only new trips on the freeways would be those associated with the school staff/faculty. Student trips are anticipated to be originated from within the surrounding neighborhoods.

A review of the project trip assignment indicates that the highest number of project trips in any direction on the subject freeway segments would be no more than 7 trips (SR 87, between I-280 and Alma Avenue) during both the AM and afternoon peak hours. Since the number of project trips on the freeway falls below the one-percent threshold, the project would not cause a significant increase in traffic on the freeway segments in the study area, and a freeway level of service analysis is not required. The freeway capacity analysis is summarized on Table 2.

Intersection Operations

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

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

where:

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

The basis of the analysis is as follows: (1) the Poisson probability distribution is used to estimate the 95th percentile maximum number of queued vehicles per signal cycle for a particular movement; (2) the estimated maximum number of vehicles in the queue is translated into a queue length, assuming 25 feet per vehicle; and (3) the estimated maximum queue length is compared to the existing or planned available storage capacity for the movement. This analysis thus provides a basis for estimating future left-turn storage requirements at signalized intersections.

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

Site Access and On-Site Circulation

The analyses of site access and on-site circulation are based on professional judgment in accordance with the standards and methods employed by the traffic engineering community.

Table 2
Freeway Segment Capacity Evaluation

				Existing Plus Project				Project Trips			
				Mixed-Flow Lane		HOV Lane		Mixed-Flow Lane		HOV Lane	
Freeway	Segment	Direction	Peak Hour	# of Lanes/a/	Capacity (vph)/b/	# of Lanes/a/	Capacity (vph)/b/	Volume	% of Capacity	Volume	% of Capacity
SR 87	Capitol Expwy to Curtner	NB	AM	2.0	4,400	1.0	1,650	5	0.1%	0	0.0%
		NB	PM	2.0	4,400	1.0	1,650	0	0.0%	0	0.0%
SR 87	Curtner to Almaden Rd	NB	AM	2.0	4,400	1.0	1,650	0	0.0%	0	0.0%
		NB	PM	2.0	4,400	1.0	1,650	0	0.0%	0	0.0%
SR 87	Almaden Rd to Alma Ave	NB	AM	2.0	4,400	1.0	1,650	0	0.0%	0	0.0%
		NB	PM	2.0	4,400	1.0	1,650	0	0.0%	0	0.0%
SR 87	Alma Ave to I-280	NB	AM	2.0	4,400	1.0	1,650	0	0.0%	0	0.0%
		NB	PM	2.0	4,400	1.0	1,650	7	0.2%	0	0.0%
SR 87	I-280 to Julian St	NB	AM	2.0	4,400	1.0	1,650	0	0.0%	0	0.0%
		NB	PM	2.0	4,400	1.0	1,650	5	0.1%	0	0.0%
I-280	I-880 to Meridian Ave	EB	AM	3.0	6,900	1.0	1,650	0	0.0%	0	0.0%
		EB	PM	3.0	6,900	1.0	1,650	0	0.0%	0	0.0%
I-280	Meridian Ave to Bird Ave	EB	AM	4.0	9,200	--	--	3	0.0%	--	--
		EB	PM	4.0	9,200	--	--	0	0.0%	--	--
I-280	Bird Ave to SR 87	EB	AM	4.0	9,200	--	--	3	0.0%	--	--
		EB	PM	4.0	9,200	--	--	0	0.0%	--	--
I-280	SR 87 to 10th St	EB	AM	4.0	9,200	--	--	2	0.0%	--	--
		EB	PM	4.0	9,200	--	--	0	0.0%	--	--
I-280	10th St to McLaughlin Ave	EB	AM	4.0	9,200	--	--	0	0.0%	--	--
		EB	PM	4.0	9,200	--	--	5	0.1%	--	--
I-280	McLaughlin Ave to US 101	EB	AM	4.0	9,200	--	--	0	0.0%	--	--
		EB	PM	4.0	9,200	--	--	5	0.1%	--	--
I-280	US 101 to McLaughlin Ave	WB	AM	4.0	9,200	--	--	5	0.1%	--	--
		WB	PM	4.0	9,200	--	--	0	0.0%	--	--
I-280	McLaughlin Ave to 10th St	WB	AM	4.0	9,200	--	--	5	0.1%	--	--
		WB	PM	4.0	9,200	--	--	0	0.0%	--	--
I-280	10th St to SR 87	WB	AM	4.0	9,200	--	--	0	0.0%	--	--
		WB	PM	4.0	9,200	--	--	2	0.0%	--	--
I-280	SR 87 to Bird Ave	WB	AM	4.0	9,200	--	--	0	0.0%	--	--
		WB	PM	4.0	9,200	--	--	3	0.0%	--	--
I-280	Bird Ave to Meridian Ave	WB	AM	4.0	9,200	--	--	0	0.0%	--	--
		WB	PM	4.0	9,200	--	--	3	0.0%	--	--
I-280	Meridian Ave to I-880	WB	AM	3.0	6,900	1.0	1,650	0	0.0%	0	0.0%
		WB	PM	3.0	6,900	1.0	1,650	3	0.0%	0	0.0%
SR 87	Julian St to I-280	SB	AM	2.0	4,400	1.0	1,650	5	0.1%	0	0.0%
		SB	PM	2.0	4,400	1.0	1,650	0	0.0%	0	0.0%
SR 87	I-280 to Alma Ave	SB	AM	2.0	4,400	1.0	1,650	7	0.2%	0	0.0%
		SB	PM	2.0	4,400	1.0	1,650	0	0.0%	0	0.0%
SR 87	Alma Ave to Almaden Rd	SB	AM	2.0	4,400	1.0	1,650	0	0.0%	0	0.0%
		SB	PM	2.0	4,400	1.0	1,650	0	0.0%	0	0.0%
SR 87	Almaden Rd to Curtner	SB	AM	2.0	4,400	1.0	1,650	0	0.0%	0	0.0%
		SB	PM	2.0	4,400	1.0	1,650	0	0.0%	0	0.0%
SR 87	Curtner to Capitol Expwy	SB	AM	2.0	4,400	1.0	1,650	0	0.0%	0	0.0%
		SB	PM	2.0	4,400	1.0	1,650	5	0.1%	0	0.0%

/a/ Source: Santa Clara Valley Transportation Authority Congestion Management Program Monitoring Study, 2014.
/b/ Capacity was based on the ideal capacity cited in the 2000 Highway Capacity Manual.

Report Organization

The remainder of this report is divided into five chapters. Chapter 2 describes existing conditions including the existing roadway network, transit service, and existing bicycle and pedestrian facilities. Chapter 3 describes the method used to estimate project traffic and the resulting traffic conditions expected under Existing plus Project conditions. Chapter 4 presents the intersection operations under background conditions. Chapter 5 presents traffic conditions and potential project impacts and recommended mitigation measures under background plus project conditions. Chapter 6 presents the analysis of other transportation related issues, including site access and on-site circulation, parking, drop-off/pick-up school activity, and impacts to transit and bicycle facilities. Chapter 7 presents the intersection operations under future growth conditions. Chapter 8 presents the conclusions of the traffic impact analysis.

2. Existing Conditions

This chapter describes existing conditions for all of the major transportation facilities in the vicinity of the site, including the roadway network, transit service, and bicycle and pedestrian facilities. Also included are the existing levels of service of the key intersections in the study area.

Existing Roadway Network

Regional access to the project site is provided via State Route (SR) 87 and Interstate-280. Local access to the site is provided by Alma Street, Monterey Highway, Willow Street, Story Road, Almaden Avenue, and Vine Street. These facilities are described below.

SR 87 is a six-lane freeway (two mixed-flow and one high occupancy vehicle (HOV) lanes) that is aligned in a north-south orientation. SR 87 begins at its interchange with SR 85 and extends northward to US 101. Access to the project site is provided by ramps at Lelong Street (access to/from the north only) and Curtner Avenue (full access).

I-280 connects from US 101 in San Jose to I-80 in San Francisco. It is generally an eight-lane freeway in the vicinity of downtown San Jose. It also has auxiliary lanes between some interchanges. The section of I-280 just north of the First Street overcrossing has four mixed-flow lanes in each direction. West of Meridian Avenue, I-280 consists of three mixed-flow lanes and one HOV lane in each direction of travel. I-280 provides access to the project area via ramps at Almaden Boulevard and 7th Street.

Alma Street is an east/west major collector street that extends westward from Senter Road to its transition intersection to Minnesota Avenue. Alma Avenue has four lanes along the project frontage and provides direct access to the project site.

Monterey Highway (SR 82) is a state highway that is a north-south six-lane arterial in the vicinity of the project site. It extends from Gilroy in the south to central San Jose in the north, where SR 82 eventually becomes El Camino Real, extending all the way north to San Francisco. Monterey Highway provides direct access to the project site.

Willow Street is a two-lane east-west major collector street. Willow Street runs from just east of Leigh Avenue eastward to South First Street. Willow Street provides access to the project site via Monterey Highway.

Keyes Street is a four-lane east-west major collector street that extends east from South First Street and continues to Senter Road, where it becomes Story Road. West of Monterey Road, Keyes Street becomes Goodyear Street, a minor residential street.

Almaden Avenue is mainly a two-lane one-way (northbound) roadway that extends between Alma Avenue and north of the I-280 overpass. The one-way segment of Almaden Avenue (from Alma Avenue to I-280) works as a couplet with Vine Street (southbound). North of I-280, Almaden Avenue becomes a

minor local street. South of Alma Avenue, Almaden Avenue and Vine Street transition into Almaden Expressway extending into Almaden Valley in South San Jose.

Vine Street is a two- to three-lane one-way roadway that extends between Alma Avenue and the I-280 overpass. Vine Street (southbound) works as a couplet with Almaden Avenue (northbound). At the I-280 Westbound Off-Ramp/Grand Street, Vine Street transitions into a two-way roadway changing designation to Almaden Boulevard. South of Alma Avenue, Almaden Avenue and Vine Street transition into Almaden Expressway extending into Almaden Valley in South San Jose.

Existing Bicycle and Pedestrian Facilities

As defined by the Valley Transportation Authority (VTA), bicycle facilities are divided into three classes of relative significance. Class I bikeways are bike paths that are physically separated from motor vehicles and offer two-way bicycle travel on a separate path. Class II bikeways are striped bike lanes on roadways that are marked by signage and pavement markings. Class III bikeways are bike routes and only have signs to help guide bicyclists on recommended routes to certain locations.

Rated streets refers to streets frequently used by bicyclists, sharing the roadway with motor vehicles, and includes city designated Class III bike routes. Rated streets include extreme caution (heavy traffic volumes with high traffic speeds), alert (moderate traffic volumes and speeds), and moderate (low traffic volumes and moderate to low traffic speeds).

Class II bike lanes are provided along the following roadways in the study area:

- Monterey Highway, between Keyes Street and Metcalf Road
- 2nd Street, between Keyes Street and San Salvador Street
- 3rd Street, between Keyes Street and Jackson Street
- 7th Street, between San Jose State University and Tully Road
- 10th Street, between Hedding Street and Tully Road
- Senter Road, between Keyes Street and Singleton Road
- Keyes Street/Story Road, between Monterey Highway and McLaughlin Avenue
- Willow Street, west of Lick Avenue
- Little Orchard Street, between San Jose Avenue and Curtner Avenue
- Curtner Avenue/Tully Road, between Leigh Avenue and Quimby Road

Adjacent to SR 87 is a City of San Jose and Santa Clara County Class I bicycle facility (Guadalupe Freeway Trail) that runs between Willow Street and Curtner Avenue, and continues southward to connect to the bicycle lane on Narvaez Avenue. This path accesses the Tamien Caltrain/Light Rail Station, located just north of Alma Avenue, and the Curtner Light Rail station to the south. Bike lockers and bike racks are provided at the Curtner and Tamien LRT stations. These bike paths are also available for use by pedestrians. The existing bicycle facilities in the study area are presented graphically on Figure 3.

Pedestrian facilities in the project area consist primarily of sidewalks along the streets in most residential and commercial areas, as well as the aforementioned bike/pedestrian path. Sidewalks are found along virtually all previously described local roadways in the study area, including Monterey Highway and Alma Avenue, with the exception of intermitted segments on Alma Avenue, east of the project site, where sidewalks are missing along the south side of the street. All of the signalized intersections in the vicinity of the project site have marked crosswalks and include pedestrian push buttons and signal heads, including the intersection of Monterey Highway and Alma Avenue, which provides direct pedestrian access to the project site.

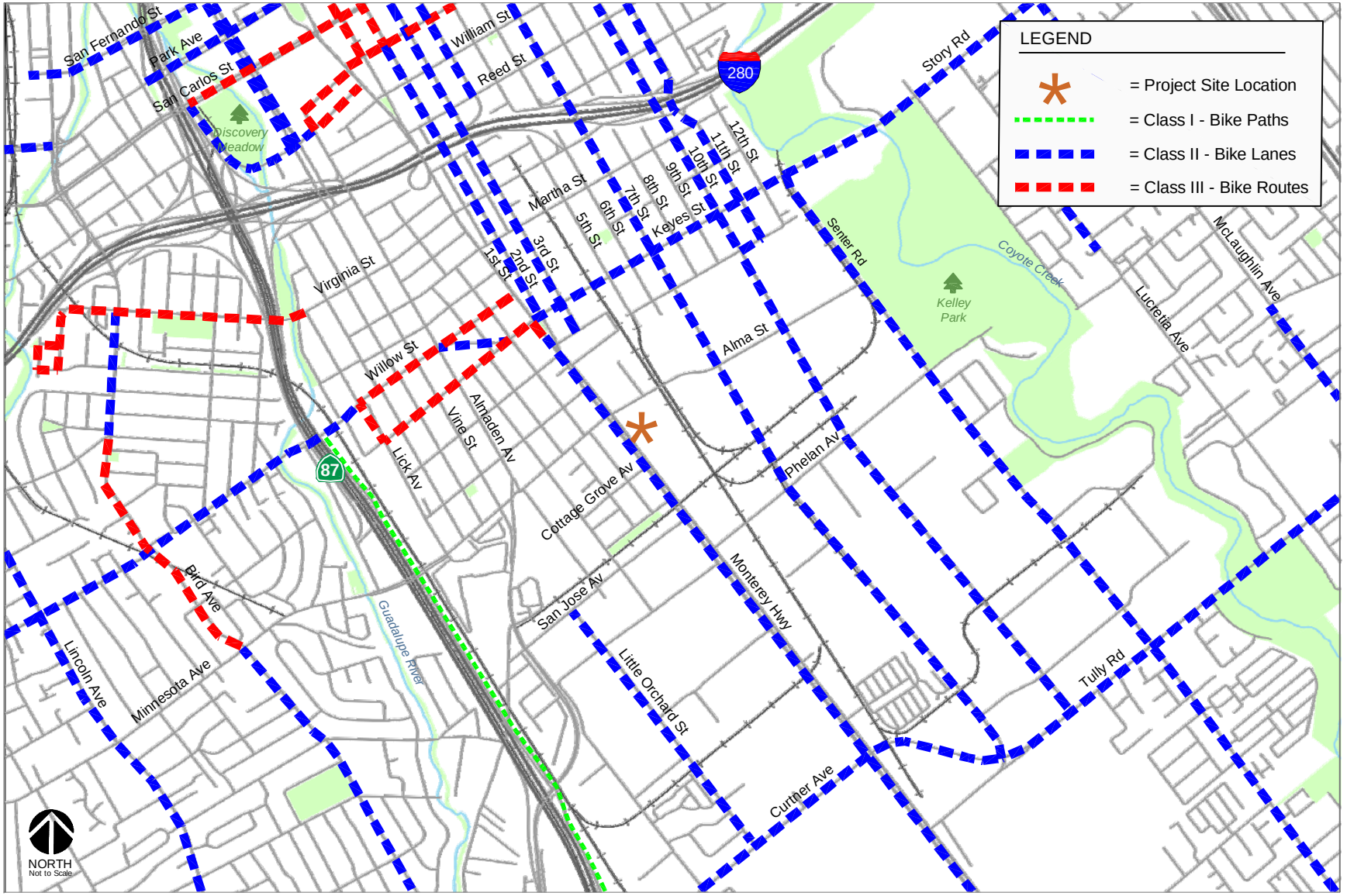


Figure 3
Existing Bicycle Facilities

Existing Transit Service

Existing transit service to the study area is provided by the VTA and Caltrain. The existing transit services are described below and shown on Figure 4.

VTA Transit Service

Bus Service

The project site is served by four VTA bus lines. The closest bus stops are located along Monterey Highway, north and south of Alma Avenue, and along Alma Avenue, west of Monterey Highway. The bus lines provide connections to other bus lines that serve the greater project area.

Local Route 66 provides service between the Kaiser Hospital in San Jose and Dixon Landing Road in Milpitas. Route 66 operates along Monterey Highway in the project study area, with 15-minute headways during the weekday peak commute hours and 30-minute headways during most of the day on weekends.

Local Route 68 provides service between the San Jose Diridon Transit Center and the Gilroy Transit Center. Route 68 operates along Monterey Highway in the project study area, with 15- to 30-minute headways during the weekday peak commute hours and 30-minute headways during most of the day on weekends.

Local Route 82 provides service between the Westgate Shopping Center and downtown San Jose. Route 82 operates along Alma Avenue in the project study area, with approximately 30-minute headways throughout the day on weekdays and approximately 45-minute headways during most of the day on weekends.

Limited Stop Route 304 provides service between the Santa Teresa LRT Station and the Sunnyvale Transit Center, with stops in downtown San Jose. It operates along Monterey Highway in the project study area. Limited Stop Route 304 operates on 30-minute headways during the weekday peak commute hours and does not operate on weekends.

Light Rail Transit (LRT) Service

The nearest LRT station is the Tamien LRT Station. The Tamien LRT Station is located at the northeast quadrant of the Lelong Street and Alma Avenue intersection, less than a mile west of the project site, and provides a direct connection to VTA bus service (Local Routes 25 and 82) and Caltrain. The Tamien LRT Station offers bicycle lockers, a Park & Ride lot, and long-term airport parking.

LRT service at the Tamien LRT Station is provided by the Alum Rock-Santa Teresa LRT line, which operates nearly 24 hours a day (4:00 AM to 1:00 AM) with 10-15-minute headways during peak commute and midday hours. The Alum Rock-Santa Teresa LRT line provides service from the Santa Teresa Station in south San Jose, through downtown San Jose to north San Jose where it curves east and operates along the Tasman Corridor, bends south and runs along the Capitol Corridor, and ultimately terminates in east San Jose just south of Alum Rock Avenue.

Caltrain

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

The Tamien Caltrain Station is located along Lick Avenue, north of Alma Avenue, less than a mile west of the project site. Caltrain provides weekday commute service to the Tamien Caltrain Station with four northbound trains during the AM peak commute hours and four southbound trains during the PM peak commute hours. The Tamien Caltrain Station offers a 275-space parking lot and a direct connection to

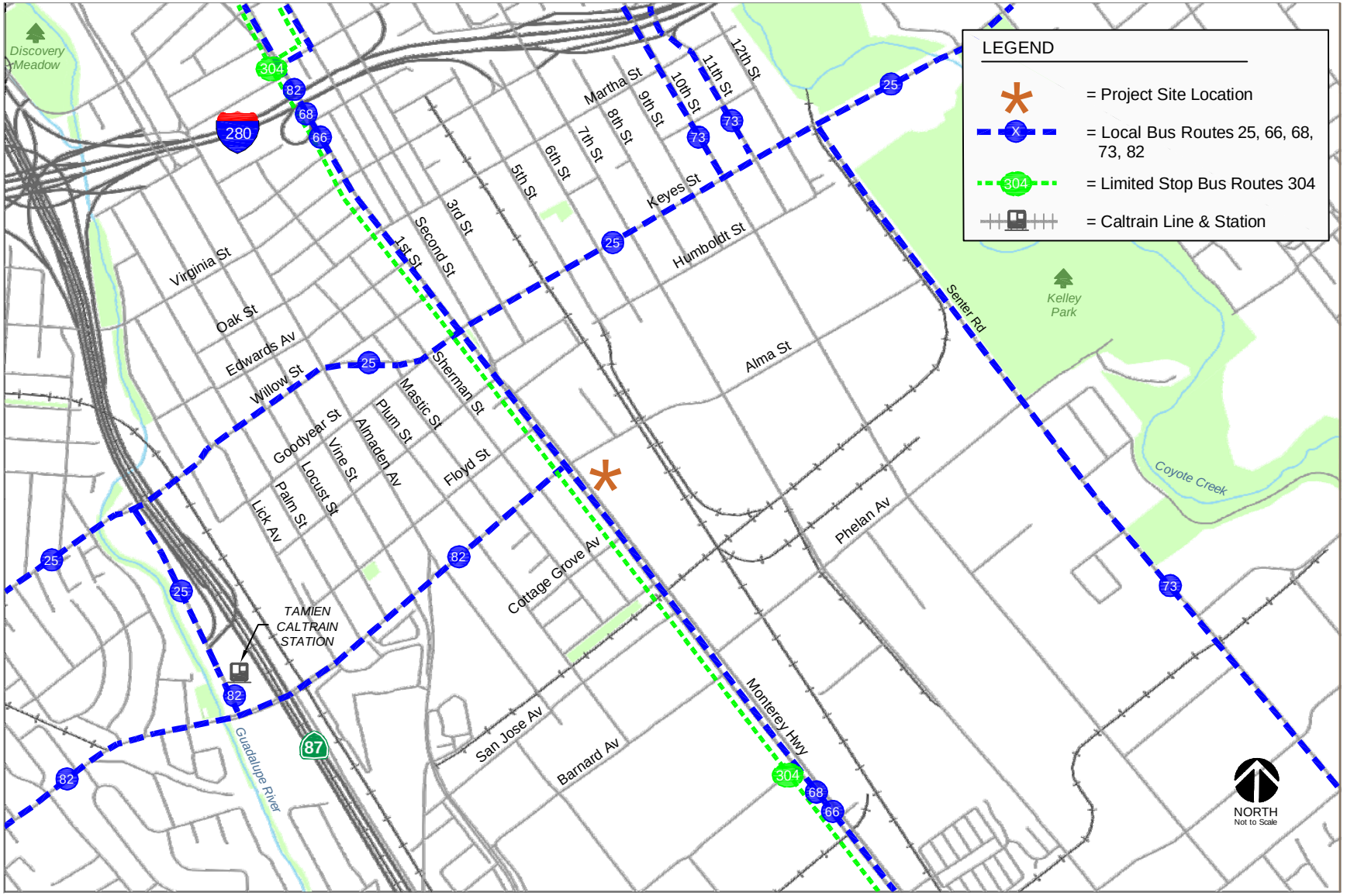


Figure 4
Existing Transit Services

VTA bus routes (Local Routes 25 and 82) and LRT. Bicycle rack and lockers also are provided at the Tamien Caltrain Station.

Existing Intersection Lane Configurations

The existing lane configurations at the study intersections were provided by city staff and confirmed by observations in the field. The existing intersection lane configurations are shown on Figure 5.

Existing Traffic Volumes

Existing peak-hour traffic volumes were obtained from new intersection turn-movement counts (conducted in October 2015), previous traffic studies, and the City of San Jose. The existing peak-hour intersection volumes are shown on Figure 6. Intersection turning-movement counts conducted for this analysis are presented in Appendix A.

Existing Intersection Levels of Service

Intersection levels of service were evaluated against City of San Jose and CMP standards. The results of the intersection level of service analysis under existing conditions are summarized in Table 3.

City of San Jose Intersections

The results of the level of service analysis show that, measured against the City of San Jose level of service policy, all of the study intersections currently operate at an acceptable LOS D or better during the AM and afternoon peak hours.

CMP Intersections

The results of the level of service analysis show that, measured against CMP standards, all of the CMP intersections currently operate at an acceptable LOS E or better during both peak hours analyzed.

The intersection level of service calculation sheets are included in Appendix D.

Existing Freeway Segment Levels of Service

Per CMP technical guidelines, freeway segment level of service analysis shall be conducted on all segments to which the project is projected to add one percent or more to the segment capacity. Since the project is not projected to add one percent to any freeway segments in the area, freeway analysis for the CMP was not required. The percentage of traffic projected to be added by the project to freeway segments in the project area is summarized in Table 2, Chapter 1.

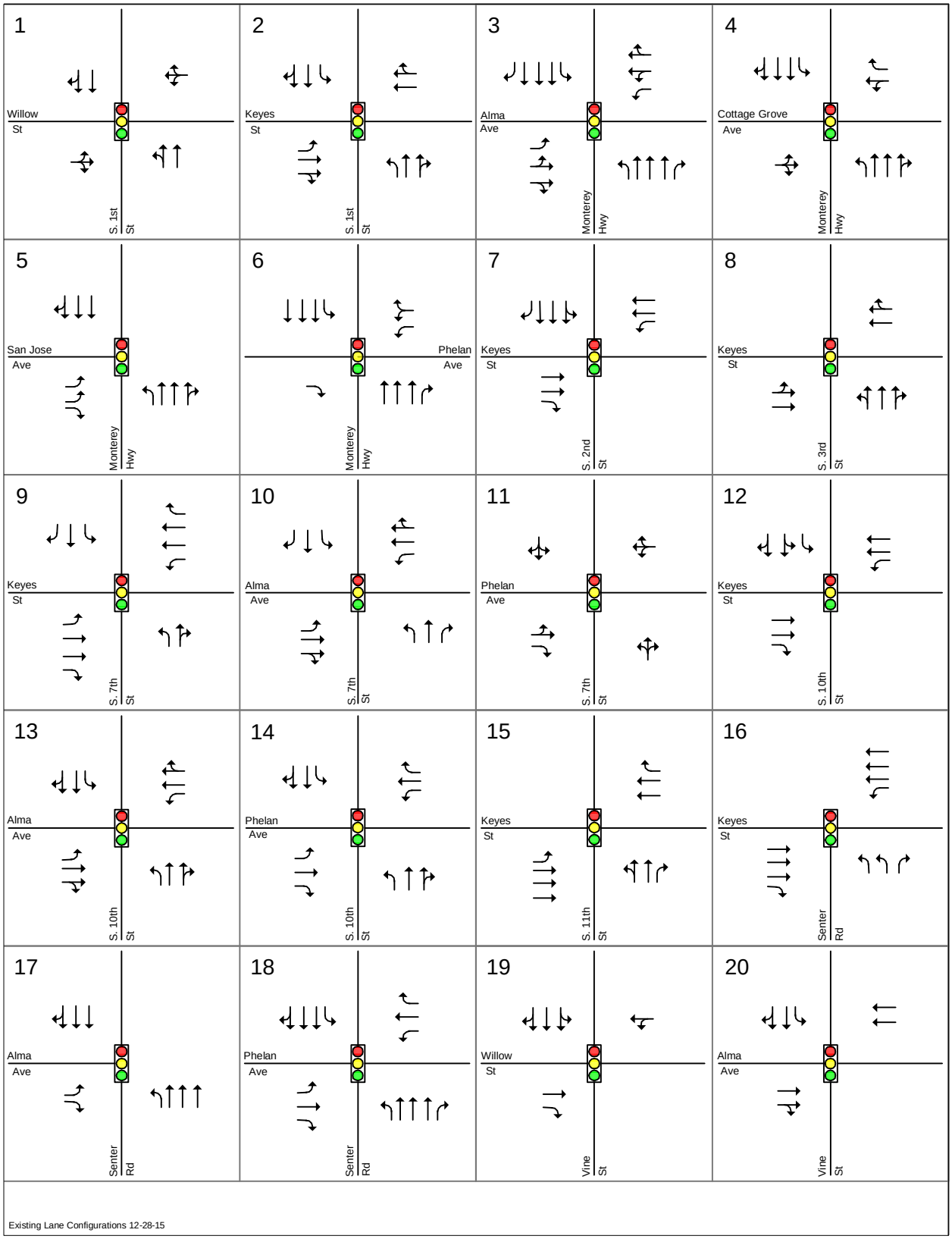


Figure 5
Existing Lane Configurations

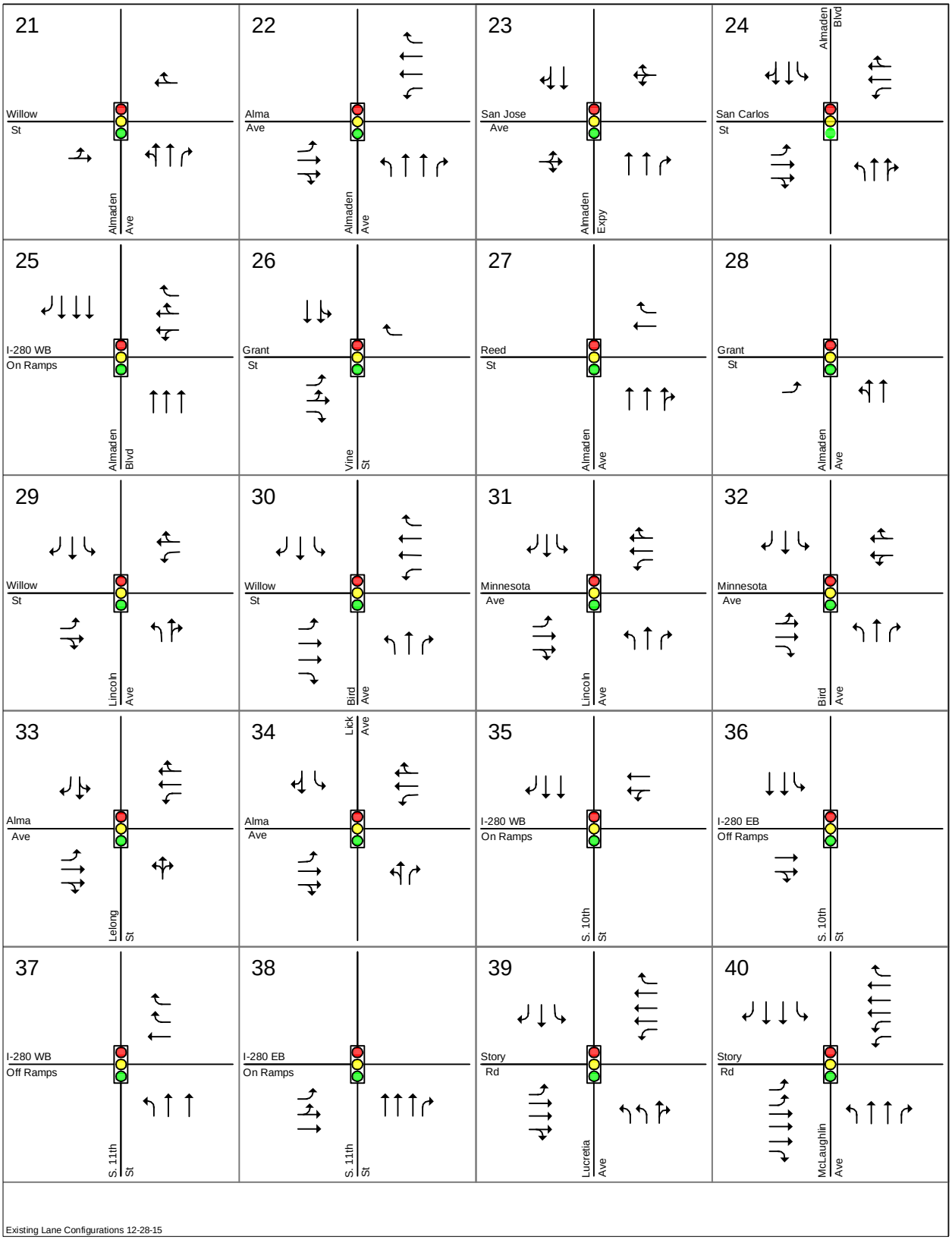


Figure 5 (Continued)
Existing Lane Configurations

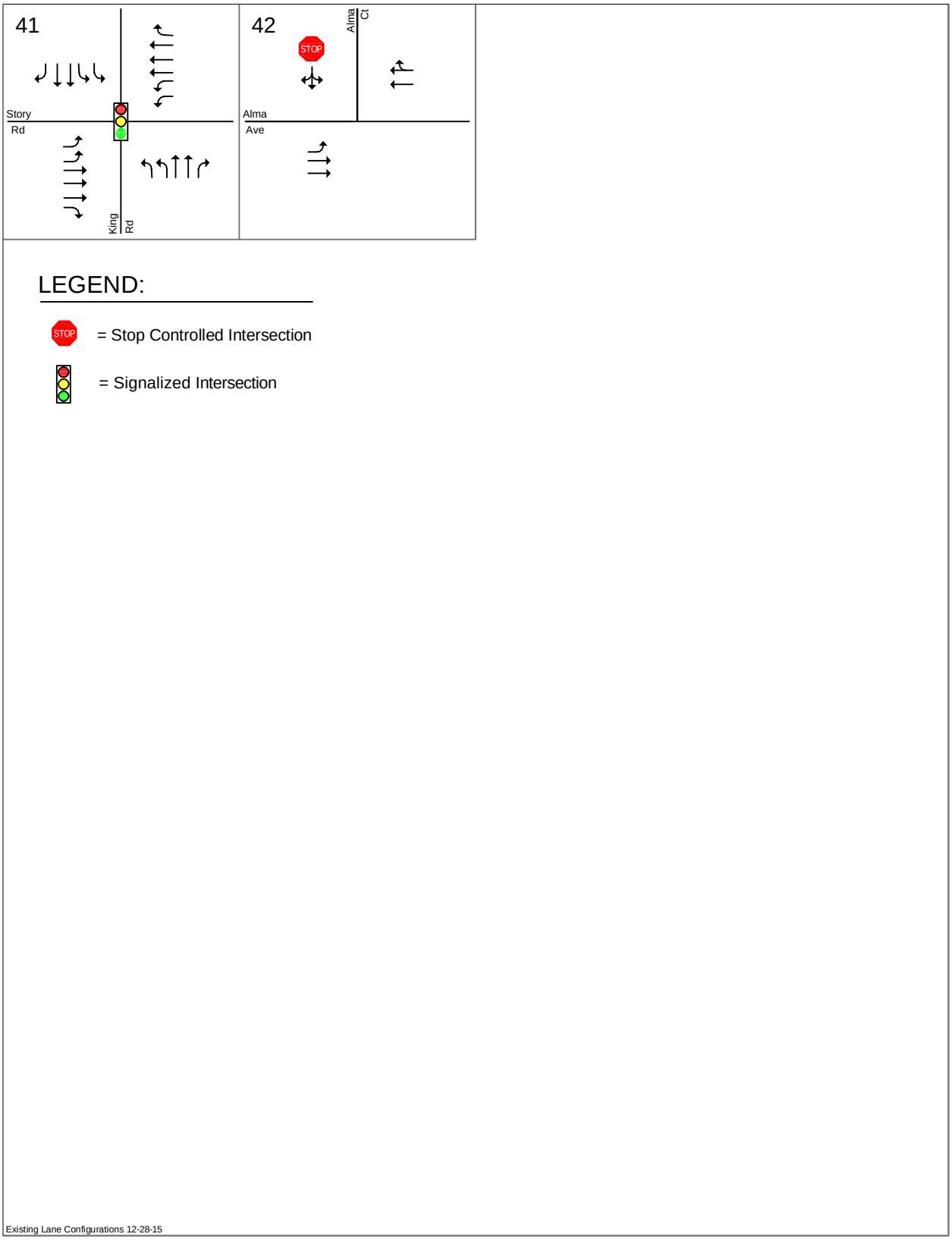


Figure 5 (Continued)
Existing Lane Configurations

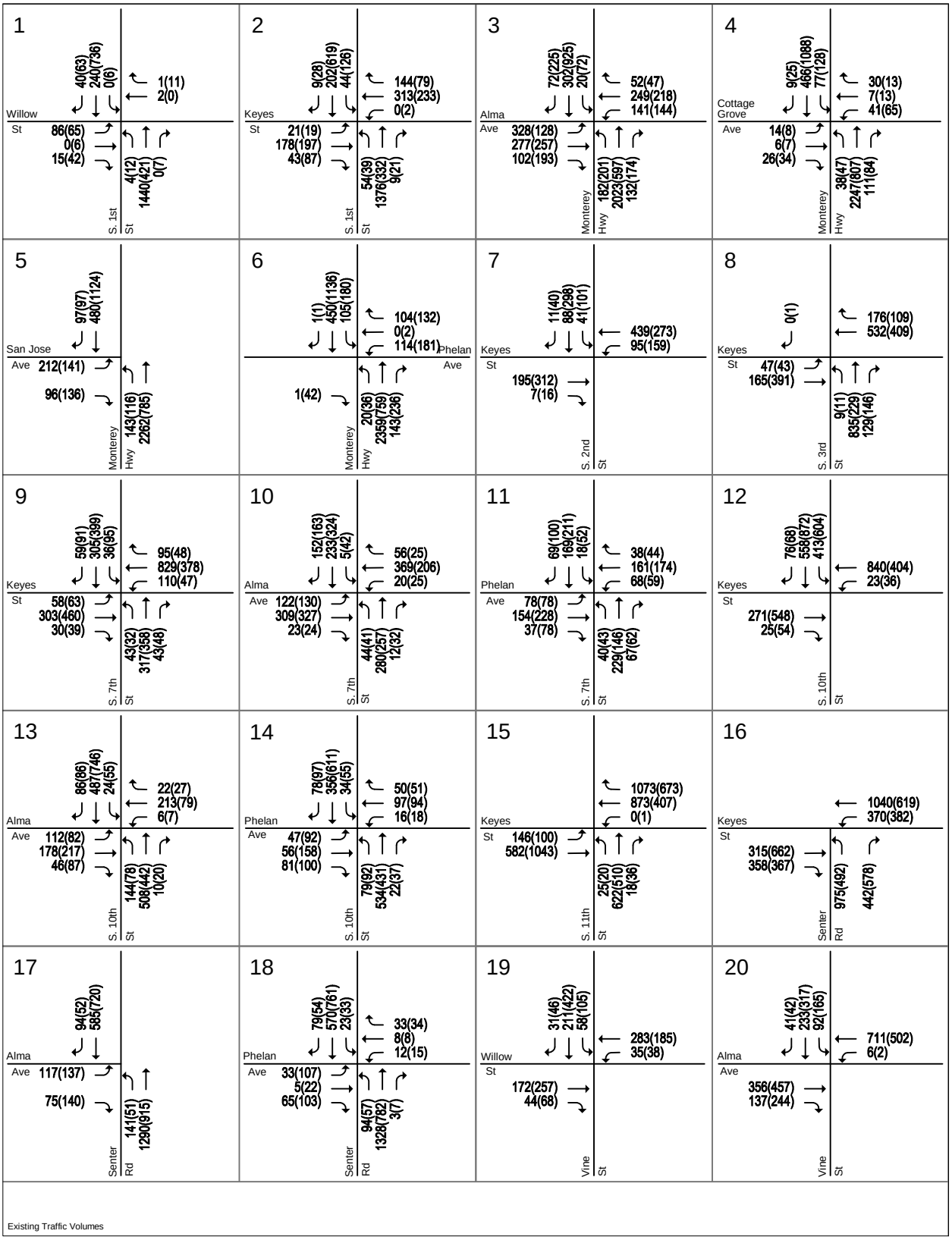


Figure 6
Existing Traffic Volumes

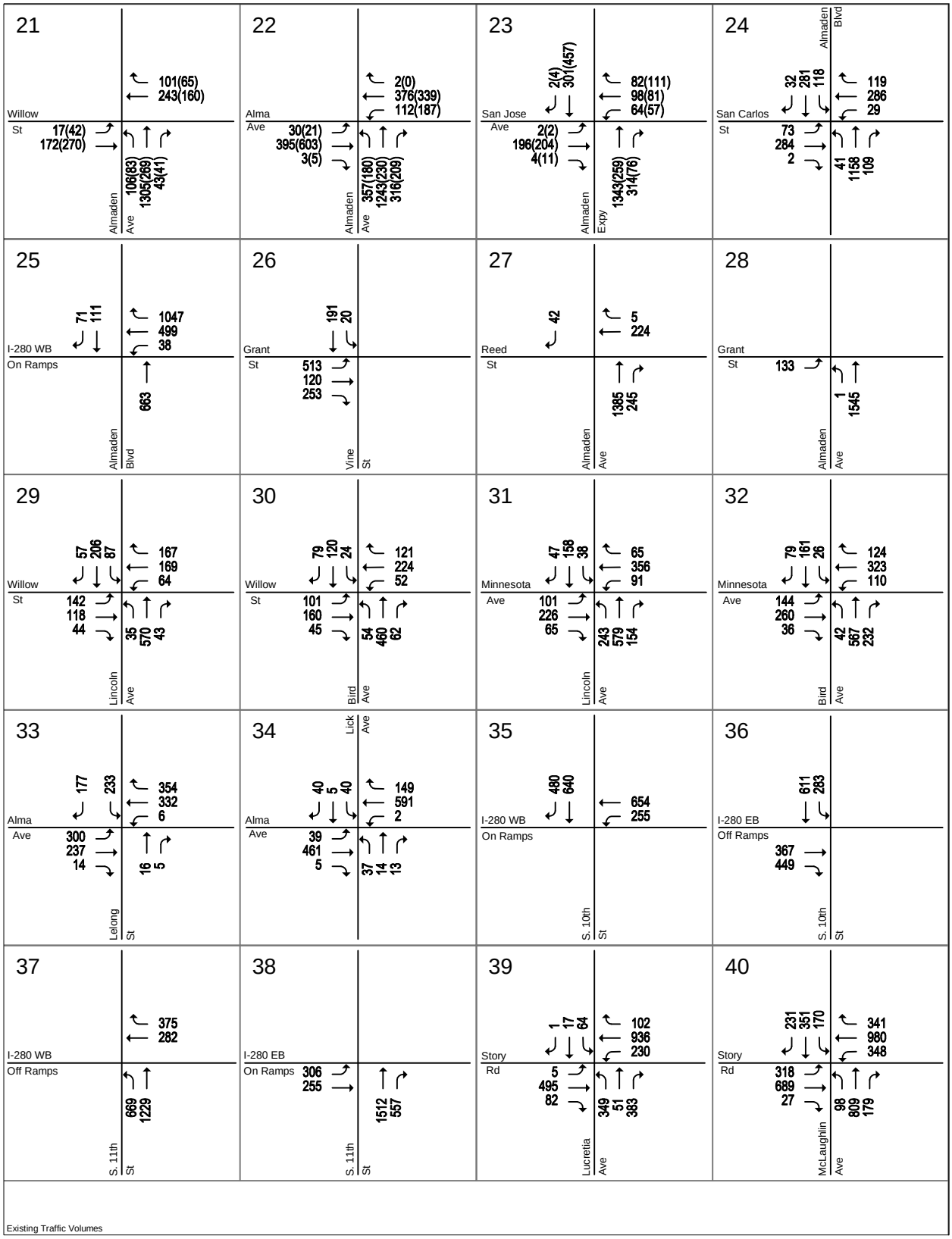
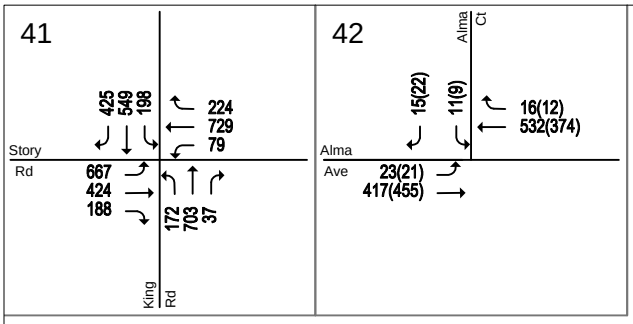


Figure 6 (Continued)
Existing Traffic Volumes



LEGEND:

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

Existing Traffic Volumes

Figure 6 (Continued)
Existing Traffic Volumes

Table 3
Existing Intersection Levels of Service

Study Number	Intersection	Peak Hour	Count Date	Existing Avg. Delay	Existing LOS
1	South 1st Street and Willow Street *	AM	10/30/14	5.8	A
		Afternoon	10/22/15	9.1	A
2	South 1st Street and Keyes Street *	AM	05/19/15	27.1	C
		Afternoon	10/22/15	36.7	D
3	Monterey Highway and Alma Avenue *	AM	05/19/15	39.6	D
		Afternoon	10/22/15	46.0	D
4	Monterey Highway and Cottage Grove Avenue	AM	10/22/15	12.1	B
		Afternoon	10/22/15	19.7	B
5	Monterey Highway and San Jose Avenue	AM	10/22/15	15.8	B
		Afternoon	10/22/15	20.5	C
6	Monterey Highway and Phelan Avenue	AM	11/05/15	25.6	C
		Afternoon	10/22/15	36.7	D
7	South 2nd Street and Keyes Street	AM	05/20/15	18.6	B
		Afternoon	10/22/15	30.2	C
8	South 3rd Street and Keyes Street	AM	10/22/15	22.0	C
		Afternoon	10/22/15	11.0	B
9	South 7th Street and Keyes Street	AM	09/11/14	34.3	C
		Afternoon	10/22/15	34.9	C
10	South 7th Street and Alma Avenue	AM	10/22/15	28.0	C
		Afternoon	10/22/15	26.1	C
11	South 7th Street and Phelan Avenue	AM	10/22/15	17.4	B
		Afternoon	10/22/15	17.9	B
12	South 10th Street and Keyes Street	AM	05/20/15	25.6	C
		Afternoon	10/22/15	23.5	C
13	South 10th Street and Alma Avenue	AM	10/22/15	27.8	C
		Afternoon	10/22/15	23.4	C
14	South 10th Street and Phelan Avenue	AM	09/11/14	21.7	C
		Afternoon	10/22/15	24.8	C
15	South 11th Street and Keyes Street	AM	05/19/15	27.1	C
		Afternoon	10/22/15	30.5	C
16	Senter Road and Keyes Street	AM	05/19/15	24.8	C
		Afternoon	10/22/15	25.2	C
17	Senter Road and Alma Avenue	AM	10/22/15	10.9	B
		Afternoon	10/22/15	11.4	B
18	Senter Road and Phelan Avenue	AM	10/22/15	18.4	B
		Afternoon	10/22/15	28.9	C
19	Vine Street and Willow Street	AM	10/22/15	8.1	A
		Afternoon	10/22/15	16.2	B
20	Vine Street and Alma Avenue	AM	05/19/15	11.6	B
		Afternoon	10/22/15	15.1	B
21	Almaden Avenue and Willow Street	AM	10/22/15	16.4	B
		Afternoon	10/22/15	15.7	B
22	Almaden Avenue and Alma Avenue	AM	05/19/15	20.3	C
		Afternoon	10/22/15	28.2	C
23	Almaden Expressway and San Jose Avenue	AM	10/22/15	11.4	B
		Afternoon	10/22/15	14.3	B

Table 3 (Continued)
Existing Intersection Levels of Service

Study Number	Intersection	Peak Hour	Count Date	Existing Avg. Delay	Existing LOS
24	Almaden Boulevard and San Carlos Street *	AM	05/06/15	37.3	D
25	Almaden Boulevard and I-280 NB ramp	AM	05/19/15	15.4	B
26	Vine Street and Grant Street	AM	05/19/15	5.9	A
27	Almaden Avenue and Reed Street	AM	05/19/15	14.3	B
28	Almaden Avenue and Grant Street	AM	05/20/15	6.8	A
29	Lincoln Avenue and Willow Street	AM	05/19/15	46.8	D
30	Bird Avenue and Willow Street	AM	04/22/14	32.5	C
31	Lincoln Avenue and Minnesota Avenue	AM	05/19/15	43.2	D
32	Bird Avenue and Minnesota Avenue	AM	05/19/15	37.1	D
33	Lelong Street and Alma Avenue	AM	05/19/15	34.3	C
34	Lick Avenue and Alma Avenue	AM	05/28/14	16.0	B
35	I-280 and 10th Street (N)*	AM	05/20/15	13.8	B
36	I-280 and 10th Street (S)*	AM	05/20/15	13.5	B
37	I-280 and 11th Street (N)*	AM	05/19/15	10.9	B
38	I-280 and 11th Street (S)*	AM	05/19/15	8.8	A
39	Lucretia Avenue and Story Road	AM	01/12/16	39.6	D
40	McLaughlin Avenue and Story Road	AM	05/19/15	42.3	D
41	King Road and Story Road	AM	05/19/15	50.1	D

* Denotes CMP Intersections

Observed Existing Traffic Conditions

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

Field observations revealed that overall most of the study intersections operated adequately during both the AM and afternoon peak hours, and the level of service analysis appears to accurately reflect actual existing traffic conditions. However, filed observations showed that some operational problems currently occur during the peak hours at the following locations:

Monterey Highway and Alma Avenue

During AM peak hour, queues from the westbound left-turn occasionally exceed the existing storage capacity by approximately two vehicles. The westbound approach queue, however, was not observed to extend back to Alma Court. Additionally, the northbound approach traffic was observed to occasionally extend past the upstream intersection at Cottage Grove Avenue.

No other issues were observed at other locations.

3.
Existing Plus Project Conditions

This chapter describes existing traffic conditions with the addition of the traffic that would be generated by the proposed project. Existing plus project traffic conditions could potentially exist if the project was constructed and occupied prior to the other approved projects in the area. It is unlikely that this traffic condition would occur, since other approved projects expected to add traffic to the study area would likely be built and occupied during the time the project is going through the development review and construction process. This scenario describes a less congested traffic condition, since it ignores any potential traffic from prior approvals. Existing plus project conditions also does not include any planned and funded roadway improvements that have not been constructed.

Transportation Network under Existing Plus Project Conditions

No off-site transportation improvements are planned by the project. Therefore, it is assumed in this analysis that the transportation network under existing plus project conditions is the same as the existing transportation network.

Project Description

The proposed project consists of a 6th through 12th grade school (middle and high school) located in the southeast corner of Monterey Highway and Alma Avenue. The proposed school would mainly serve the Washington and Alma neighborhoods in the downtown San Jose area, an area that does not have a nearby middle school or high school. Currently, middle and high school students from these neighborhoods are bused out of the area to schools outside the area, with the closest middle and high schools located approximately 3 miles away.

The school, as proposed, would serve up to 528 middle school students and 709 high school students (most of them from the San Jose Unified School District) with a total of 72 full and part-time employees, which include 45 teachers. The project site consists of a 3.38-acre site currently occupied by the former and now vacant 59,000 square-foot (s.f.) Southern Lumber Co. building. The school would reoccupy the existing building on site. Access to the proposed school would be provided via one inbound and one outbound driveway Alma Avenue.

The school plans to implement staggered schedules for both the school start and end times in an effort to spread drop-off and pick-up activities over a longer period of time and minimize congestion both on-site and on the surrounding roadway network. The school hours of operations would be mainly from 7:00 AM to 4:00 PM, with other school related activities occurring outside these times. Administrative hour of operation would be from 8:00 AM to 5:00 PM. Additionally, the school would offer:

- Zero period for approximately 50 high school seniors, beginning about one hour and ten minutes prior to the high school start time
- Breakfast with typical student participation of approximately 15 percent (%)
- After school programs, with typical student participation of approximately 10% of high school students

In an effort to minimize the effect of the proposed school traffic on the surrounding transportation network, different start times for both the middle and high school were evaluated. Assumptions for this effort included all students arriving to the school within 20 minutes prior to the start of the school day and student arrivals would be spread out evenly during this 20-minute period. Based on these assumptions, the following number of students were estimated to arrive to the school site within the school peak hour:

Assuming 10 minutes between the middle school and the high school start times:

- approximately 1,125 of the 1,237 total students would arrive to the site within the school peak hour
- high school and middle school student arrivals would overlap

Assuming 40 minutes between the middle school and the high school start times:

- approximately 1,108 students would arrive to the site within the school peak hour
- no overlapping of middle and high school student arrivals would occur, with an approximately 20-minute period of no drop-off activity.

Assuming 50 minutes between the middle school and the high school start times:

- approximately 884 students would arrive to the site within the school peak hour
- no overlapping of middle and high school student arrivals would occur, with an approximately 30-minute period of no drop-off activity

Assuming one hour between the middle school and the high school start times:

- approximately 659 students (all high school students) would arrive to the site within the school peak hour
- no overlapping of middle and high school student arrivals would occur, with an approximately 40-minute period of no drop-off activity

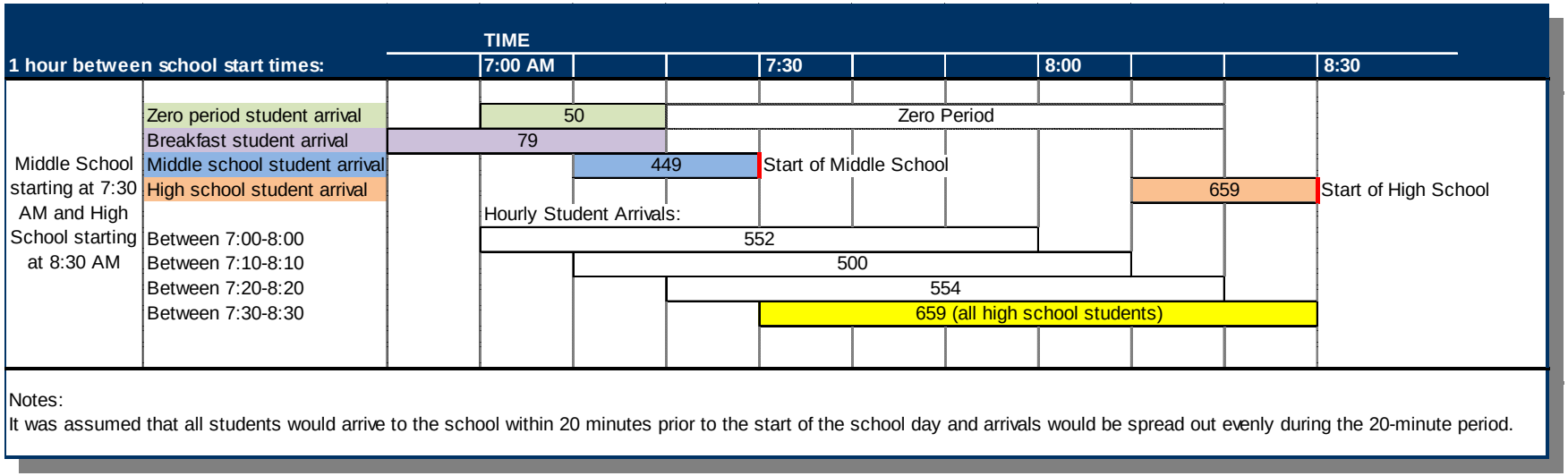
Based on the above staggered schedule analysis, the following start/end times are being proposed:

6:50-7:20 AM:	Breakfast – 15 % of middle school students to participate
7:20-8:20 AM:	Zero period – 50 high school students are anticipated to participate
7:30 AM:	Start of school day for middle school students
8:30 AM:	Start of school day for high school students
2:55 PM:	End of school day for middle school students (M, T, TH, F)
3:55 PM:	End of school day for high school students (M, T, TH, F; 10% of high school students are anticipated to stay for after-school programs)

The above schedule conservatively assumes a one-hour period between the middle school and high school start times, with the highest concentration of students arriving between 7:30 and 8:30 AM. In the afternoon, the same one-hour period is assumed between dismissal times, with middle school pick-up occurring between 2:40 and 3:10 PM and high school student pick-up activity occurring between 3:40 and 4:10 PM. The majority of the students staying for after-school programs and staff/faculty members would leave the site after 5:00 PM.

The above school schedule and student arrivals are shown graphically in Table 4 below.

Table 4
Proposed School Schedule/Student Arrival Times



Notes:
It was assumed that all students would arrive to the school within 20 minutes prior to the start of the school day and arrivals would be spread out evenly during the 20-minute period.

Project Trip Estimates

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

Trip Generation

Through empirical research, data have been collected that correlate to common land uses their propensity for producing traffic. Thus, for the most common land uses there are standard trip generation rates that can be applied to help predict the future traffic increases that would result from a new development. Trip generation rates for common land uses are contained in the Institute of Transportation Engineers' (ITE's) *Trip Generation Manual*, 9th Edition, 2012. The trip generation resulting from new development, therefore, typically is estimated by multiplying the ITE trip generation rates by the size of the development. However, since the ITE Trip Generation Manual does not have trip generation rates that represent the proposed project (a 6-12 grade charter school) or are specific to the project area, the trips generated by the proposed school were estimated based on trip generation rates obtained from existing DCP school sites.

In addition, the project site includes a former 59,000 s.f. lumber store. Although the existing building on site is currently vacant, the building has the potential to generate traffic and therefore it has "trip credit" associated with its former use. Therefore, traffic associated with the former use on site was estimated and applied as credit to the new traffic estimated to be generated by the proposed school project.

Existing Use On Site

Trips that could be generated by the former land use on site were estimated by applying ITE trip generation rates to the size of the building. Although the ITE Trip Generation Manual includes rates for building materials and lumber stores, these rates are based on limited data, which may be considered unreliable. For this reason, ITE trip generation rates for home improvement superstore (ITE land use code 862) were used. Home improvement land use is a related land use to the building materials and lumber store land use and its trip generation rates are based on a larger data base (20 or more studies). Additionally, the home improvement trip generation rates include rates for the peak hour of generator (an hour between 12:00-5:00 PM), which coincides with the school afternoon peak hour. Based on ITE trip generation rates, the existing building on site is estimated to generate 88 trips during the AM peak-hour (50 inbound and 38 outbound trips) and 187 trips during the school afternoon peak-hour (97 inbound and 90 outbound trips). This is traffic that the existing building would generate if it was occupied today.

Proposed School Project

Trip generation for the proposed school project was estimated based on trip generation rates obtained from trip generation counts conducted at two existing DCP school sites. Trip generation counts were conducted at the DCP Alum Rock Middle School and the DCP The Alameda High School campuses, both in San Jose, in October and November 2015 by Hexagon. The counts were conducted during the morning peak period (7:00-9:00 AM) and the afterschool peak-period (2:30-4:30 PM). Based on the trip generation counts, at the beginning of the school day (AM peak-hour) the trip generation rate for the existing DCP Alum Rock Middle School was estimated to be 1.24 trips per student while the school afternoon peak-hour trip generation rate was estimated to be 0.78 trips per student. At the DCP The Alameda High School, the trip generation rates were estimated to be 0.92 and 0.57 trips per student during the AM and the school afternoon peak hours, respectively. The surveyed trip generation rates are summarized in Table 5 below.

Table 5
School Trip Generation Counts Summary

	Size	AM Peak Hour						Afternoon Peak Hour					
		Pk-Hr	Splits		Trips			Pk-Hr	Splits		Trips		
		Rate	In	Out	In	Out	Total	Rate	In	Out	In	Out	Total
Existing DCP School Surveys [1]													
DCP Alum Rock Middle School [2]	359 students	1.24	53%	47%	235	209	444	0.78	41%	59%	114	166	280
DCP High School The Alameda [3]	334 students	0.92	52%	48%	160	148	308	0.57	48%	52%	90	99	189

Notes:
1. Trip generation counts conducted by Hexagon at two existing DCP schools: DCP Alum Rock Middle School and DCP High School The Alameda.
2. Trip generation counts conducted on Tuesday November 3, 2015.
3. Trip generation counts conducted on Thursday October 29, 2015.

For comparison purpose, ITE trip generation rates for middle school (land use code 522) and high school (land use code 530 were compared to the surveyed rates. ITE rates are lower than those surveyed at the existing school site (0.54 AM and 0.30 afternoon peak hours for the middle school use and 0.43 AM and 0.29 afternoon peak hours for the high school), providing for a more conservative analysis of the proposed project.

The magnitude of traffic added to the roadway system by the proposed project was estimated by multiplying the surveyed trip generation rates by the estimated number of student arriving to the school site during the school peak hour (659 high school students, discussed in the previous section). Applying the surveyed trip generation rates to the number of students, it is estimated that the proposed school would generate a total of approximately 608 trips (316 inbound and 292 outbound) during the AM peak hour and 373 trips (178 inbound and 195 outbound) during the school afternoon peak hour. This represents the peak-hour traffic projected to be generated by the proposed project (gross project trips).

The total net project trips that would be added to the roadway network by the proposed school during the peak hours were estimated by subtracting the site's trip credit (the number of trips that could be generated by the existing building on site) from the traffic that is estimated to be generated by the school (gross project trips). After reduction of the site's trip credit from the gross project trips, the proposed project is estimated to generate a net total of 520 AM peak hour trips (266 inbound and 254 outbound) and 186 afternoon peak hour trips (81 inbound and 105 outbound).

The trip generation estimates are presented in Table 6.

Trip Distribution

The trip distribution pattern for the proposed school was estimated based on information provided by the school on the anticipated service areas as well as on existing travel patterns and the location of complementary land uses. It was assumed in this process that the majority of student trips would originate within the adjacent neighborhoods, and that the majority of staff/faculty trips would originate from outside the area. It was also assumed that a large percentage of the student drop-off (in the morning) and pick-up (in the afternoon) activity would be done by a parent on their way to/from work. Thus, three separate trip distributions were used in this study: (1) from/to home (non-working parents), (2) to/from work (working parents), and (3) staff/faculty distributions. The trip distribution patterns are illustrated on Figures 7, 8, and 9.

Table 6
Project Trip Generation Estimates

	Size		AM Peak Hour Pk-Hr Rate	AM Peak Hour Splits In	AM Peak Hour Splits Out	AM Peak Hour Trips In	AM Peak Hour Trips Out	AM Peak Hour Trips Total	Afternoon Peak Hour Pk-Hr Rate	Afternoon Peak Hour Splits In	Afternoon Peak Hour Splits Out	Afternoon Peak Hour Trips In	Afternoon Peak Hour Trips Out	Afternoon Peak Hour Trips Total
Existing Uses														
Southern Lumber [1]	59,000	s.f.	1.49	57%	43%	50	38	88	3.17	52%	48%	97	90	187
Proposed DCP School [2]														
Middle School [3]	0	students	1.24	53%	47%	0	0	0	0.78	41%	59%	0	0	0
High School [4]	659	students	0.92	52%	48%	316	292	608	0.57	48%	52%	178	195	373
Total Project Trips						**316**	**292**	**608**				**178**	**195**	**373**
Net Project Trips						***266***	***254***	***520***				***81***	***105***	***186***

Notes:
1. Trip generation estimates based on average trip generation rates for Home Improvement Superstore (land use code 862) contained in the Institute of Transportation Engineers (ITE) Trip Generation Manual, 9th Edition, 2012.
2. Estimated number of students arriving (leaving) to the school during the school's peak hour, based on 1-hour staggered school start times.
3. Trip generation estimates based on trip generation counts conducted by Hexagon at DCP Alum Rock Middle School on Tuesday November 3, 2015.
4. Trip generation estimates based on trip generation counts conducted by Hexagon at DCP High School The Alameda on Thursday October 29, 2015.

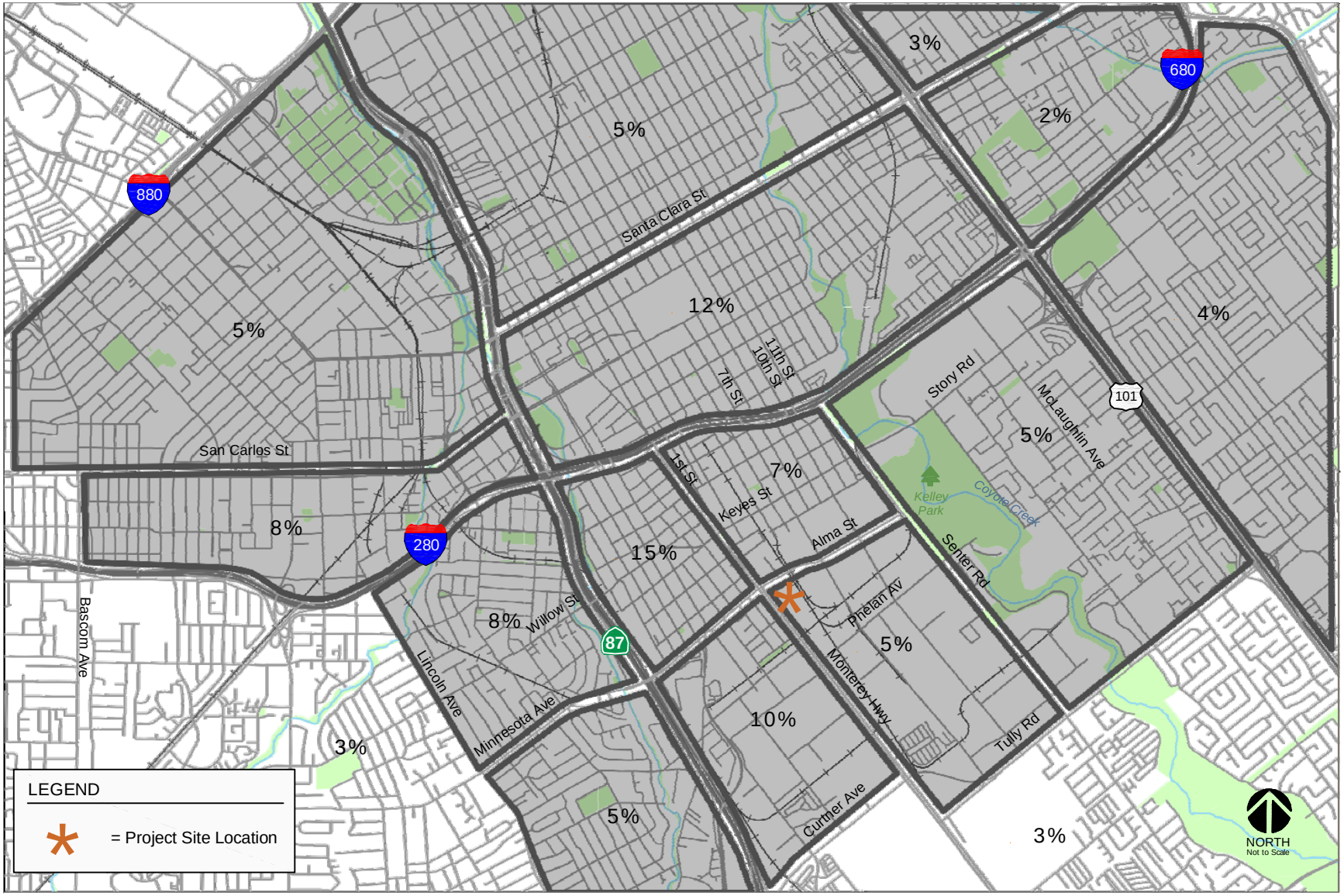


Figure 7
Project Trip Distribution – From/To Home (Non-Working Parents)

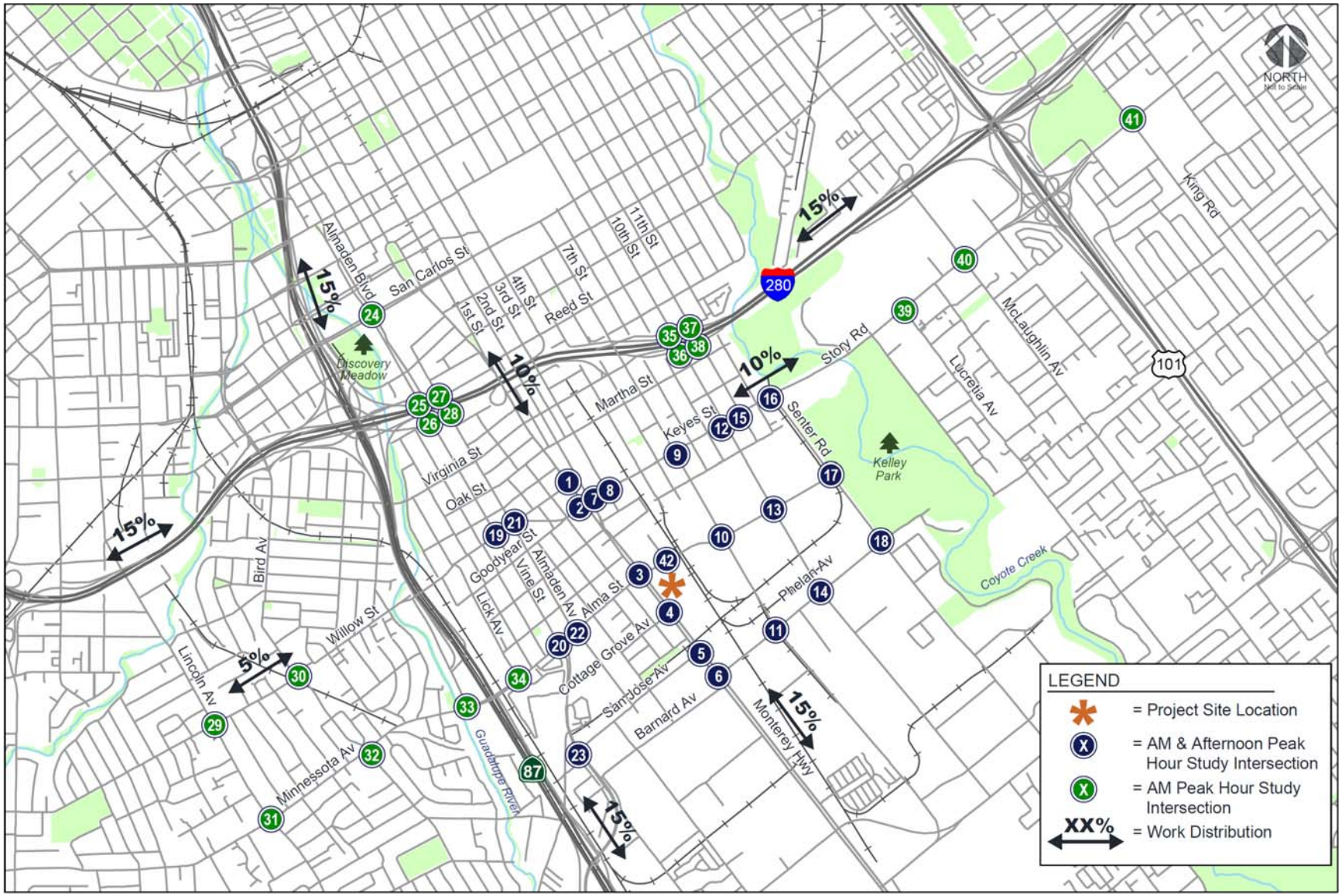


Figure 8
Project Trip Distribution – To/From Work (Working Parents)

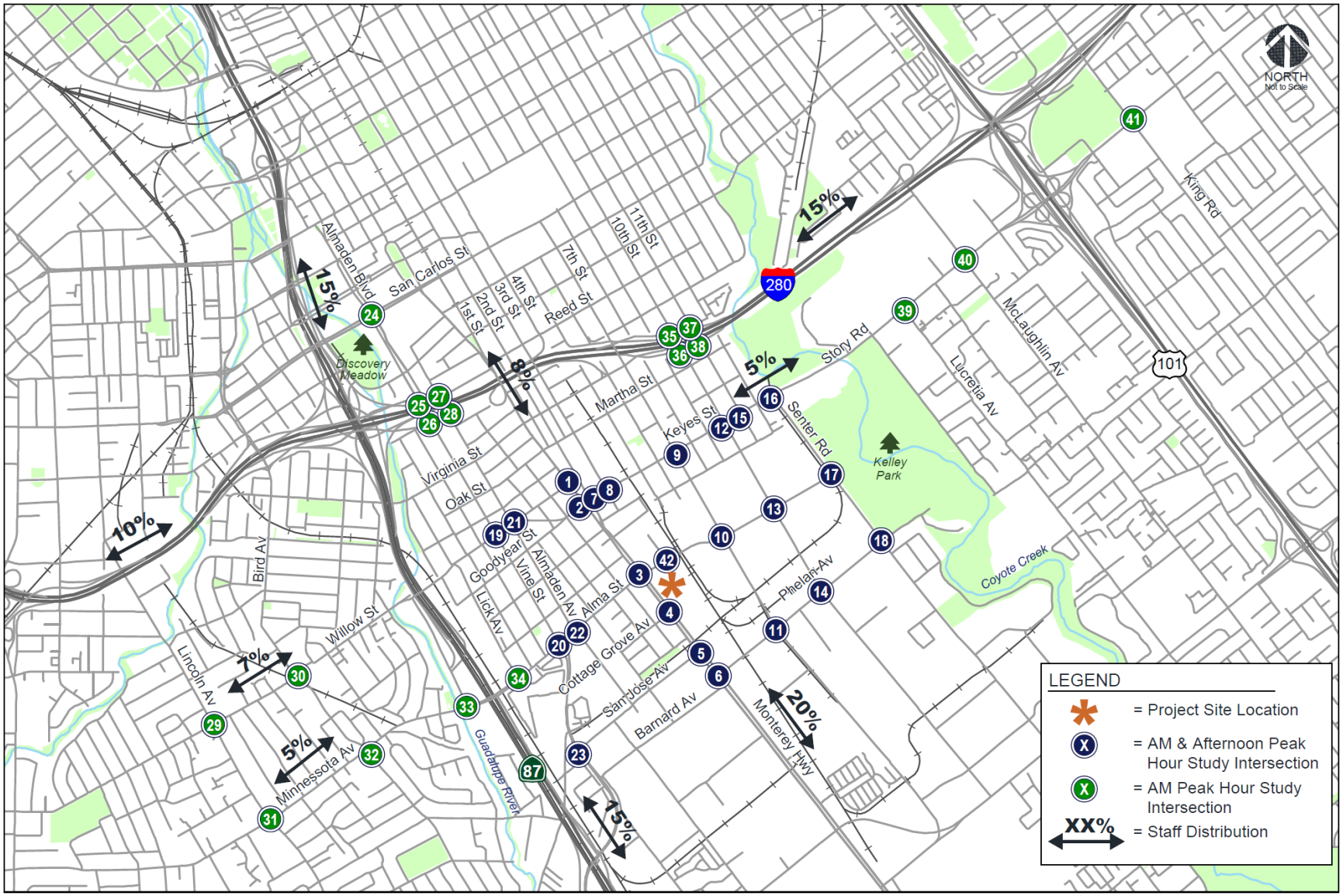


Figure 9
Project Trip Distribution – Staff/faculty

Trip Assignment

The peak hour trips generated by the proposed development were assigned to the roadway system in accordance with the trip distribution patterns discussed above.

The assignment assumes that all project traffic represents new trips on the roadway network. However, this is not entirely true. Because of the nature of the project (a new school), all students that would be attending the new proposed school represent students who currently attend other schools outside the area. Whether by bus or passenger vehicle, these student trips are on the roadway network today. Providing a school within an underserved neighborhood would result in shorter student trips. Additionally, it can be expected that a large percentage of students being dropped-off at the school would be dropped-off by a parent/family member on their way to work. These trips would not be entirely new trips but existing trips on the roadway network that would detour to the school site and proceed back to their normal direction of travel and on to their final destination. Detoured trips would show up as new trips only at intersections off their normal direction of travel, most likely intersections in the immediate vicinity of the project site. Assuming all school trips are new trips may result in double counting existing trips already on the roadway network (and included in the existing traffic counts). However, since there is not sufficient information available to determine the current travel path or travel mode choice of the anticipated student population, it is not possible to quantify the existing school traffic originating from the area and traveling to schools outside the area. For this reason, it is conservatively assumed in the analysis of the project that all project traffic represents new trips at all study intersections.

It is assumed in the analysis that approximately 70% of the student drop-offs in the morning would be done by parents on their way to work (working parents), while the remaining 30% of student drop-offs would be done by parents returning home (non-working parents). Furthermore, the same assumption was made during the afternoon peak hour for the students being picked-up at the end of the school day, with 70% of the trips coming from work, picking-up the students, and heading home.

Project traffic on the freeway would mainly represent working parents and school staff/faculty trips. It is assumed that project traffic on the freeway associated with working parents currently taking the freeway on their way to/from work would continue to do so, regardless of the proposed project. Therefore, the only new project trips on the freeway would be those associated with staff/faculty.

Additionally, traffic associated with the existing building on site was assigned to the roadway network as negative trips, representing the elimination of these trips from the roadway network. Thus, with the addition of the traffic projected to be generated by the proposed school project (gross project trips) to the roadway network and the elimination of the trips associated with the existing building (negative trips), the total traffic assignment represents the net site generated traffic.

The net project trip assignment at the study intersections is shown graphically on Figure 10.

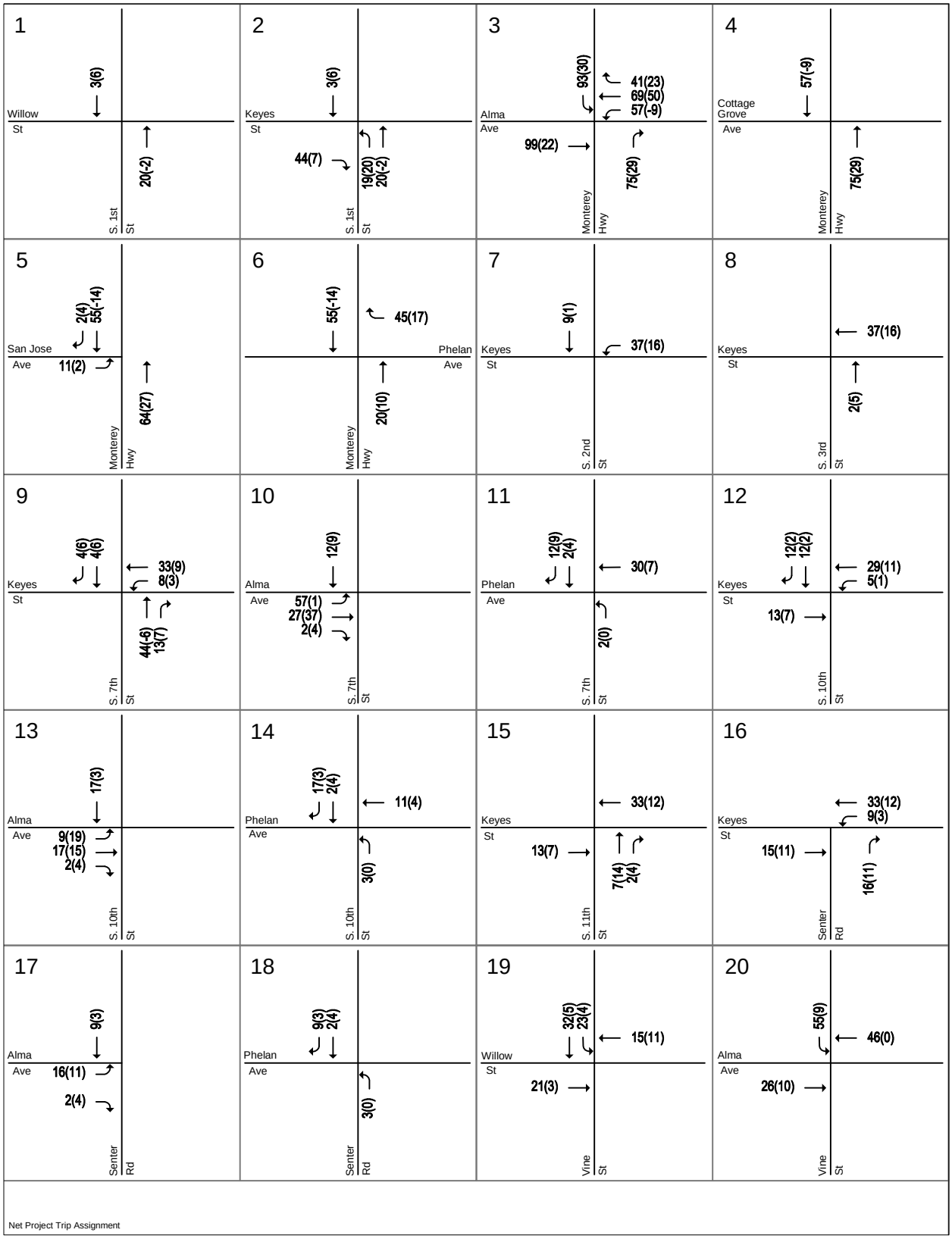


Figure 10
Project Trip Assignment (Net Project Trips)

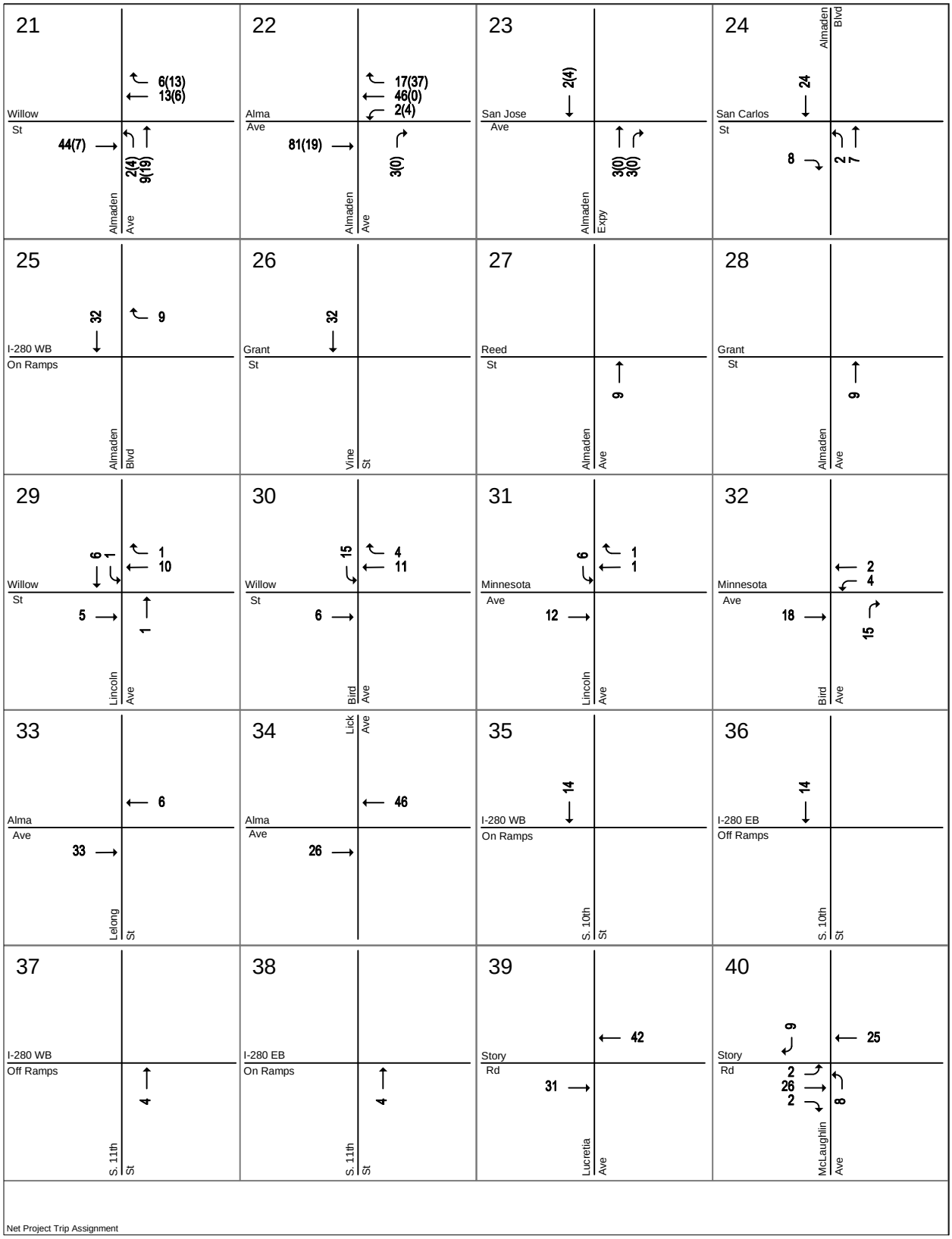
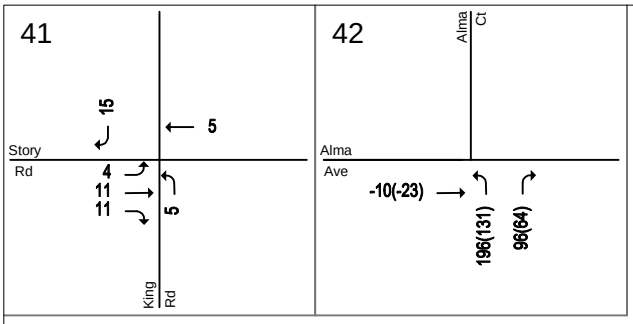


Figure 10 (Continued)
Project Trip Assignment (Net Project Trips)



LEGEND:

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

Net Project Trip Assignment

Figure 10 (Continued)
Project Trip Assignment (Net Project Trips)

Existing Plus Project Traffic Volumes

The project trips, as represented in the project trip assignment discussed above, were added to existing traffic volumes to obtain existing plus project traffic volumes. The existing plus project traffic volumes are presented on Figure 11. Traffic volumes for all components of traffic are tabulated in Appendix C.

Intersection Levels of Service Under Existing Plus Project Conditions

Intersection levels of service were evaluated against City of San Jose and CMP standards. The results of the intersection level of service analysis under existing plus project conditions are summarized in Table 7.

City of San Jose Intersections

The results of the level of service analysis show that, measured against the City of San Jose level of service policy, all of the study intersections are projected to operate at an acceptable LOS D or better during the AM and afternoon peak hours under existing plus project conditions.

CMP Intersections

The results of the level of service analysis show that, measured against CMP standards, all of the CMP intersections currently operate at an acceptable LOS E or better during both peak hours analyzed.

The intersection level of service calculation sheets are included in Appendix D.

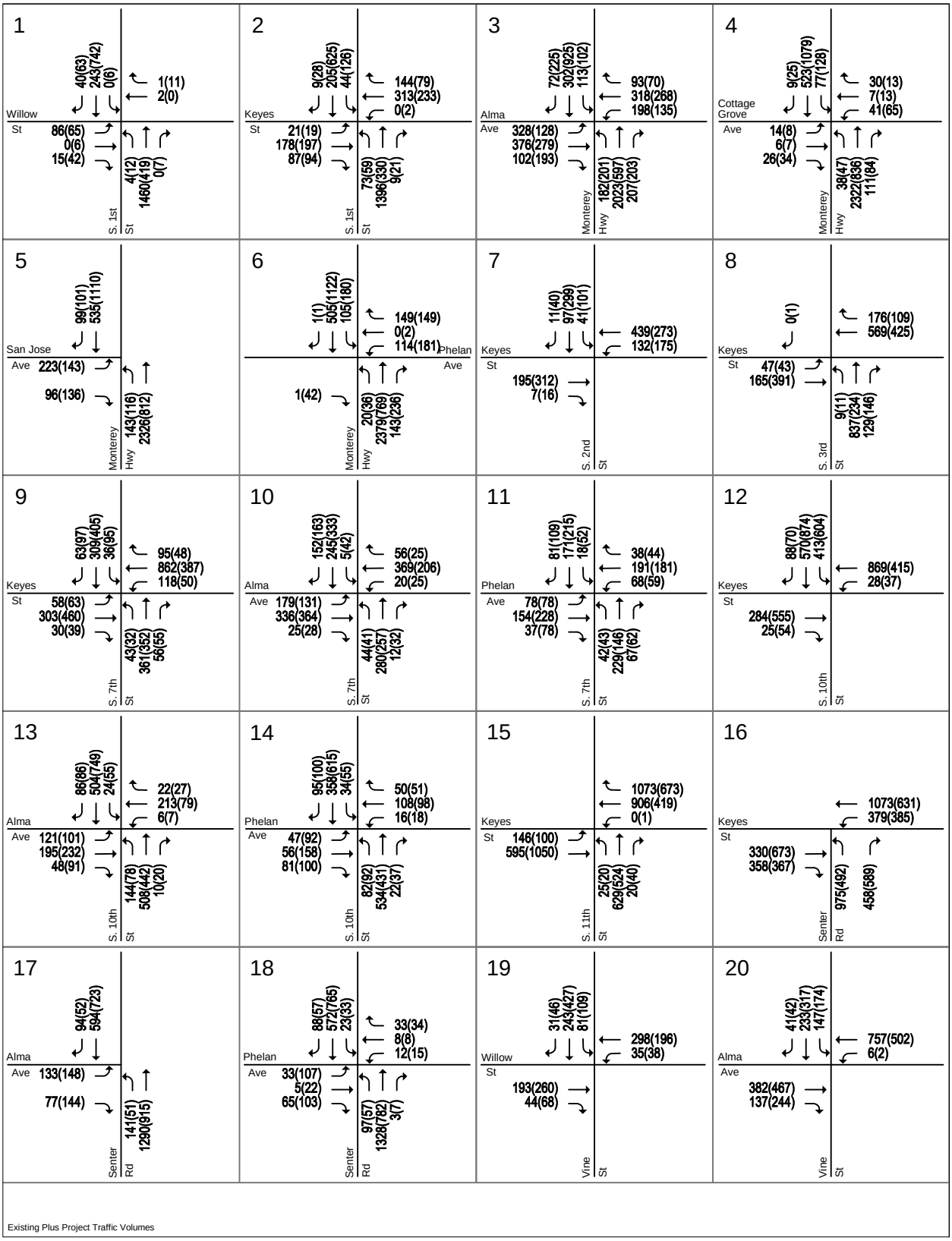


Figure 11
Existing Plus Project Traffic Volumes

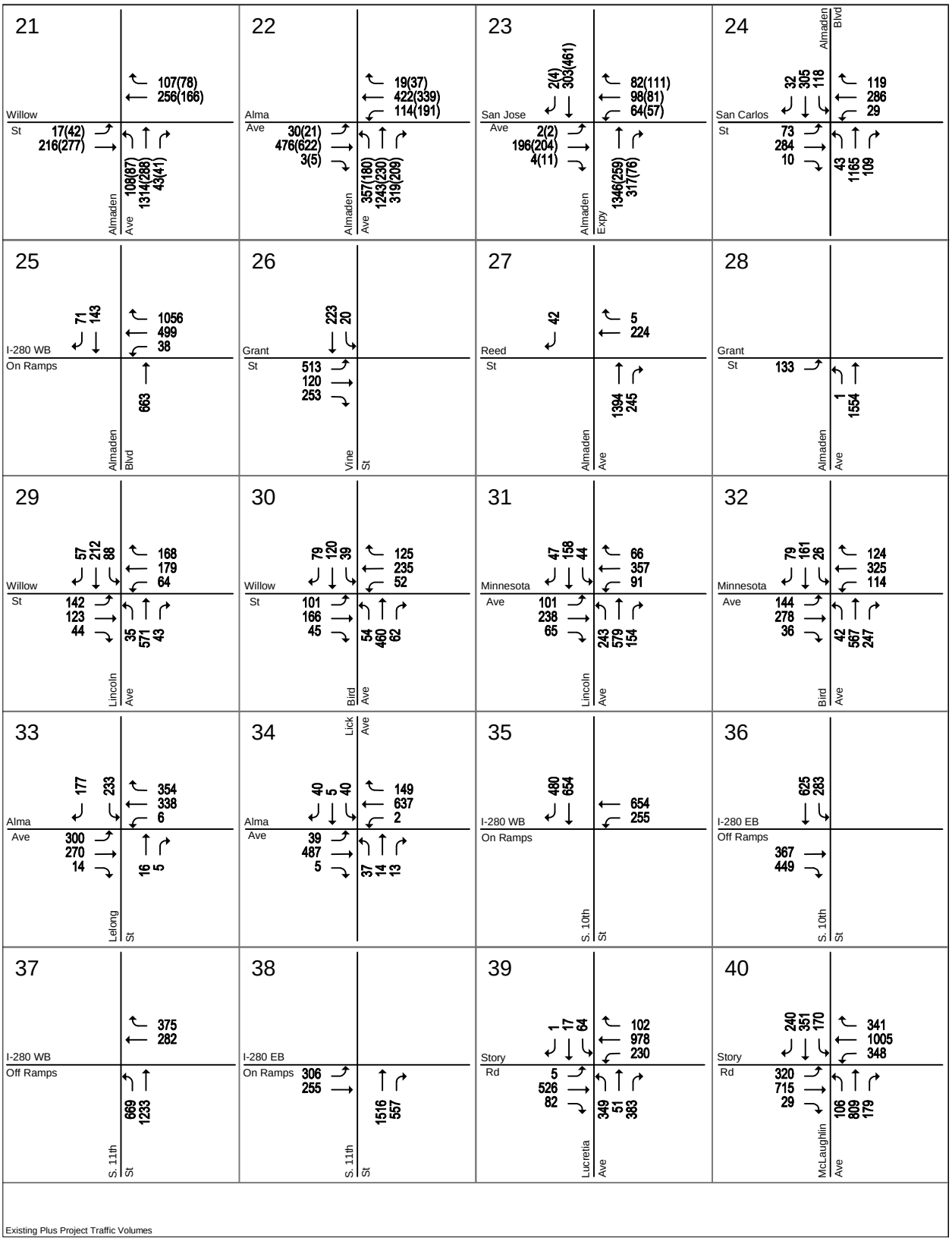


Figure 11 (Continued)
Existing Plus Project Traffic Volumes

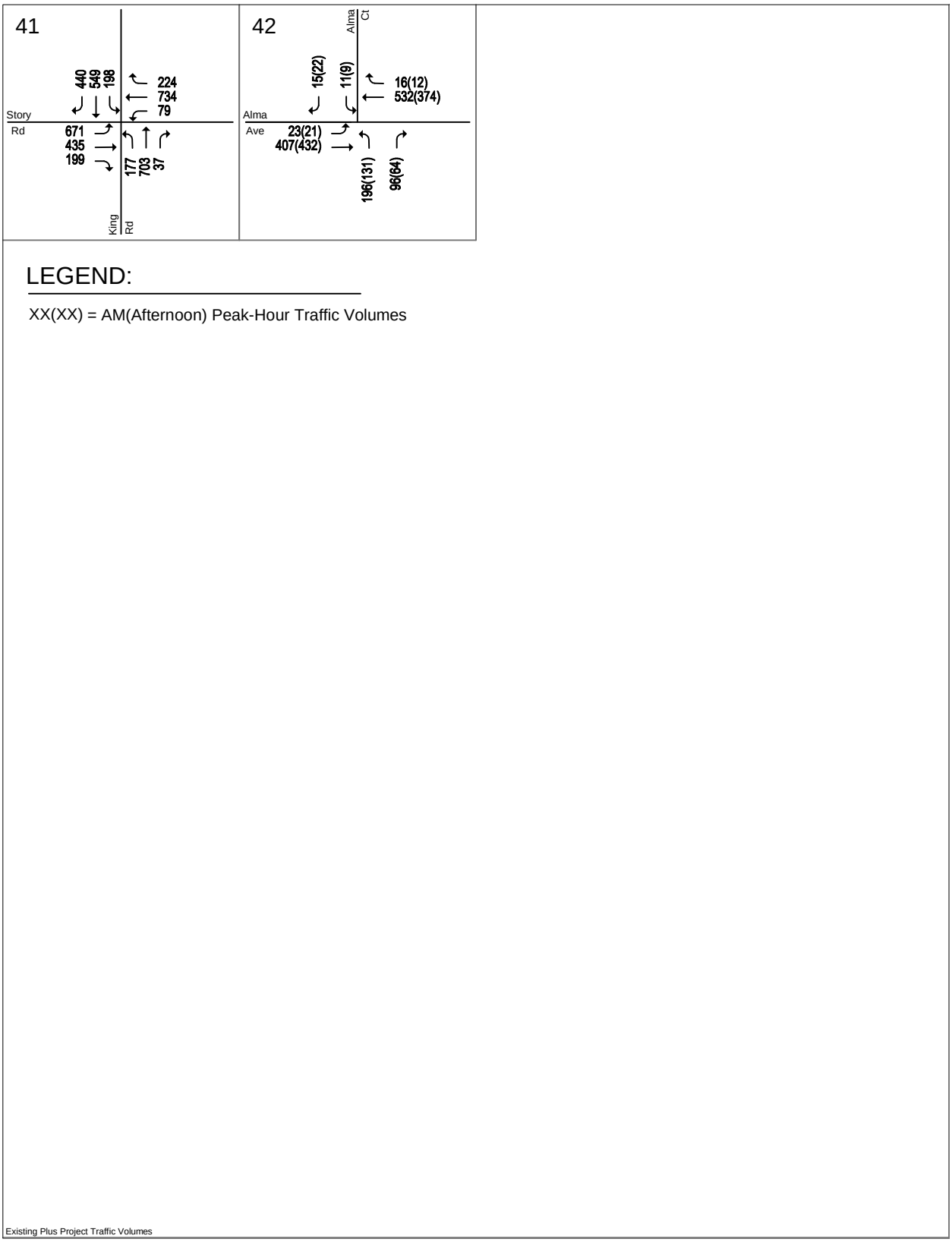


Figure 11 (Continued)
Existing Plus Project Traffic Volumes

Table 7
Existing Plus Project Intersection Levels of Service

Study Number	Intersection	Peak Hour	Count Date	Existing Avg. Delay	Existing LOS	Existing Plus Project Avg. Delay	Existing Plus Project LOS	Incr. In Crit. Delay	Incr. In Crit. V/C
1	South 1st Street and Willow Street *	AM	10/30/14	5.8	A	5.7	A	0.0	0.006
		Afternoon	10/22/15	9.1	A	9.1	A	-0.1	0.002
2	South 1st Street and Keyes Street *	AM	05/19/15	27.1	C	27.4	C	0.0	0.006
		Afternoon	10/22/15	36.7	D	37.4	D	1.3	0.016
3	Monterey Highway and Alma Avenue *	AM	05/19/15	39.6	D	47.0	D	8.9	0.110
		Afternoon	10/22/15	46.0	D	47.7	D	0.9	0.023
4	Monterey Highway and Cottage Grove Avenue	AM	10/22/15	12.1	B	11.9	B	-0.1	0.014
		Afternoon	10/22/15	19.7	B	19.7	B	0.1	-0.002
5	Monterey Highway and San Jose Avenue	AM	10/22/15	15.8	B	15.9	B	0.3	0.016
		Afternoon	10/22/15	20.5	C	20.4	C	0.1	-0.002
6	Monterey Highway and Phelan Avenue	AM	11/05/15	25.6	C	28.2	C	3.8	0.039
		Afternoon	10/22/15	36.7	D	37.5	D	0.8	0.010
7	South 2nd Street and Keyes Street	AM	05/20/15	18.6	B	19.6	B	0.8	0.025
		Afternoon	10/22/15	30.2	C	30.6	C	0.5	0.010
8	South 3rd Street and Keyes Street	AM	10/22/15	22.0	C	22.1	C	0.2	0.011
		Afternoon	10/22/15	11.0	B	11.1	B	0.2	0.006
9	South 7th Street and Keyes Street	AM	09/11/14	34.3	C	35.1	D	1.3	0.044
		Afternoon	10/22/15	34.9	C	34.9	C	0.2	0.003
10	South 7th Street and Alma Avenue	AM	10/22/15	28.0	C	29.3	C	1.9	0.035
		Afternoon	10/22/15	26.1	C	24.2	C	-5.0	-0.013
11	South 7th Street and Phelan Avenue	AM	10/22/15	17.4	B	17.5	B	0.4	0.019
		Afternoon	10/22/15	17.9	B	18.0	B	0.0	0.008
12	South 10th Street and Keyes Street	AM	05/20/15	25.6	C	25.8	C	0.2	0.013
		Afternoon	10/22/15	23.5	C	23.6	C	0.1	0.003
13	South 10th Street and Alma Avenue	AM	10/22/15	27.8	C	28.0	C	0.1	0.011
		Afternoon	10/22/15	23.4	C	24.1	C	1.0	0.013
14	South 10th Street and Phelan Avenue	AM	09/11/14	21.7	C	22.0	C	0.6	0.007
		Afternoon	10/22/15	24.8	C	24.9	C	0.1	0.005
15	South 11th Street and Keyes Street	AM	05/19/15	27.1	C	27.0	C	0.0	0.011
		Afternoon	10/22/15	30.5	C	30.7	C	0.3	0.009
16	Senter Road and Keyes Street	AM	05/19/15	24.8	C	25.0	C	0.6	0.008
		Afternoon	10/22/15	25.2	C	25.2	C	0.1	0.004
17	Senter Road and Alma Avenue	AM	10/22/15	10.9	B	11.5	B	0.7	0.010
		Afternoon	10/22/15	11.4	B	11.7	B	0.3	0.008
18	Senter Road and Phelan Avenue	AM	10/22/15	18.4	B	18.5	B	0.0	0.000
		Afternoon	10/22/15	28.9	C	28.8	C	-0.1	0.001
19	Vine Street and Willow Street	AM	10/22/15	8.1	A	8.4	A	0.3	0.021
		Afternoon	10/22/15	16.2	B	16.2	B	0.0	0.003
20	Vine Street and Alma Avenue	AM	05/19/15	11.6	B	12.3	B	-2.2	0.024
		Afternoon	10/22/15	15.1	B	15.2	B	-2.5	0.005
21	Almaden Avenue and Willow Street	AM	10/22/15	16.4	B	17.2	B	0.7	0.014
		Afternoon	10/22/15	15.7	B	15.8	B	0.1	0.011
22	Almaden Avenue and Alma Avenue	AM	05/19/15	20.3	C	21.6	C	1.6	0.025
		Afternoon	10/22/15	28.2	C	28.3	C	-0.1	0.008
23	Almaden Expressway and San Jose Avenue	AM	10/22/15	11.4	B	11.4	B	0.0	0.001
		Afternoon	10/22/15	14.3	B	14.2	B	0.0	0.001

Table 7 (Continued)
Existing Plus Project Intersection Levels of Service

Study Number	Intersection	Peak Hour	Count Date	Existing Avg. Delay	Existing LOS	Existing Plus Project Avg. Delay	Existing Plus Project LOS	Incr. In Crit. Delay	Incr. In Crit. V/C
24	Almaden Boulevard and San Carlos Street *	AM	05/06/15	37.3	D	37.1	D	0.0	0.002
25	Almaden Boulevard and I-280 NB ramp	AM	05/19/15	15.4	B	15.6	B	0.0	0.002
26	Vine Street and Grant Street	AM	05/19/15	5.9	A	6.5	A	0.5	0.010
27	Almaden Avenue and Reed Street	AM	05/19/15	14.3	B	14.2	B	0.0	0.002
28	Almaden Avenue and Grant Street	AM	05/20/15	6.8	A	6.8	A	0.0	0.003
29	Lincoln Avenue and Willow Street	AM	05/19/15	46.8	D	47.1	D	0.6	0.008
30	Bird Avenue and Willow Street	AM	04/22/14	32.5	C	33.0	C	0.9	0.012
31	Lincoln Avenue and Minnesota Avenue	AM	05/19/15	43.2	D	43.4	D	0.0	0.001
32	Bird Avenue and Minnesota Avenue	AM	05/19/15	37.1	D	37.4	D	0.4	0.007
33	Lelong Street and Alma Avenue	AM	05/19/15	34.3	C	34.1	C	0.0	0.000
34	Lick Avenue and Alma Avenue	AM	05/28/14	16.0	B	15.7	B	-0.3	0.014
35	I-280 and 10th Street (N)*	AM	05/20/15	13.8	B	13.8	B	0.0	0.000
36	I-280 and 10th Street (S)*	AM	05/20/15	13.5	B	13.6	B	1.4	0.003
37	I-280 and 11th Street (N)*	AM	05/19/15	10.9	B	10.9	B	0.0	0.000
38	I-280 and 11th Street (S)*	AM	05/19/15	8.8	A	8.8	A	0.0	0.000
39	Lucretia Avenue and Story Road	AM	01/12/16	39.6	D	39.6	D	0.1	0.006
40	McLaughlin Avenue and Story Road	AM	05/19/15	42.3	D	42.4	D	0.0	0.001
41	King Road and Story Road	AM	05/19/15	50.1	D	50.2	D	0.6	0.013

* Denotes CMP Intersections

4. Background Conditions

This chapter presents background traffic conditions, which are defined as conditions just prior to completion of the proposed project. Traffic volumes for background conditions comprise volumes from existing traffic counts plus traffic generated by other approved developments in the vicinity of the project site. This chapter describes the procedure used to determine background traffic volumes and the resulting traffic conditions. The background scenario predicts a realistic traffic condition that would occur as approved development gets built and occupied.

Background Transportation Network

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

Background Traffic Volumes

Background conditions traffic volumes were estimated by adding to existing peak hour volumes the estimated traffic from approved but not yet constructed developments. The added traffic from approved but not yet constructed developments in the City of San Jose was obtained from the City's Approved Trips Inventory (ATI). It should be noted that the City of San Jose maintains ATI for the typical AM and PM peak hours only. Therefore, no approved traffic was assumed during the school afternoon peak hour.

Additionally, although currently vacant, the Southern Lumber building has the potential to generate traffic, and therefore, is entitled to the trip credit associated with its former use. The "trip credit" for the site is the equivalent of the approved traffic for the site. Traffic associated with the 59,000 s.f. building was estimated by applying ITE trip generation rates for home improvement superstore (ITE land use code 862). This is described in more detailed in the previous chapter under the trip generation section. The traffic that would be generated by the existing building (existing building trip credit) was assigned to the roadway network based on existing travel patterns and the location of complementary land uses. The existing building trip credit also was added to the existing traffic volumes as approved traffic to come up with background traffic volumes.

Background traffic volumes are shown graphically on Figure 12. The ATI is contained in Appendix B. Traffic volumes for all components of traffic are tabulated in Appendix C.

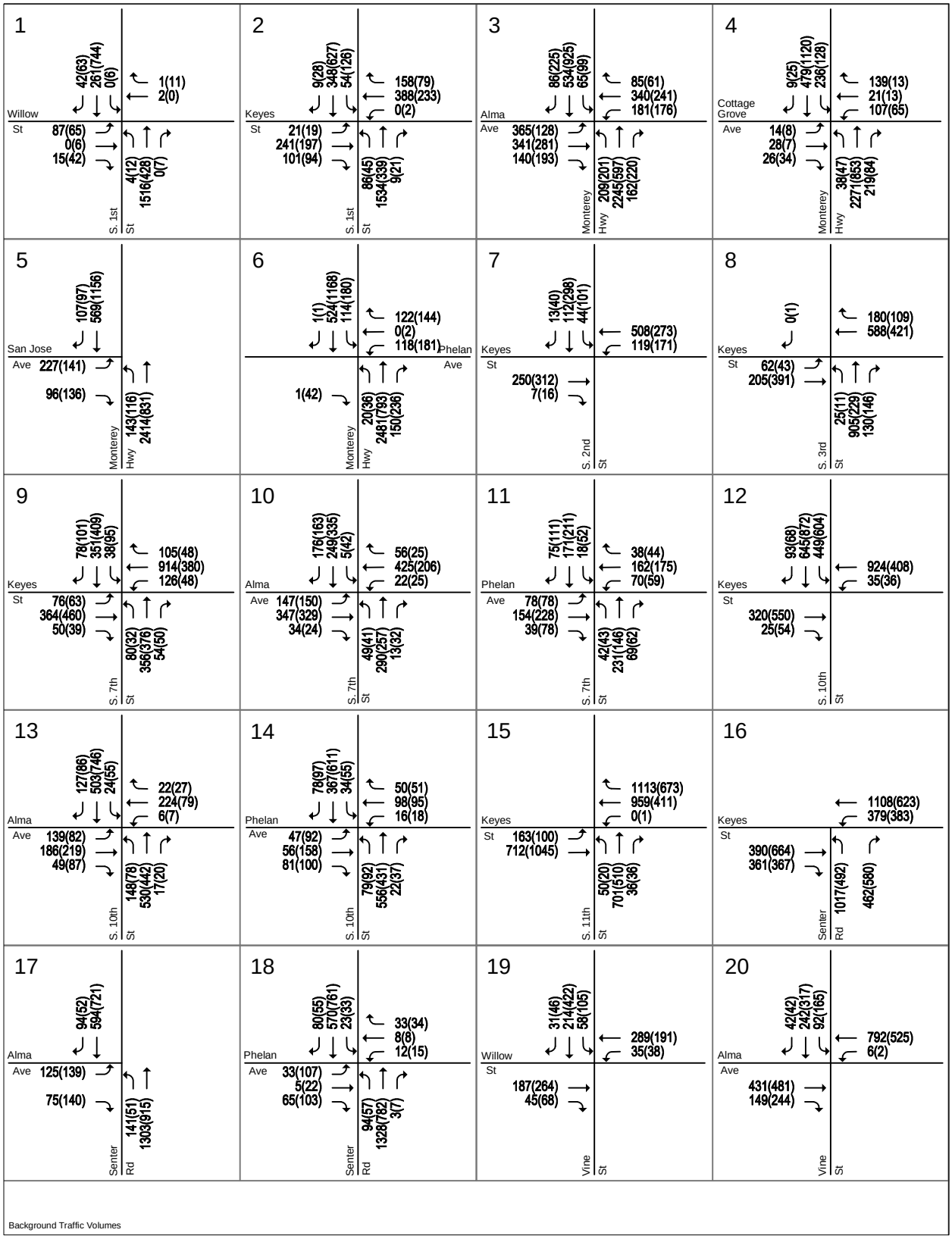


Figure 12
Background Traffic Volumes

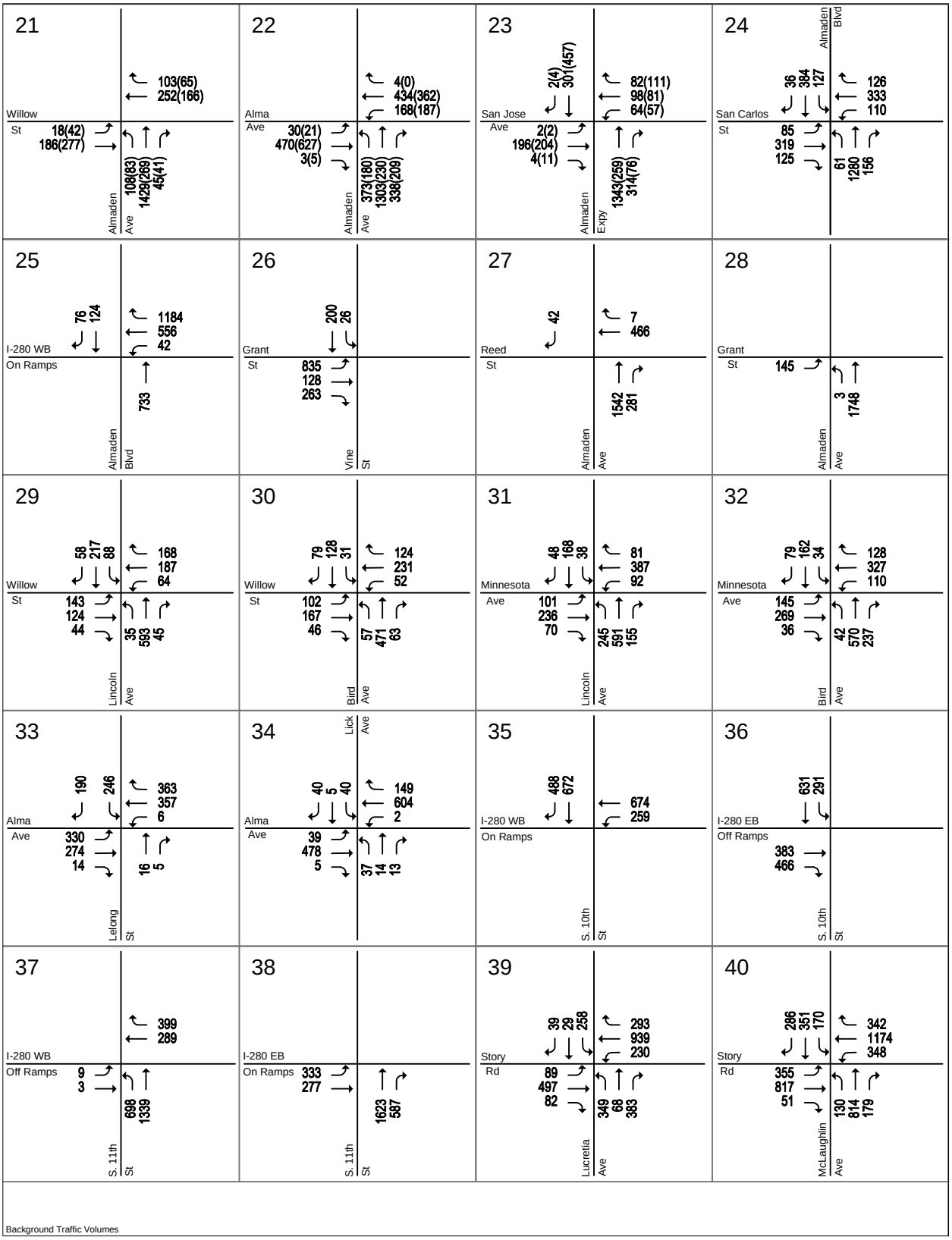
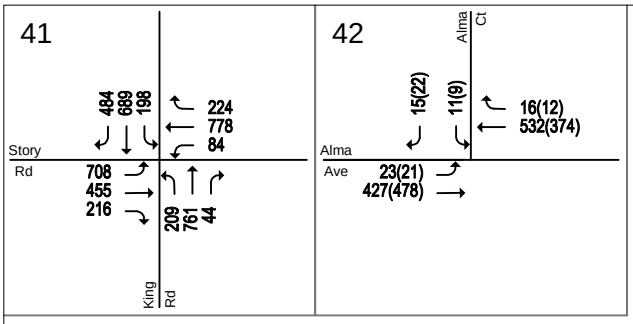


Figure 12 (Continued)
Background Traffic Volumes



LEGEND:

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

Background Traffic Volumes

Figure 12 (Continued)
Background Traffic Volumes

Intersection Levels of Service Under Background Conditions

Intersection levels of service under background conditions were evaluated against City of San Jose and CMP standards. The results of the intersection level of service analysis under background conditions are shown in Table 8.

City of San Jose Intersection Analysis

The results show that, measured against the City of San Jose level of service policy, all of the study intersections are projected to operate at an acceptable LOS D or better during the AM and afternoon peak hours under background conditions.

CMP Intersection Analysis

The results of the level of service analysis show that, measured against CMP standards, all of the CMP intersections are projected to operate at an acceptable LOS E or better during both peak hours analyzed

The intersection level of service calculation sheets are included in Appendix D.

Table 8
Background Conditions Intersection Levels of Service

Study Number	Intersection	Peak Hour	Count Date	Existing Avg. Delay	Existing LOS	Background Avg. Delay	Background LOS
1	South 1st Street and Willow Street *	AM	10/30/14	5.8	A	5.6	A
		Afternoon	10/22/15	9.1	A	9.0	A
2	South 1st Street and Keyes Street *	AM	05/19/15	27.1	C	29.6	C
		Afternoon	10/22/15	36.7	D	36.9	D
3	Monterey Highway and Alma Avenue *	AM	05/19/15	39.6	D	45.5	D
		Afternoon	10/22/15	46.0	D	47.4	D
4	Monterey Highway and Cottage Grove Avenue	AM	10/22/15	12.1	B	27.8	C
		Afternoon	10/22/15	19.7	B	20.5	C
5	Monterey Highway and San Jose Avenue	AM	10/22/15	15.8	B	15.8	B
		Afternoon	10/22/15	20.5	C	20.1	C
6	Monterey Highway and Phelan Avenue	AM	11/05/15	25.6	C	27.4	C
		Afternoon	10/22/15	36.7	D	37.0	D
7	South 2nd Street and Keyes Street	AM	05/20/15	18.6	B	19.2	B
		Afternoon	10/22/15	30.2	C	30.5	C
8	South 3rd Street and Keyes Street	AM	10/22/15	22.0	C	22.4	C
		Afternoon	10/22/15	11.0	B	11.0	B
9	South 7th Street and Keyes Street	AM	09/11/14	34.3	C	36.1	D
		Afternoon	10/22/15	34.9	C	34.8	C
10	South 7th Street and Alma Avenue	AM	10/22/15	28.0	C	28.5	C
		Afternoon	10/22/15	26.1	C	26.5	C
11	South 7th Street and Phelan Avenue	AM	10/22/15	17.4	B	17.4	B
		Afternoon	10/22/15	17.9	B	18.0	B
12	South 10th Street and Keyes Street	AM	05/20/15	25.6	C	26.3	C
		Afternoon	10/22/15	23.5	C	23.5	C
13	South 10th Street and Alma Avenue	AM	10/22/15	27.8	C	28.2	C
		Afternoon	10/22/15	23.4	C	23.4	C
14	South 10th Street and Phelan Avenue	AM	09/11/14	21.7	C	21.5	C
		Afternoon	10/22/15	24.8	C	24.8	C
15	South 11th Street and Keyes Street	AM	05/19/15	27.1	C	28.1	C
		Afternoon	10/22/15	30.5	C	30.5	C
16	Senter Road and Keyes Street	AM	05/19/15	24.8	C	25.8	C
		Afternoon	10/22/15	25.2	C	25.2	C
17	Senter Road and Alma Avenue	AM	10/22/15	10.9	B	11.1	B
		Afternoon	10/22/15	11.4	B	11.4	B
18	Senter Road and Phelan Avenue	AM	10/22/15	18.4	B	18.4	B
		Afternoon	10/22/15	28.9	C	28.9	C
19	Vine Street and Willow Street	AM	10/22/15	8.1	A	8.0	A
		Afternoon	10/22/15	16.2	B	16.2	B
20	Vine Street and Alma Avenue	AM	05/19/15	11.6	B	11.2	B
		Afternoon	10/22/15	15.1	B	14.9	B
21	Almaden Avenue and Willow Street	AM	10/22/15	16.4	B	16.8	B
		Afternoon	10/22/15	15.7	B	15.7	B
22	Almaden Avenue and Alma Avenue	AM	05/19/15	20.3	C	22.9	C
		Afternoon	10/22/15	28.2	C	28.0	C
23	Almaden Expressway and San Jose Avenue	AM	10/22/15	11.4	B	11.4	B
		Afternoon	10/22/15	14.3	B	14.3	B

Table 8 (Continued)
Background Conditions Intersection Levels of Service

Study Number	Intersection	Peak Hour	Count Date	Existing Avg. Delay	Existing LOS	Background Avg. Delay	Background LOS
24	Almaden Boulevard and San Carlos Street *	AM	05/06/15	37.3	D	41.3	D
25	Almaden Boulevard and I-280 NB ramp	AM	05/19/15	15.4	B	15.8	B
26	Vine Street and Grant Street	AM	05/19/15	5.9	A	5.7	A
27	Almaden Avenue and Reed Street	AM	05/19/15	14.3	B	21.9	C
28	Almaden Avenue and Grant Street	AM	05/20/15	6.8	A	7.2	A
29	Lincoln Avenue and Willow Street	AM	05/19/15	46.8	D	47.7	D
30	Bird Avenue and Willow Street	AM	04/22/14	32.5	C	32.7	C
31	Lincoln Avenue and Minnesota Avenue	AM	05/19/15	43.2	D	44.2	D
32	Bird Avenue and Minnesota Avenue	AM	05/19/15	37.1	D	37.4	D
33	Lelong Street and Alma Avenue	AM	05/19/15	34.3	C	35.0	D
34	Lick Avenue and Alma Avenue	AM	05/28/14	16.0	B	15.9	B
35	I-280 and 10th Street (N)*	AM	05/20/15	13.8	B	14.0	B
36	I-280 and 10th Street (S)*	AM	05/20/15	13.5	B	13.7	B
37	I-280 and 11th Street (N)*	AM	05/19/15	10.9	B	11.1	B
38	I-280 and 11th Street (S)*	AM	05/19/15	8.8	A	9.1	A
39	Lucretia Avenue and Story Road	AM	01/12/16	39.6	D	46.4	D
40	McLaughlin Avenue and Story Road	AM	05/19/15	42.3	D	43.2	D
41	King Road and Story Road	AM	05/19/15	50.1	D	51.3	D

* Denotes CMP Intersections

5. Background Plus Project Conditions

This chapter describes near-term traffic conditions that most likely would occur when the project is complete. It includes a description of the City of San Jose significance criteria used to establish what constitutes a project impact, the method by which project traffic is estimated, and any impacts caused by the project. Background plus project conditions were evaluated relative to background conditions in order to determine potential project impacts. This traffic scenario represents a more congested traffic condition than the existing plus project scenario, since it includes traffic generated by approved but not yet built projects in the area.

Significant Impact Criteria

Significance criteria are used to establish what constitutes an impact. For this analysis, the criteria used to determine significant impacts on signalized intersections are based on City of San Jose Level of Service standards. The City of San Jose LOS Policy is the adopted established threshold for CEQA. Project impacts also were analyzed according to the County Congestion Management Program (CMP) methodology for the CMP study intersections.

City of San Jose Definition of Significant Intersection Impacts

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

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

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

A significant impact by City of San Jose standards is said to be satisfactorily mitigated when measures are implemented that would restore intersection level of service to background conditions or better at non-protected intersections.

CMP Definition of Significant Intersection Impacts

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

A significant impact by CMP standards is said to be satisfactorily mitigated when measures are implemented that would restore intersection conditions to background conditions or better.

Transportation Network Under Background Plus Project Conditions

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

Project Description

The proposed project consists of a 6th through 12th grade school (middle and high school) located in the southeast corner of Monterey Highway and Alma Avenue. The proposed school would mainly serve the Washington and Alma neighborhoods in the downtown San Jose area, an area that does not have a nearby middle school or high school. Currently, middle and high school students from these neighborhoods are bused out of the area to schools outside the area, with the closest middle and high schools located approximately 3 miles away.

The school, as proposed, would serve up to 528 middle school students and 709 high school students (most of them from the San Jose Unified School District) with a total of 72 full and part-time employees, which include 45 teachers. The project site consists of a 3.38-acre site currently occupied by the former and now vacant 59,000 square-foot (s.f.) Southern Lumber Co. building. The school would reoccupy the existing building on site. Access to the proposed school would be provided via one inbound and one outbound driveway Alma Avenue.

A detailed discussion of the school start times is included in Chapter 3, Existing Plus Project Conditions. Based on the above staggered schedule analysis, the following start/end times are being proposed:

- 6:50-7:20 AM: Breakfast – 15 % of middle school students to participate
- 7:20-8:20 AM: Zero period – 50 high school students are anticipated to participate
- 7:30 AM: Start of school day for middle school students
- 8:30 AM: Start of school day for high school students
- 2:55 PM: End of school day for middle school students (M, T, TH, F)
- 3:55 PM: End of school day for high school students (M, T, TH, F; 10% of high school students are anticipated to stay for after-school programs)

The above schedule conservatively assumes a one-hour period between the middle school and high school start times, with the highest concentration of students arriving between 7:30 and 8:30 AM. In the afternoon, the same one-hour period is assumed between dismissal times, with middle school pick-up occurring between 2:40 and 3:10 PM and high school student pick-up activity occurring between 3:40 and 4:10 PM. The majority of the students staying for after-school programs and staff/faculty members would leave the site after 5:00 PM.

Project Trip Generation, Distribution, and Assignments

The project trip generation, distributions, and assignments under background plus project conditions would be identical to those presented in Chapter 3 for existing plus project conditions. These are summarized below.

Trip Generation Estimates

Based on ITE trip generation rates, the existing building on site is estimated to generate 88 trips during the AM peak-hour (50 inbound and 38 outbound trips) and 187 trips during the school afternoon peak-hour (97 inbound and 90 outbound trips). This is traffic that the existing building would generate if it was occupied today.

Based on surveyed trip generation rates, it is estimated that the proposed school would generate a total of approximately 608 trips (316 inbound and 292 outbound) during the AM peak hour and 373 trips (178 inbound and 195 outbound) during the school afternoon peak hour. This represents the peak-hour traffic projected to be generated by the proposed project (gross project trips).

After reduction of the site's trip credit from the gross project trips, the proposed project is estimated to generate a net total of 520 AM peak hour trips (266 inbound and 254 outbound) and 186 afternoon peak hour trips (81 inbound and 105 outbound).

The trip generation estimates are presented in Table 6, Chapter 3.

Trip Distribution

The trip distribution pattern for the proposed school was estimated based on information provided by the school on the anticipated service areas as well as on existing travel patterns and the location of complementary land uses. It was assumed in this process that the majority of student trips would originate within the adjacent neighborhoods, and that the majority of staff/faculty trips would originate from outside the area. It was also assumed that a large percentage of the student drop-off (in the morning) and pick-up (in the afternoon) activity would be done by a parent on their way to/from work. Thus, three separate trip distributions were used in this study: (1) from/to home (non-working parents), (2) to/from work (working parents), and (3) staff/faculty distributions. The trip distribution patterns are illustrated on Figures 7, 8, and 9, in Chapter 3.

Trip Assignment

The peak hour trips generated by the proposed development were assigned to the roadway system in accordance with the trip distribution patterns discussed above.

It is conservatively assumed in the analysis of the project that all project traffic represents new trips at all study intersections. It is also assumed in the analysis that approximately 70% of the student drop-offs in the morning would be done by parents on their way to work (working parents), while the remaining 30% of student drop-offs would be done by parents returning home (non-working parents).

Project traffic on the freeway would mainly represent working parents and school staff/faculty trips. It is assumed that project traffic on the freeway associated with working parents currently taking the freeway on their way to/from work would continue to do so, regardless of the proposed project. Therefore, the only new project trips on the freeway would be those associated with staff/faculty.

Additionally, traffic associated with the existing building on site was assigned to the roadway network as negative trips, representing the elimination of these trips from the roadway network. Thus, with the addition of the traffic projected to be generated by the proposed school project (gross project trips) to the roadway network and the elimination of the trips associated with the

existing building (negative trips), the total traffic assignment represents the net site generated traffic.

The net project trip assignment at the study intersections is shown graphically on Figure 10, in Chapter 3.

Background Plus Project Traffic Volumes

The project trips were added to background traffic volumes to obtain background plus project traffic volumes. The background plus project traffic volumes at the study intersections are shown graphically on Figure 13. Traffic volumes for all components of traffic are tabulated in Appendix C.

Intersection LOS Under Background Plus Project Conditions

Intersection levels of service were evaluated against City of San Jose and CMP Level of Service standards. The results of the level of service analysis under background plus project conditions are summarized in Table 9.

City of San Jose Intersections

The results of the level of service analysis show that, measured against the City of San Jose level of service policy, all of the signalized study intersection are projected to operate at an acceptable LOS D or better during both the AM and afternoon peak hours under background plus project conditions. Therefore, based on City of San Jose level o service standards, the proposed project would not create a negative impact at any of the study locations.

CMP Intersection Analysis

The results of the level of service analysis show that, measured against CMP standards, all of the CMP intersections are projected to operate at an acceptable LOS E or better during both peak hours analyzed.

The intersection level of service calculation sheets are included in Appendix D.

Freeway Segment Level of Service Analysis

Per CMP technical guidelines, freeway segment level of service analysis shall be conducted on all segments to which the project is projected to add one percent or more to the segment capacity. Since the project is not projected to add one percent to any freeway segments in the area, freeway analysis for the CMP was not required. The percentage of traffic projected to be added by the project to freeway segments in the project area is summarized in Table 2, Chapter 1.

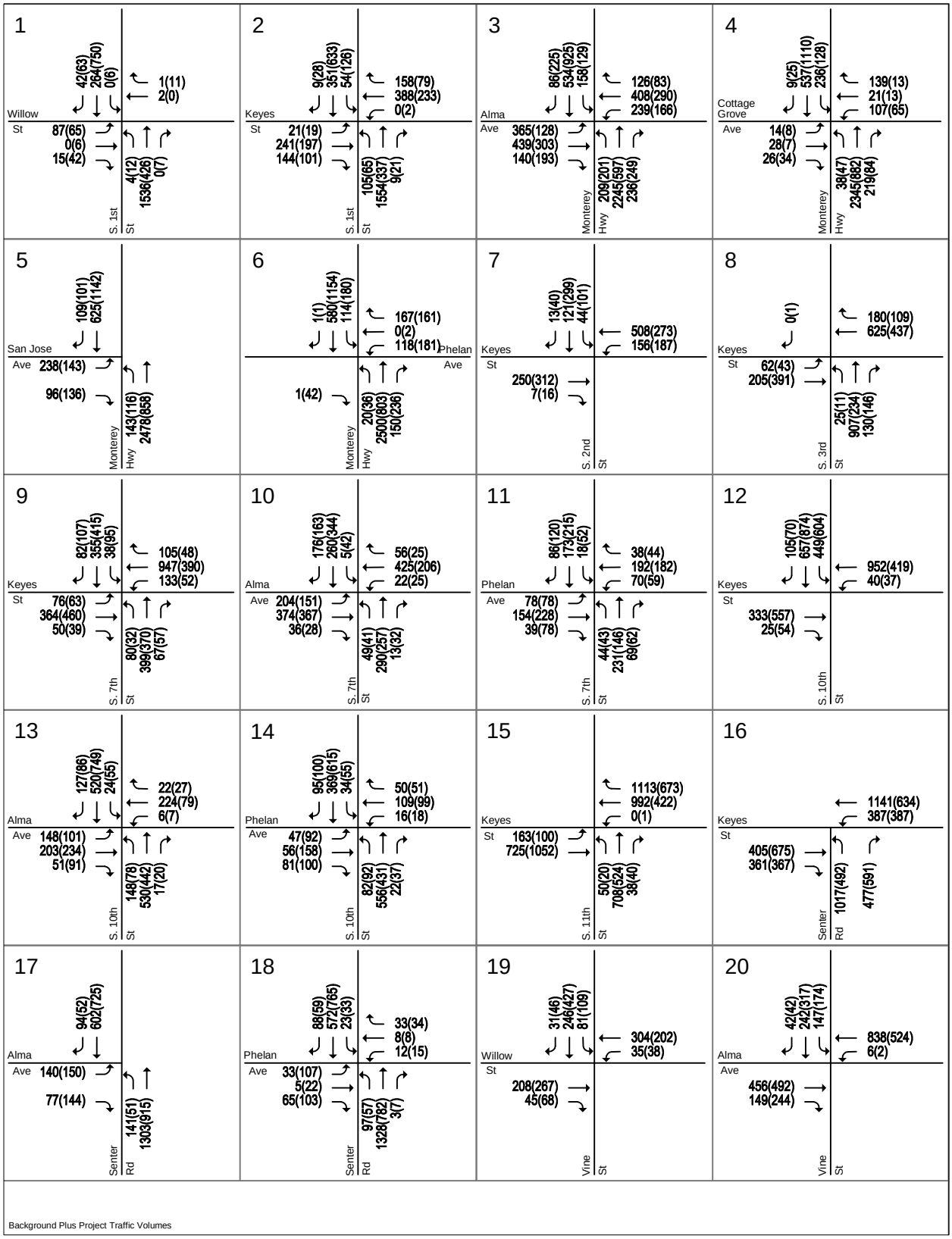


Figure 13
Background Plus Project Traffic Volumes

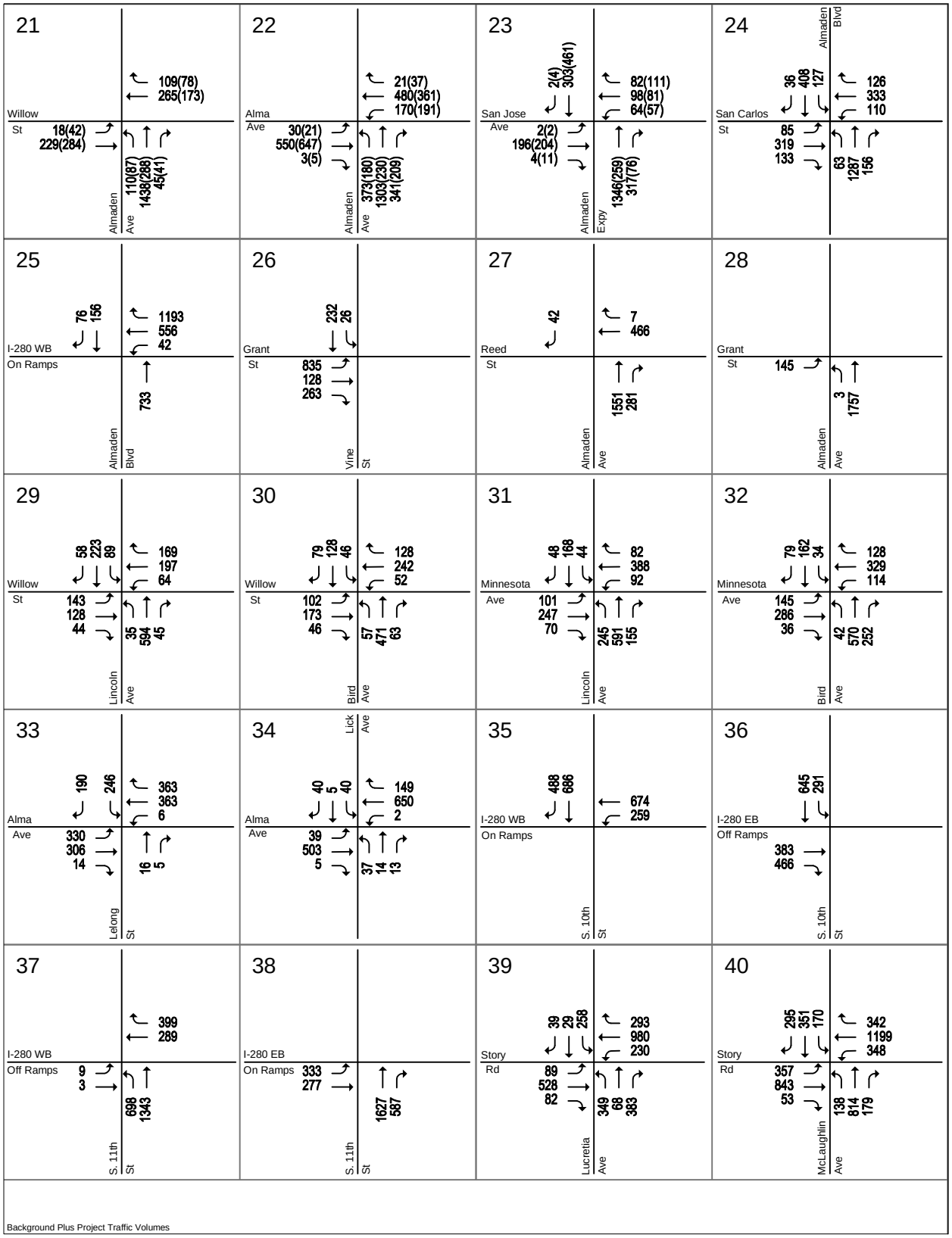
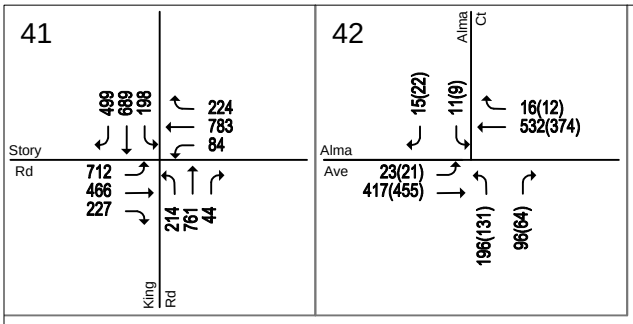


Figure 13 (Continued)
Background Plus Project Traffic Volumes



LEGEND:

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

Background Plus Project Traffic Volumes

Figure 13 (Continued)
Background Plus Project Traffic Volumes

Table 9
Background Plus Project Conditions Intersection Levels of Service

Study Number	Intersection	Peak Hour	Background		Background Plus Project			
			Avg. Delay	LOS	Avg. Delay	LOS	Incr. In Crit. Delay	Incr. In Crit. V/C
1	South 1st Street and Willow Street *	AM	5.6	A	5.6	A	0.0	0.006
		Afternoon	9.0	A	9.0	A	0.0	0.002
2	South 1st Street and Keyes Street *	AM	29.6	C	29.9	C	0.1	0.006
		Afternoon	36.9	D	37.6	D	1.2	0.016
3	Monterey Highway and Alma Avenue *	AM	45.5	D	54.4	D	11.1	0.109
		Afternoon	47.4	D	48.8	D	0.6	0.019
4	Monterey Highway and Cottage Grove Avenue	AM	27.8	C	27.4	C	-0.1	0.014
		Afternoon	20.5	C	20.3	C	-0.4	0.005
5	Monterey Highway and San Jose Avenue	AM	15.8	B	15.9	B	0.3	0.016
		Afternoon	20.1	C	20.0	C	0.1	-0.002
6	Monterey Highway and Phelan Avenue	AM	27.4	C	30.0	C	3.9	0.041
		Afternoon	37.0	D	37.7	D	0.7	0.010
7	South 2nd Street and Keyes Street	AM	19.2	B	20.0	C	0.9	0.025
		Afternoon	30.5	C	30.8	C	0.4	0.010
8	South 3rd Street and Keyes Street	AM	22.4	C	22.5	C	0.2	0.011
		Afternoon	11.0	B	11.1	B	0.2	0.006
9	South 7th Street and Keyes Street	AM	36.1	D	37.0	D	1.5	0.044
		Afternoon	34.8	C	34.9	C	0.2	0.003
10	South 7th Street and Alma Avenue	AM	28.5	C	29.6	C	1.7	0.035
		Afternoon	26.5	C	26.5	C	-0.1	0.006
11	South 7th Street and Phelan Avenue	AM	17.4	B	17.6	B	0.4	0.019
		Afternoon	18.0	B	18.1	B	0.0	0.008
12	South 10th Street and Keyes Street	AM	26.3	C	26.5	C	0.2	0.013
		Afternoon	23.5	C	23.6	C	0.1	0.003
13	South 10th Street and Alma Avenue	AM	28.2	C	28.3	C	0.1	0.011
		Afternoon	23.4	C	24.1	C	1.0	0.013
14	South 10th Street and Phelan Avenue	AM	21.5	C	21.8	C	0.6	0.007
		Afternoon	24.8	C	24.9	C	0.1	0.005
15	South 11th Street and Keyes Street	AM	28.1	C	28.1	C	0.1	0.011
		Afternoon	30.5	C	30.7	C	0.3	0.009
16	Senter Road and Keyes Street	AM	25.8	C	26.0	C	0.5	0.008
		Afternoon	25.2	C	25.2	C	0.1	0.005
17	Senter Road and Alma Avenue	AM	11.1	B	11.7	B	0.7	0.010
		Afternoon	11.4	B	11.8	B	0.4	0.008
18	Senter Road and Phelan Avenue	AM	18.4	B	18.5	B	0.0	0.000
		Afternoon	28.9	C	28.8	C	-0.2	0.002
19	Vine Street and Willow Street	AM	8.0	A	8.3	A	0.3	0.021
		Afternoon	16.2	B	16.2	B	0.0	0.003
20	Vine Street and Alma Avenue	AM	11.2	B	11.8	B	-2.5	0.021
		Afternoon	14.9	B	15.0	B	-2.6	0.006
21	Almaden Avenue and Willow Street	AM	16.8	B	17.7	B	0.7	0.014
		Afternoon	15.7	B	15.8	B	0.1	0.011
22	Almaden Avenue and Alma Avenue	AM	22.9	C	24.0	C	1.4	0.025
		Afternoon	28.0	C	28.1	C	-0.1	0.008
23	Almaden Expressway and San Jose Avenue	AM	11.4	B	11.4	B	0.0	0.001
		Afternoon	14.3	B	14.2	B	0.0	0.001

Table 9 (Continued)
Background Plus Project Conditions Intersection Levels of Service

Study Number	Intersection	Peak Hour	Background		Background Plus Project			
			Avg. Delay	LOS	Avg. Delay	LOS	Incr. In Crit. Delay	Incr. In Crit. V/C
24	Almaden Boulevard and San Carlos Street *	AM	41.3	D	41.2	D	0.2	0.004
25	Almaden Boulevard and I-280 NB ramp	AM	15.8	B	15.9	B	0.0	0.003
26	Vine Street and Grant Street	AM	5.7	A	5.9	A	0.3	0.010
27	Almaden Avenue and Reed Street	AM	21.9	C	21.9	C	0.0	0.002
28	Almaden Avenue and Grant Street	AM	7.2	A	7.2	A	0.0	0.003
29	Lincoln Avenue and Willow Street	AM	47.7	D	48.1	D	0.6	0.008
30	Bird Avenue and Willow Street	AM	32.7	C	33.2	C	0.9	0.012
31	Lincoln Avenue and Minnesota Avenue	AM	44.2	D	44.3	D	0.0	0.001
32	Bird Avenue and Minnesota Avenue	AM	37.4	D	37.7	D	0.4	0.007
33	Lelong Street and Alma Avenue	AM	35.0	D	34.7	C	0.0	-0.006
34	Lick Avenue and Alma Avenue	AM	15.9	B	15.5	B	-0.3	0.014
35	I-280 and 10th Street (N)*	AM	14.0	B	14.0	B	0.0	0.000
36	I-280 and 10th Street (S)*	AM	13.7	B	13.7	B	1.5	0.004
37	I-280 and 11th Street (N)*	AM	11.1	B	11.1	B	0.0	0.000
38	I-280 and 11th Street (S)*	AM	9.1	A	9.1	A	0.0	0.000
39	Lucretia Avenue and Story Road	AM	46.4	D	46.4	D	0.2	0.006
40	McLaughlin Avenue and Story Road	AM	43.2	D	43.3	D	0.1	0.006
41	King Road and Story Road	AM	51.3	D	51.5	D	0.8	0.013

* Denotes CMP Intersections
Bold indicates unacceptable LOS.
Boxed and **bold** indicate significant impact.

4. Other Transportation Issues

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

- Intersection operations analysis – vehicle queuing and left-turn pocket storage at intersections
- Site access analysis
- On-site circulation
- Pedestrian Circulation
- Parking
- Drop-off and pick-up activities
- Potential impacts to bike, pedestrian and transit facilities

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

Intersection Operations Analysis

The analysis of intersection level of service was supplemented with an analysis of intersection operations for selected intersections. Queuing analysis is presented for informational purposes only, since it is not required for CEQA (California Environmental Quality Act) analysis. Since neither the City of San Jose nor the CMP has any defined policies related to queuing analysis, there are no defined project impacts with respect to vehicular queuing. However, it is within the City's discretion to require any operational analysis and make recommendations/requirements based on the results of the analysis. The operations analysis is based on vehicle queuing for high demand turning movements at intersections. Vehicle queues were estimated using a Poisson probability distribution, which estimates the probability of "n" vehicles for a vehicle movement using the following formula:

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

Where:

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

The basis of the analysis is as follows: (1) the Poisson probability distribution is used to estimate the 95th percentile maximum number of queued vehicles per cycle for a particular movement; (2) the estimated

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

Queuing for left-turn movements (and for combined movements at intersections with shared lanes) were analyzed for various locations where the project is estimated to add a perceptible amount of traffic to a movement. Since the project peak hour will occur in less than an hour (in approximately 30 minutes), which is typical for a school, as a conservative approach, the traffic volumes contributed by the project were doubled for these movements in order to reflect queues that will occur over a shorter time frame.

Intersection Operations Results

The results of the intersection operations analysis are described below. The results correspond to the longest estimated queue lengths, which occur during the AM peak hour. Intersections where the projected queue length with the project is estimated to exceed the existing queue storage capacity are described below. The vehicle queue estimates for all the locations analyzed are summarized in Table 10. The vehicular queuing analysis (Poisson probability calculations) is included in Appendix F.

3. Monterey Highway and Alma Avenue

Southbound Left-Turn Movement

The queuing analysis indicates that the maximum vehicle queues for the southbound left-turn pocket at the Monterey Highway and Alma Avenue intersection would exceed the existing vehicle storage capacity under project conditions during the AM peak hour.

The southbound left-turn pocket currently provides approximately 250 ft. of vehicle storage in one lane, which can accommodate about 10 vehicles. The estimated 95th percentile vehicle queue for the southbound left-turn movement is projected to be approximately 18 vehicles during the AM peak hour under project conditions, exceeding the existing storage capacity by approximately eight vehicles.

Northbound Right-Turn Movement

The queuing analysis indicates that the maximum vehicle queues for the northbound right-turn movement at the Monterey Highway/Alma Avenue intersection would extend back from Alma Avenue up to 525 ft. during the AM peak hour under project conditions. There is not separate storage provided for the northbound right-turn movement.

Westbound Approach

The queuing analysis indicates that the maximum vehicle queues for the westbound approach at the Monterey Highway and Alma Avenue intersection would extend past the upstream intersection of Alma Court and Alma Avenue under project conditions during the AM peak hour.

The westbound approach consists of a left-turn lane (approximately 250 ft. pocket), a shared through-and-left turn lane, and a shared through-and-right turn lane. The distance between Monterey Highway and Alma Court is approximately 450 ft. for a total queue storage capacity of 1,150 ft. within all three westbound approach lanes, which can accommodate an average of approximately 15 vehicles per lane. The estimated 95th percentile vehicle queue for the westbound approach is projected to be approximately 21 vehicles per lane during the AM peak hour under project conditions, and will extend back and through the Alma Court/Alma Avenue intersection.

Table 10
Vehicle Queuing Analysis Summary

Intersection Number	Monterey Hwy/Alma Ave 3	Monterey Hwy/Alma Ave 3	Monterey Hwy/Alma Ave 3	7th St/ Alma Ave 10	10th St/ Alma Ave 13
Movement	SBL	WB Appr [3]	NBR	EBL	EBL
Peak Hour	AM	AM	AM	AM	AM
Existing Conditions					
Cycle/Delay[1] (sec)	160	160	160	115	96
Lanes	1	3	1	1	1
Volume (vph)	20	442	132	122	112
Volume (vphpl)	20	147	132	122	112
Avg. Queue (veh/ln.)	0.9	6.5	5.9	3.9	3.0
Avg. Queue[2] (ft./ln)	22	164	147	97	75
95th %. Queue (veh/ln.)	3	11	10	7	6
95th %. Queue (ft./ln)	75	275	250	175	150
Storage (ft./ ln.)	250	450	375	150	225
Adequate (Y/N)	YES	YES	YES	**NO**	YES
Background Conditions					
Cycle/Delay[1] (sec)	160	160	160	115	96
Lanes	1	3	1	1	1
Volume (vph)	65	606	162	147	139
Volume (vphpl)	65	202	162	147	139
Avg. Queue (veh/ln.)	2.9	9.0	7.2	4.7	3.7
Avg. Queue[2] (ft./ln)	72	224	180	117	93
95th %. Queue (veh/ln.)	6	14	12	9	7
95th %. Queue (ft./ln)	150	350	300	225	175
Storage (ft./ ln.)	250	450	375	150	225
Adequate (Y/N)	YES	YES	YES	**NO**	YES
Background Plus Project Conditions					
Cycle/Delay[1] (sec)	160	160	160	115	96
Lanes	1	3	1	1	1
Volume (vph)	265	969	334	270	157
Volume (vphpl)	265	323	334	270	157
Avg. Queue (veh/ln.)	11.8	14.4	14.8	8.6	4.2
Avg. Queue[2] (ft./ln)	294	359	371	216	105
95th %. Queue (veh/ln.)	18	21	21	14	8
95th %. Queue (ft./ln)	450	525	525	350	200
Storage (ft./ ln.)	250	450	375	150	225
Adequate (Y/N)	**NO**	**NO**	**NO**	**NO**	YES

[1] Vehicle queue calculations based on cycle length for signalized intersection and controlled delay for unsignalized intersection.

[2] Assumes 25 feet per vehicle queued

[3] Storage capacity for the westbound approach at the intersection of Monterey Highway and Alma Avenue is the distance between Monterey Highway and Alma Court.

Recommendation: The existing southbound left-turn pocket could be extended to provide additional queue storage capacity by removing the existing median and trees along Monterey Highway. Widening of Alma Avenue to provide additional queue storage for the westbound approach to the intersection is not feasible due to right-of way restrictions. However, the eastbound left-turn pocket at the Alma Court/Alma Avenue intersection can be shortened to allow for the extension of the westbound left-turn pocket at the Monterey Highway/Alma Avenue intersection.

It is recommended that the school work with City staff to implement alternative drop-off and pick-up routes and locations to reduce the projected vehicle queues at the Monterey Highway and Alma Avenue intersection. In addition, the school should establish programs to encourage multimodal travel that result in a reduction in project trips and the operational issues discussed above. The alternative drop-off/pick-up routes and locations as well as trip reduction measures are discussed in a following section of this chapter.

10. 7th Street and Alma Avenue

Eastbound Left-Turn Movement

The queuing analysis indicates that the maximum vehicle queues for the eastbound left-turn pocket at the 7th Street and Alma Avenue intersection currently exceed the existing vehicle storage capacity, and would continue to do so under both background and project conditions during the AM peak hour.

The eastbound left-turn pocket provides approximately 150 ft. of vehicle storage in one lane, which can accommodate about 6 vehicles. The estimated 95th percentile vehicle queue for the eastbound left-turn movement is projected to be approximately 7 and 9 vehicles during the AM peak hour under existing and background conditions, respectively. The addition of project traffic to this movement would lengthen the projected vehicle queue by five vehicles during the AM peak hour, exceeding the existing storage capacity by eight vehicles.

Recommendation: It is not feasible to add a second eastbound left-turn lane due to right-of-way constraints on Alma Avenue and the lack of a second receiving lane on 7th Street. A two-way left-turn lane is provided on Alma Avenue upstream of the eastbound left-turn pocket which could be used as storage for the eastbound left-turn movement.

It is recommended that the school work with City staff to implement alternative drop-off and pick-up routes and locations to reduce the projected vehicle queues at the 7th Street and Alma Avenue intersection. In addition, the school should establish programs to encourage multimodal travel that result in a reduction in project trips and the operational issues discussed above. The alternative drop-off/pick-up routes and locations as well as trip reduction measures are discussed in a following section of this chapter.

Site Access and On-Site Circulation

A review of the project site plans was performed to determine if adequate site access and on-site circulation is provided and to identify any access issues that should be improved. This review is based on the site plan dated March 29, 2016, by Artik Art & Architecture, and in accordance with generally accepted traffic engineering standards.

Site Access

The project site is proposed to be served by two driveways, both of them along Alma Avenue. The westernmost driveway along Alma Avenue is proposed to be an inbound only driveway and the easternmost driveway an outbound only driveway.

The westernmost driveway along Alma Avenue (hereafter referred to as Driveway 1) is located approximately 135 ft. east of Monterey Highway. Driveway 1 is shown to be 20 ft. wide and would provide the only inbound access to the school parking lot (right-in only access). The City of San Jose identifies

the typical width for one-way ingress/egress access only driveways as 16 ft. The second driveway along Alma Avenue (hereafter referred to as Driveway 2) is located east of the Alma Court/Alma Avenue intersection and consists of a 20-ft. wide outbound only driveway.

Due to the limited inbound site access, traffic accessing the site from westbound Alma Avenue would be forced to travel to Monterey Highway to access the site via the Monterey Highway/Alma Avenue intersection. The lack of direct access to the project site from westbound Alma Avenue could result in students being dropped-off on the north side of Alma Avenue and crossing Alma Avenue to access the school site. This is discussed further in the drop-off and pick-up activity section below.

Driveway 2, the outbound driveway, is shown on the site plan to be located east of Alma Court. The proposed Driveway 2 location will provide additional space along westbound Alma Avenue for left-turning traffic out of the driveway that could be blocked by the projected westbound queue at Monterey Highway.

The proposed driveways are shown on Figure 14.

Recommendation: It is recommended that Driveway 2 provide two outbound lanes, one left-turn and one right-turn lane, to Alma Avenue.

On-Site Circulation

Two parking areas are being proposed. The main parking area is located along the northern project site boundary, north of the main school building. This parking area would consist of a total of 118 90-degree parking spaces. The second parking area is located between the main building and a smaller building located along the eastern project site boundary. This smaller parking area, referred to as the side parking lot, consists of 70 90-degree parking spaces.

A relatively short drop-off area (approximately 120 ft) is being proposed in front of the school building, approximately 80 ft. east of Driveway 1. Ideally, drop-off areas should be provided near the exit driveway, providing the maximum storage capacity within the site. Parents dropping-off students in the morning would access the site via Driveway 1, drive to the drop-off area, and then proceed to exit the site via driveway 2. Simultaneously, students and staff/faculty driving to the site and parking would access the site via Driveway 1 and drive around the main parking area or the side parking lot looking for parking, potentially creating conflicts between drop-off traffic and parking traffic. Ideally, drop-off parking should be separated from other traffic to the maximum extent possible. Additionally, the close spacing of the drop-off area to Driveway 1 could cause vehicle queues at the drop-off area to extend back and onto Alma Avenue. This is discussed further in the drop-off and pick-up activity section below.

Access the side parking lot is provided by a third driveway located within the site. The third driveway connects the main parking lot with the side parking lot. It is recommended that the two north/south parking rows that are proposed within the side parking lot be combined into a single east/west parking row in the middle of the side parking lot. Providing a single parking row will simplify circulation within the side parking lot and will eliminate pedestrians from having to cross 2-3 rows of parking. In addition, traffic control should be implemented on-site to minimize queuing on-site during drop-off and pick-up periods. In particular, vehicles exiting the site after dropping-off/picking-up students could be routed through the side parking lot to provide queuing space for the exit driveway to Alma Avenue.

The design of the access points and parking lot must adhere to City of San Jose design guidelines.

Recommendation: It is recommended that the two north/south parking rows that are proposed within the side parking lot be combined into a single east/west parking row in the middle of the side parking lot.

Recommendation: It is recommended that traffic control be implemented on-site to minimize queuing on-site during drop-off and pick-up periods. In particular, vehicles exiting the site after dropping-off/picking-up students could be routed through the side parking lot to provide additional queuing space for the outbound traffic as they exit to Alma Avenue.

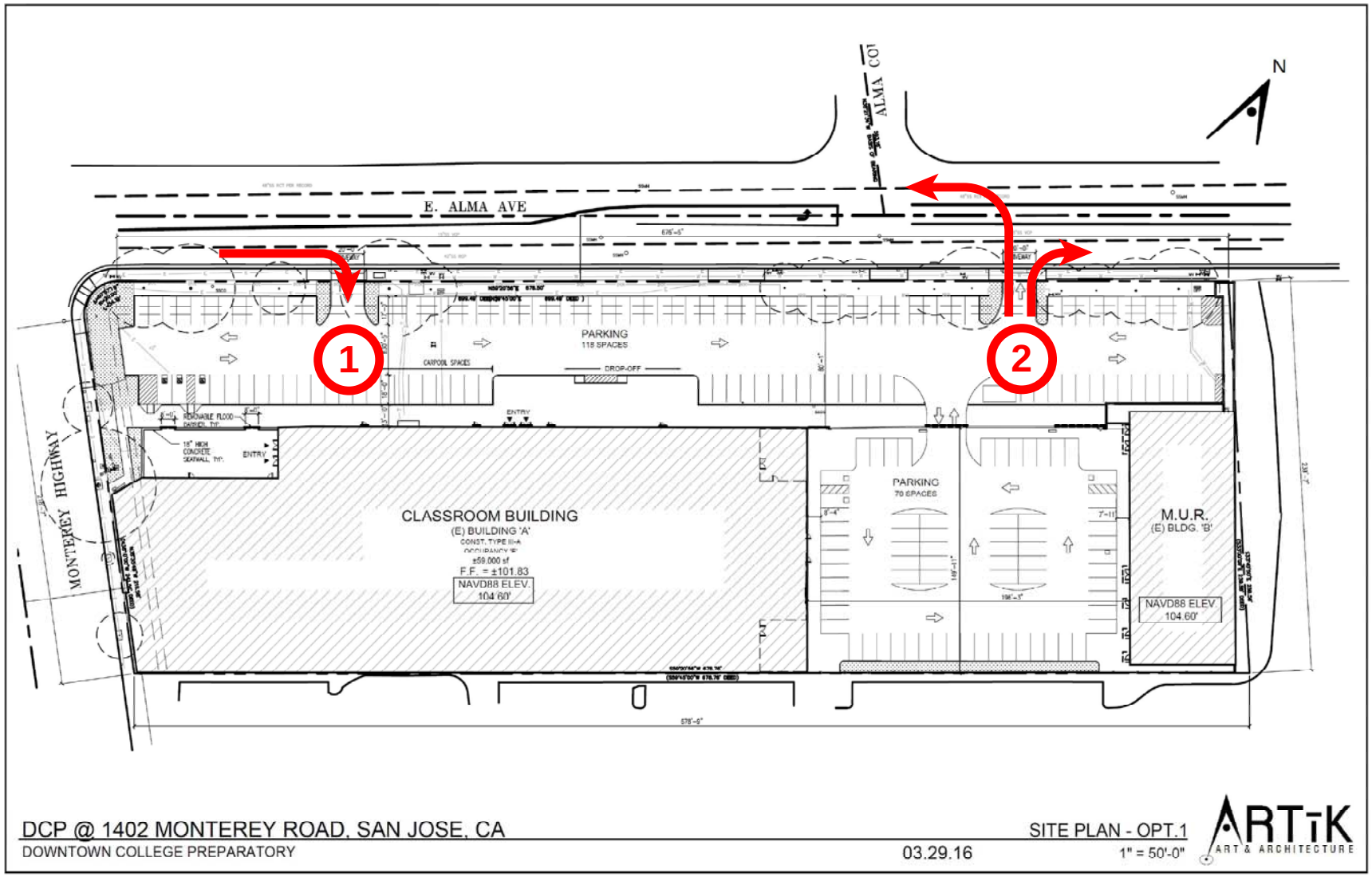


Figure 14
Proposed Project Driveways and Access

Outbound Driveway Operations

Operations at the outbound project driveway during drop-off times were evaluated. The outbound driveway would become the south leg of the Alma Court/Alma Avenue intersection, a currently unsignalized (stop controlled on Alma Court) intersection.

Unsignalized intersections are analyzed on the basis of the peak-hour traffic signal warrant, warrant #3 described in the *California Manual on Uniform Traffic Control Devices for Streets and Highways (CA MUTCD)*, Part 4, Highway Traffic Signals, 2015. This method makes no evaluation of intersection level of service, but simply provides an indication whether peak-hour traffic volumes are, or would be, sufficient to justify installation of a traffic signal.

The results of the peak-hour traffic signal warrant checks at the unsignalized intersection of Alma Court/Alma Avenue are summarized in Table 11. The results indicate that even with the addition of school traffic to this intersection, the intersection traffic volumes would fall below the thresholds that warrant signalization. The peak-hour signal warrant sheets are contained in Appendix E.

Table 11
Signal Warrant Analysis Summary

Study Number	Intersection Name	Warrant Met?							
		Existing		Existing + Project		Background		Background + Project	
		AM	PM	AM	PM	AM	PM	AM	PM
42	Alma Court and Alma Avenue	No	No	No	No	No	No	No	No

Notes: Signal warrant analysis based on the Peak Hour Signal Warrant #3, Figure 4C Caltrans MUTCD 2015 Edition.

Although the traffic volumes at the Alma Court/Project Outbound driveway and Alma Avenue intersection fall below the threshold that warrants signalization of the intersection, the vehicular queue analysis showed that the maximum vehicle queues for the westbound approach at the Monterey Highway and Alma Avenue intersection are projected to extend back and through the Alma Court/Alma Avenue intersection with the addition of the project traffic. The projected westbound vehicular queues along Alma Avenue would affect the ability of traffic from the project outbound driveway and Alma Court to turn onto westbound Alma Avenue.

As mentioned in the intersection operations analysis section, widening of Alma Avenue to provide additional queue storage for the westbound approach is not feasible due to right-of way restrictions. Therefore, it is recommended that the school work with City staff to implement alternative drop-off and pick-up routes and locations to reduce the projected vehicle queues along Alma Avenue. In addition, the school should establish programs to encourage multimodal travel that result in a reduction in project trips.

Pedestrian Access and Circulation

Some of the students may walk or ride their bike to school. Pedestrian facilities in the study areas consist primarily of sidewalks along the streets in most residential and commercial areas (including Monterey Highway), bike lanes, and marked crosswalks, pedestrian push buttons, and signal heads at the intersection of Monterey Highway and Alma Avenue. The existing bike lanes along Monterey Road, which connect to other bike lanes in the area, allow for biking as an alternative to access the project site.

The extensive sidewalk network in the project area also would make it possible for students to walk to school. The marked crosswalks, pedestrian push buttons, and signal heads at the intersection of Monterey Highway and Alma Avenue would make crossing this intersection safer. However, intermitted segments on Alma Avenue, east of the project site, have missing sidewalks along the south side of the street. Sidewalks are found along both sides of Alma Avenue from Monterey Highway to the train tracks, just east of the project site. At the train tracks, sidewalks are found on the south side of the street only, but terminate just east of the train tracks. Between the train tracks and 7th Street, sidewalks are found along the north side of Alma Avenue while the south side of the street consists of a dirt walkway between the eastbound travel lanes on Alma Avenue and the adjacent property. The missing sidewalks on the south side of Alma Avenue create a disconnection between the school and the neighborhoods on the east side of the school. The lack of connectivity between the project site and east neighborhoods potentially could discourage pedestrian activity or force pedestrians to walk along unpaved walkways along the segments with missing sidewalks.

Recommendation: It is recommended that DCP School works with the City of San Jose to develop a safe route to schools program that will define the safest routes for pedestrians between the adjacent residential areas and the project site.

Recommendation: The school should work with the City of San Jose to ensure continuous pedestrian facilities in proximity to the project site are provided. Specifically, a pedestrian path along the south side of Alma Avenue, just east of the school, where sidewalks are missing, should be provided.

Sight Distance

Adequate sight distance should be provided at the project outbound driveway. The outbound driveway along (along Alma Avenue) is located along a mostly straight roadway segment with minimal visual obstruction. The sight distance to/from this driveway was measured to extend to Monterey Highway to the west and to the point where Alma Avenue curves southeast, approximately 500 ft. in both directions. Although Alma Avenue has a posted speed limit of 35 mph, by law, school zones have a 25 mph speed limit. According to the Caltrans Highway Design Manual, the minimum required stopping sight distance for a roadway with a posted speed limit of 25 mph is 150 ft. A roadway with a speed limit of 35 mph requires a minimum of 250 ft. of stopping sight distance. Based on field observations and Caltrans requirements, the available sight distance at the outbound driveway on Alma Avenue is adequate.

Recommendation: The design of the school campus should ensure design features, in particular the landscaping and signage along the school frontage, will not interfere with the sight distance at the proposed site driveways.

Emergency Vehicle and Truck Access

The 20-foot ingress and egress driveways should provide adequate access for emergency vehicles and trucks. Although the dimensions of the side parking lot driveway are not shown on the site plan, adequate width must also be provided at this driveway allowing emergency vehicles to be able to turn in and out of this driveway and circulate around the parking lot. With the adequate driveway widths and turn radii, emergency vehicles would be able to access all parts of the school site.

Although location of the trash enclosure is not shown on the site plan, just like with emergency vehicles, the site plan must be design to ensure adequate access to the trash enclosure by larger garbage trucks is provided.

With the proposed parking lot layout, the recommended changes to the side parking lot (discussed in the previous section), and adhering to City design standards and guidelines, emergency vehicle access and circulation within the project site should be adequate.

Parking

According to the project site plan, the project would provide a total of 188 parking spaces within the two proposed parking areas. Three of the parking spaces within each parking areas are labeled as accessible spaces. The proposed middle school would include a total of 30 full-time and part-time employees (including teachers). The proposed high school would include a total of 42 employees (including teachers). The high school is proposed to serve up to 709 students.

Per the City of San Jose Municipal Code (Chapter 20.90.060), elementary (K-8) schools are required to provide 1 parking space per teacher plus 1 parking space per employee while secondary (9-12) schools are required to provide 1 space per teacher, 1 space per employee, and 1 space for every 5 students.

Based on the City's parking requirements, the proposed school is required to provide a total of 214 off-street parking spaces (72 staff/faculty parking spaces and 142 student parking spaces). Based on City of San Jose parking requirements and the proposed number of parking spaces, the school would not provide adequate on-site parking.

The Americans with Disabilities Act (ADA) requires developments to provide a minimum of six accessible parking space for parking lots with 151- 200 spaces. Accessible parking spaces shall be at least 96 inches (8 feet) wide and shall be located on the shortest accessible route of travel from adjacent parking to an accessible entrance. In addition, one in every 8 accessible spaces, but no less than one, shall be served by an access aisle at least 96 inches wide and shall be designated as "van accessible". It should be noted that the accessible parking spaces are not additional parking spaces, but are part of the minimum parking spaces required. The project proposes to provide a total of 6 accessible parking spaces, satisfying ADA requirements. The six proposed accessible spaces are located adjacent to the school buildings, along what seems to be the shortest accessible route to the building entrance.

Recommendation: It is recommended that the number of parking spaces required by City of San Jose guidelines be provided. Alternatively, the school could work with the City to develop parking alternatives and/or plans to reduce the number of students driving to the site. For example, the school could implement a permit parking program and limit the number of student parking permits issued.

Drop-Off and Pick-Up Activities

As proposed, the drop-off area is located adjacent to the main school building, approximately 80 ft. east of the inbound driveway. The drop-off area is shown to be approximately 120 ft. long.

Proposed Drop-off Circulation

With the proposed driveways and parking layout, vehicles would make a right-turn into the project site via the inbound driveway (Driveway 1), travel eastbound towards the designated drop-off/pick-up area, and proceed to exit the site via the outbound driveway (Driveway 2) located approximately 100 ft. east of the drop-off area (see Figure 15).

Approximately 200 ft. queue storage capacity would be provided from the drop-off area to Driveway 1, accommodating from 8 to 10 vehicles. With as many as 316 vehicles accessing the site during the AM peak hour and approximately queue storage capacity for 8 vehicles, the vehicular queue length can be expected to extend back onto Alma Avenue, affecting operations along Alma Avenue and potentially the intersection of Monterey Highway/Alma Avenue. Additionally, vehicular queues on the site would consist of both drop-off traffic and students/staff/faculty looking for parking. By providing the drop-off area closer to the inbound driveway, limited vehicular queue storage would be provided, causing inbound traffic to spill out of Driveway 1 onto Alma Avenue. Ideally, the drop-off area should be shifted approximately 60 ft. east to locate it as far away from the inbound driveway as possible in an effort to provide the maximum vehicle queue storage capacity within the site and avoid vehicular queues that extend out of the site. In addition to moving the drop-off area, it is also recommended that vehicles exiting the site after dropping-

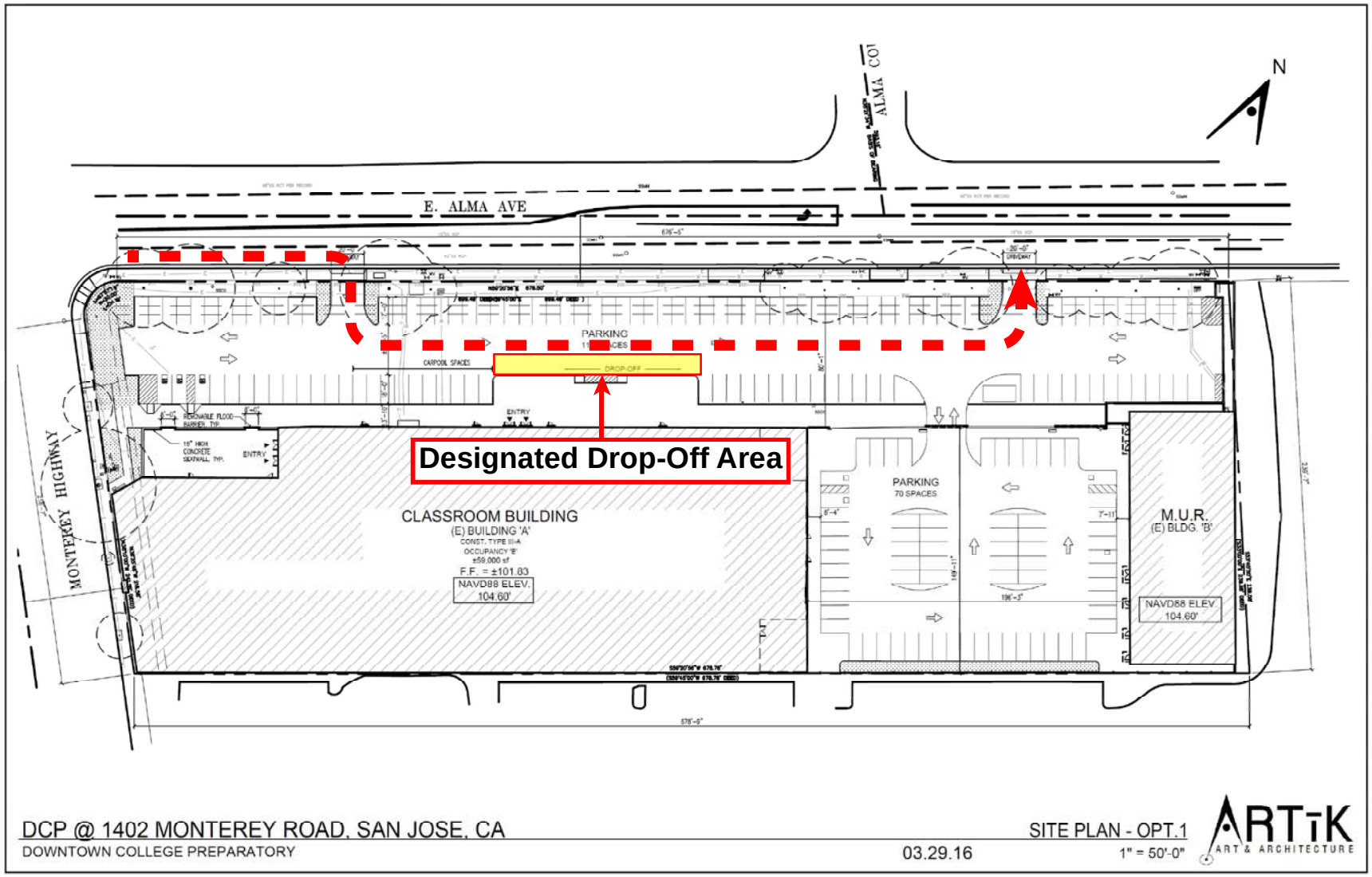


Figure 15
Proposed Student Drop-Off Circulation

off/picking-up students be routed through the side parking lot to provide additional queuing space within the site for the outbound traffic as they exit to Alma Avenue. The proposed on-site circulation is shown on Figure 16.

Drop-offs may occur along the north side of Alma Avenue and along Alma Court due to parents originating from east of the project site that are avoiding the circuitous route to access the drop-off area from eastbound Alma Avenue. Drop-offs occurring along the north side of Alma Avenue would require students to cross four lanes of traffic on Alma Avenue. Pedestrian crossing improvements should be considered at the Alma Court intersection with Alma Avenue to provide safe crossing of Alma Avenue.

Recommendation: It is recommended that vehicles exiting the site after dropping-off/picking-up students be routed through the side parking lot to provide additional queuing space within the site for the outbound traffic as they exit to Alma Avenue.

Recommendation: It is recommended that a striped crosswalk with rectangular rapid flashing beacons be implemented along the east side of the Alma Court intersection with Alma Avenue to provide a centralized crossing point for drop-offs that occur along the north side of Alma Avenue. In addition, measures should be implemented that prevent crossing of Alma Avenue at uncontrolled locations. Measures may include a median barrier on Alma Avenue and/or traffic monitors to ensure safe crossing and use of identified crosswalks.

Recommendation: Alternative drop-off areas that would minimize the effect of the inbound vehicular queue on Alma Avenue should be investigated. Alternative locations are discussed in the following section.

Alternative Drop-off Locations

It is anticipated that vehicular queues from drop-off activity on site would extend out of the site onto Alma Avenue, affecting operation along Alma Avenue and potentially at the Monterey Highway/Alma Avenue intersection. A few alternative drop-off locations to reduce the effect of the drop-off queue on the surrounding roadway network are discussed below.

Remote Drop-Off Location

An alternative to dropping-off students on site would be to drop them off at a location off campus, then having the students walk (if the remote location is within walking distance), bike, or be bused into the school site. This drop-off plan could be required for all students, or be limited to specific time periods, alternate between different grade levels, age groups, etc.

Drop-Off Area Along School Frontage on Alma Avenue

One of the recommendations by City staff is that a drop-off area be provided along the project's frontage on the south side of Alma Avenue (see Figure 17). Providing the drop-off area along Alma Avenue would provide the following benefits:

- Longer drop-off area than what is currently being proposed on-site
- No need for drop-off traffic to enter and exit the site, resulting in a shorter drop-off time per vehicle
- Separation of drop-off and parking traffic

Although the Alma Avenue drop-off area would result in various benefits, drop-off traffic would be forced to continue eastbound on Alma Avenue. This may be an inconvenience for traffic heading back to Monterey Highway. Consequently, drop-off traffic may try to travel across the two eastbound travel lanes on Alma Avenue from the drop-off area in an effort to reach the eastbound left-turn lane at Alma Court and make a U-turn. In addition, Alma Avenue is a designated bike corridor with Class II bike lanes. The implementation of a drop-off area on the south side of Alma Avenue would require a minimum 8-foot duckout to ensure that drop-off activities do not inhibit bicycle and vehicular travel along eastbound Alma Avenue.

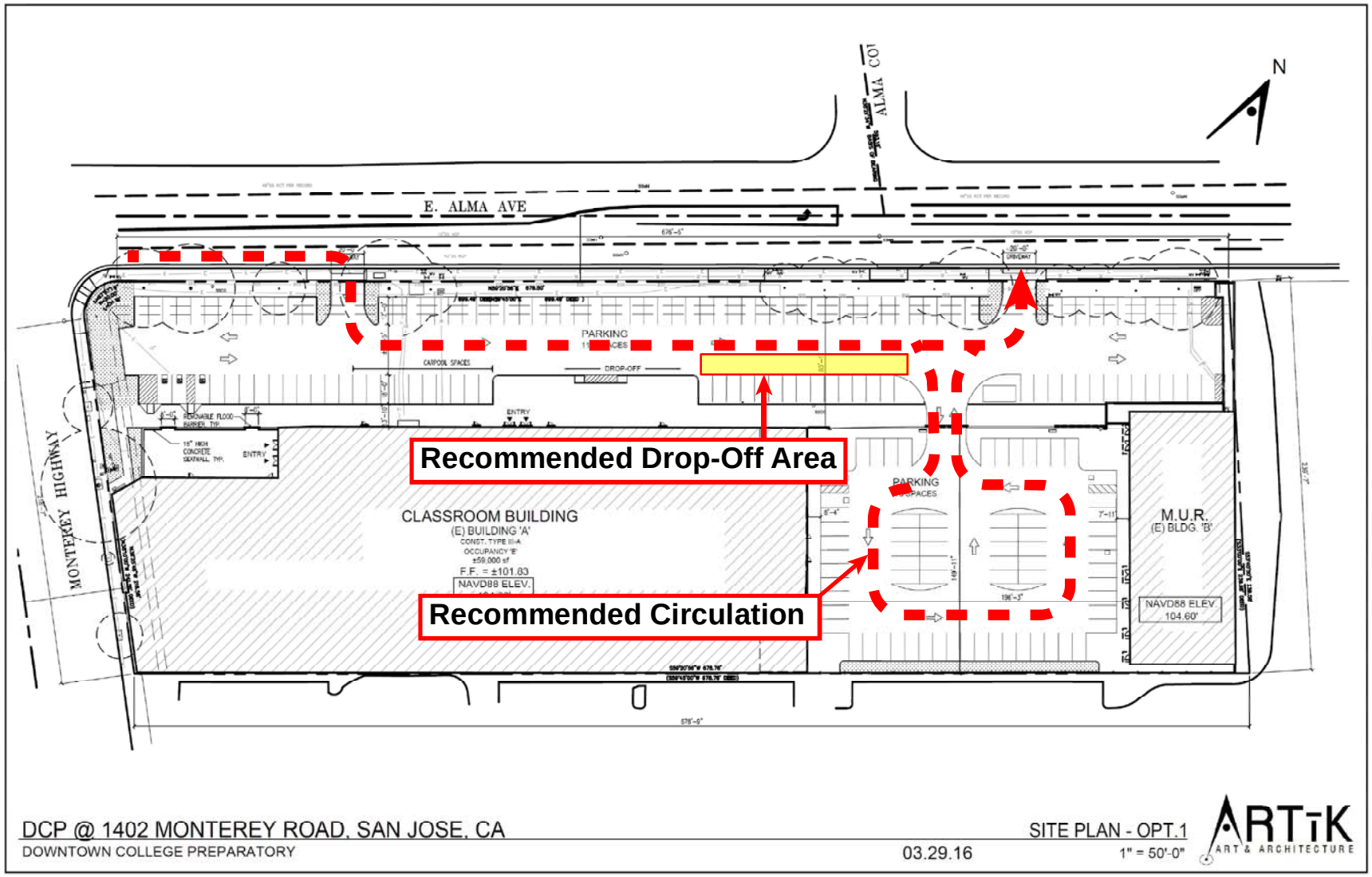


Figure 16
Recommended Student Drop-off Circulation

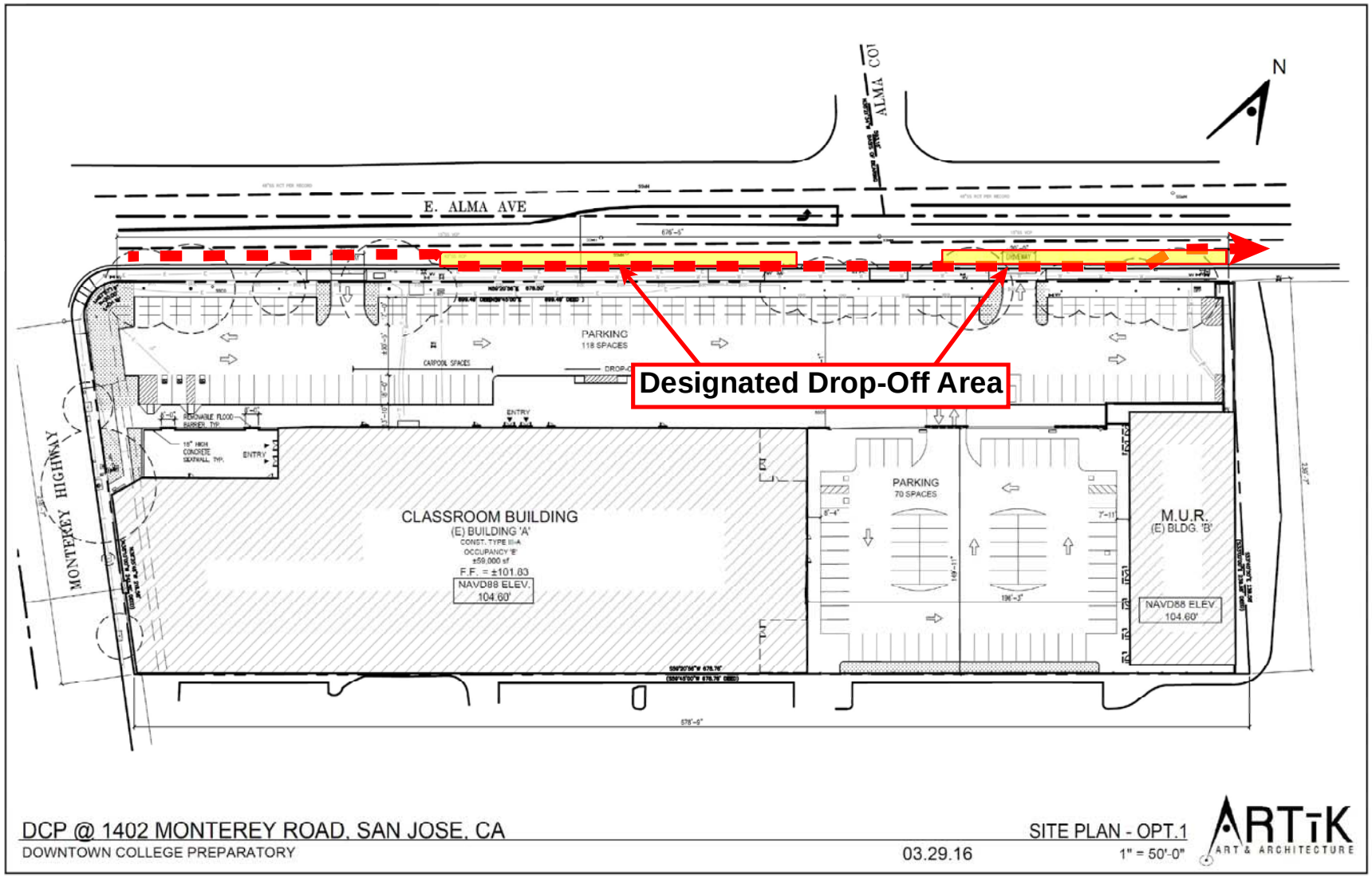


Figure 17
Alternative Student Drop-off Circulation

Recommendation: It is recommended that a drop-off area be considered along the project frontage on Alma Avenue. The drop-off area would require a minimum 8-foot duckout to ensure that drop-off activities do not inhibit bicycle and vehicular travel along eastbound Alma Avenue.

Trip Reduction

A significant amount of vehicular traffic associated with the school drop-off/pick-up activity is projected to be added to the roadways in the immediate area of the proposed school. The projects close proximity to the major thoroughfare of Monterey Highway and existing traffic operations at Monterey Highway and Alma Avenue intersection will likely result in lengthy vehicle queues, as described previously, and increased travel delay in the project area. In addition, due to the physical constraints of the small project site area, it is not feasible to provide storage capacity for the entirety of the projected vehicular queues associated with the school.

Therefore, the school should establish programs and policies that result in the reduction of vehicular trips to the school and reduce the operational issues identified in this chapter. The programs and policies should encourage multimodal travel and use of the extensive bus service and pedestrian/bicycle facilities in the immediate project area to the maximum extent possible. It is recommended that the school consider establishing programs and policies such as the following:

- Provide for an on-site traffic coordinator
- Establish a carpool program
- Provide for annual parent education programs
- Provide traffic monitors to ensure safe walking, use of crosswalks, efficient drop-off/pick-up activities
- Provide incentive programs for transit, biking, walking

Pedestrian and Bicycle Facilities

Pedestrian facilities in the study areas consist primarily of sidewalks along the streets in most residential and commercial areas (including Monterey Highway), bike lanes, and marked crosswalks, pedestrian push buttons, and signal heads at the intersection of Monterey Highway and Alma Avenue. The extensive sidewalk network in the project area also would make it possible for students to walk to school. However, east of the project site, sidewalks are missing along segments of Alma Avenue, including the south side of the segment between the train tracks (just east of the project site) and 7th Street. The missing sidewalks create a disconnection between the school and the neighborhoods on the east side of the school. The lack of connectivity between the project site and east neighborhoods potentially could discourage pedestrian activity or force pedestrians to walk along unpaved walkways along the segments with missing sidewalks. With the exception of the missing sidewalks along Alma Avenue, the existing network of sidewalks exhibits good connectivity and would provide students with safe routes to transit services and other points of interest in the area.

The project site is served directly by bike lanes along Monterey Highway. Additionally, various other bicycle facilities serve the project area, including the Guadalupe Freeway Trail that runs between Willow Street and Curtner Avenue, and connects to the Tamien Caltrain/Light Rail Station. The existing bike lanes along Monterey Highway, which connect to various other bike lanes in the area, would allow for biking as an alternative to access the project site.

Per the City of San Jose Municipal Code (Chapter 20.90.060) elementary schools (K-8) are required to provide one bicycle parking space per every 10 full-time employees plus 6 additional bicycle parking per classroom. Secondary schools (9-12) are required to provide one bicycle parking space per every 10 full-time employees plus 10 additional bicycle parking per classroom. The proposed project should adhere to the City of San Jose bicycle parking requirements.

Recommendation: The school should work with the City of San Jose to ensure continuous pedestrian facilities in proximity to the project site are provided. Specifically, a pedestrian path along the south side of Alma Avenue, just east of the school, where sidewalks are missing, should be provided.

Vision Zero San Jose

The school should work with the City to ensure consistency with the City's Vision Zero San Jose program. The Vision Zero is a street safety policy that strives for the elimination of traffic fatalities for all transportation modes. The policy encourages the design and improvement of the roadway system to be safe for all users, modes of transportation, communities, and people of all ages. The policy designated Montery Road as a "safety priority Street." Buffered bike lanes were installed on Monterey Road between Alma Avenue and Bernal Road in 2014 with pavement resurfacing project between and a new traffic signal was installed in 2014 at Cottage Grove Avenue. The core principals of the Vision Zero policy consist of:

7. Traffic deaths are preventable and unacceptable.
8. Human life takes priority over mobility and other objectives of the road system. The street system should be safe for all users, for all modes of transportation, in all communities and for people of all ages and abilities.
9. Human error is inevitable and unpredictable; the transportation system should be designed to anticipate error so the consequence is not severe injury or death. Advancements in vehicle design and technology are a necessary component toward avoiding the safety impacts of human errors and poor behaviors.
10. People are inherently vulnerable and speed is a fundamental predictor of crash survival. The transportation system should be designed for speeds that protect human life.
11. Safe human behaviors, education and enforcement are essential contributors to a safe system.
12. Policies at all levels of government need to align with making safety the highest priority for roadways.

The effectiveness of Vision Zero comes from a "safety first" collaboration among political leaders, roadway designers and managers, traffic enforcement agencies, vehicle manufacturers, transit operators, government regulators, educators, public health officials, community advocates, and the public. The school can contribute to the goals of the Vision Zero policy with the following:

- Work with City staff to establish a Safe Routes to School program.
- Participate in the City's Street Smarts program that provides training in good traffic safety habits, compliance officers to support safe school drop-off/pick-up activities.
- Participate in the Walk and Roll SJ program that encourages school children to walk and bike to school via parent led walking school buses and bike trains.
- Locate pedestrian access points to the school for the purpose of centralizing crossing of surrounding streets at controlled access points.
- Ensure that appropriate roadway markings and signage for school zones are implemented along Monterey Highway and Alma Avenue.
- Minimize vehicular and pedestrian conflict points by implementing and enforcing identified drop-off/pick-up routes.
- Implement traffic monitors to ensure safe crossing of streets by students.

Transit Services

Transit service to the study area is provided by the VTA and Caltrain. The project site is served by four VTA bus lines. The closest bus stops are located along Monterey Highway, north and south of Alma Avenue, and along Alma Avenue, west of Monterey Highway. Additionally, the Tamien LRT Station, located at the northeast quadrant of the Lelong Street and Alma Avenue intersection, less than a mile west of the project site, and the Tamien Caltrain Station is located along Lick Avenue, north of Alma Avenue, less than a mile west of the project site.

Although the proposed project is anticipated to serve mainly students from the adjacent neighborhoods, assuming some of the students could take transit to access to school, the potential demand created by the proposed school easily could be served by the various transit services that currently serve the project area. Therefore, the transit ridership demands of the proposed project will not justify the enhancement of the existing transit facilities.

5.
Future Growth Conditions

This chapter presents a summary of the traffic conditions that would occur under future growth conditions. The CMP study intersections were evaluated for future growth conditions, as stipulated by the CMP guidelines. The CMP study intersections include the following:

1. South 1st Street and Willow Street
2. South 1st Street and Keyes Street
3. Monterey Highway and Alma Avenue
24. Almaden Boulevard and San Carlos Street
35. I-280 and 10th Street (N)
36. I-280 and 10th Street (S)
37. I-280 and 11th Street (N)
38. I-280 and 11th Street (S)

Future growth conditions are represented by future traffic volumes, at the estimated date of project occupancy, on the future roadway network.

It is assumed in this analysis that the transportation network under future growth conditions would be the same as described under existing conditions.

Future Growth Traffic Volumes

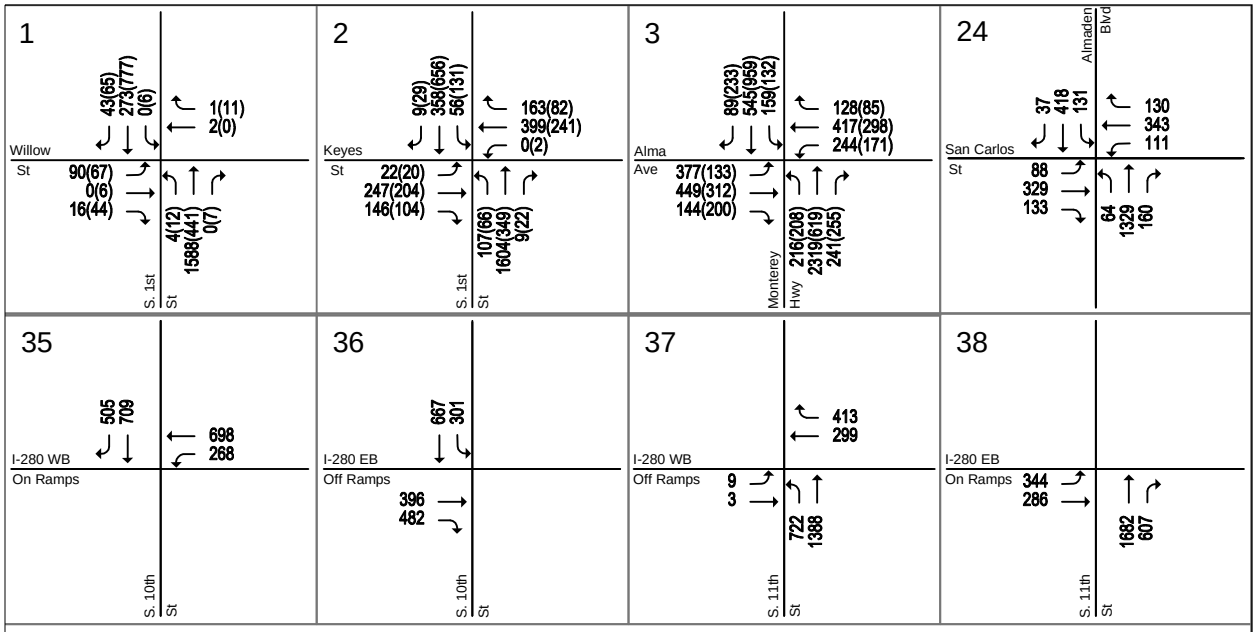
Traffic volumes under future growth conditions were estimated by applying to the existing volumes a compound annual growth rate of 1.2 percent per year, adding trips from approved developments, and adding the project-generated trips. A three-year growth was assumed for this analysis. The annual growth rate accounts for traffic growth attributable to potential future projects that have not yet been approved.

The peak hour future growth traffic volumes are shown on Figure 18. Traffic volumes for all components of traffic are tabulated in Appendix C.

Intersection Levels of Service under Future Growth Conditions

The intersection level of service results show that according to the CMP level of service standards, all eight of the CMP study intersections would operate at an acceptable level (LOS E or better) during both the AM and afternoon peak hours under future growth conditions

The level of service calculation sheets are included in Appendix D.



LEGEND:

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

Cumulative Plus Project Traffic Volumes (CMP Only)

Figure 18
Future Growth Traffic Volumes

8. Conclusions

The potential impacts of the project were evaluated in accordance with the standards set forth by the City of San Jose and the Santa Clara Valley Transportation Authority (VTA). The study determines the traffic impacts of the proposed school project on the principal intersections in the vicinity of the site during the weekday AM peak-hour of adjacent street traffic (7:00-9:00 AM). In addition, the weekday afternoon peak period of the school (2:00-4:00 PM) also will be evaluated at a sub-set of intersections that provide primary access/egress from major roadways to the project site. Therefore, the study includes an analysis of AM peak-hour traffic conditions at 41 intersections and an analysis of afternoon peak-hour traffic conditions only at 23 of the 41 study intersections.

The impacts of the project on intersections were identified on the basis of the City of San Jose and CMP Level of Service policies. Project impacts on other transportation facilities, such as pedestrian facilities, bicycle facilities and transit, as well as the site access and circulation analyses were based on professional judgment in accordance with the standards and methods employed by the traffic engineering community.

Project Trip Generation Estimates

Based on ITE trip generation rates, the existing building on site is estimated to generate 88 trips during the AM peak-hour (50 inbound and 38 outbound trips) and 187 trips during the school afternoon peak-hour (97 inbound and 90 outbound trips). This is traffic that the existing building would generate if it was occupied today.

Based on surveyed trip generation rates conducted by Hexagon at two existing DCP school sites, it is estimated that the proposed school would generate a total of approximately 608 trips (316 inbound and 292 outbound) during the AM peak hour and 373 trips (178 inbound and 195 outbound) during the school afternoon peak hour. This represents the peak-hour traffic projected to be generated by the proposed project (gross project trips).

After reduction of the site's trip credit from the gross project trips, the proposed project is estimated to generate a net total of 520 AM peak hour trips (266 inbound and 254 outbound) and 186 afternoon peak hour trips (81 inbound and 105 outbound).

Background Plus Project Conditions Analysis

The results of the level of service analysis show that, measured against the City of San Jose and CMP level of service policies, all of the signalized study intersection are projected to operate at acceptable levels of service (LOS D or better for City of San Jose intersections and LOS E or better for CMP intersections) during both the AM and afternoon peak hours under background plus project conditions.

Therefore, based on the applicable level o service standard, the proposed project would not create a negative impact at any of the study locations.

Freeway Segment Analysis

Per CMP technical guidelines, freeway segment level of service analysis shall be conducted on all segments to which the project is projected to add one percent or more to the segment capacity. Since the project is not projected to add one percent to any freeway segments in the area, freeway analysis for the CMP was not required.

Other Transportation Issues

Intersection Operations Analysis

3. Monterey Highway and Alma Avenue

The queuing analysis indicates that the maximum vehicle queues for the southbound left-turn pocket at the Monterey Highway and Alma Avenue intersection would exceed the existing vehicle storage capacity under project conditions during the AM peak hour; The maximum vehicle queues for the northbound right-turn movement would extend back from Alma Avenue up to 525 ft. during the AM peak hour under project conditions; and The maximum vehicle queues for the westbound approach would extend past the upstream intersection of Alma Court and Alma Avenue under project conditions during the AM peak hour.

Recommendation: The existing southbound left-turn pocket could be extended to provide additional queue storage capacity by removing the existing median and trees along Monterey Highway. Widening of Alma Avenue to provide additional queue storage for the westbound approach to the intersection is not feasible due to right-of way restrictions. However, the eastbound left-turn pocket at the Alma Court/Alma Avenue intersection can be shortened to allow for the extension of the westbound left-turn pocket at the Monterey Highway/Alma Avenue intersection.

It is recommended that the school work with City staff to implement alternative drop-off and pick-up routes and locations to reduce the projected vehicle queues at the Monterey Highway and Alma Avenue intersection. In addition, the school should establish programs to encourage multimodal travel that result in a reduction in project trips and the operational issues discussed above.

10. 7th Street and Alma Avenue

The queuing analysis indicates that the maximum vehicle queues for the eastbound left-turn pocket at the 7th Street and Alma Avenue intersection currently exceed the existing vehicle storage capacity, and would continue to do so under both background and project conditions during the AM peak hour.

Recommendation: It is not feasible to add a second eastbound left-turn lane due to right-of-way constraints on Alma Avenue and the lack of a second receiving lane on 7th Street. A two-way left-turn lane is provided on Alma Avenue upstream of the eastbound left-turn pocket which could be used as storage for the eastbound left-turn movement.

It is recommended that the school work with City staff to implement alternative drop-off and pick-up routes and locations to reduce the projected vehicle queues at the 7th Street and Alma Avenue intersection. In addition, the school should establish programs to encourage multimodal travel that result in a reduction in project trips and the operational issues discussed above

Site Access and On-Site Circulation

Site Access

Recommendation: It is recommended that Driveway 2 provide two outbound lanes, one left-turn and one right-turn lane, to Alma Avenue.

On-Site Circulation

Recommendation: It is recommended that the two north/south parking rows that are proposed within the side parking lot be combined into a single east/west parking row in the middle of the side parking lot.

Recommendation: It is recommended that traffic control be implemented on-site to minimize queuing on-site during drop-off and pick-up periods. In particular, vehicles exiting the site after dropping-off/picking-up students could be routed through the side parking lot to provide additional queuing space for the outbound traffic as they exit to Alma Avenue.

Outbound Driveway Operations

The results of the peak-hour traffic signal warrant indicate that even with the addition of school traffic to this intersection, the intersection traffic volumes would fall below the thresholds that warrant signalization.

Although the traffic volumes at the Alma Court/Project Outbound driveway and Alma Avenue intersection fall below the threshold that warrants signalization of the intersection, the vehicular queue analysis showed that the maximum vehicle queues for the westbound approach at the Monterey Highway and Alma Avenue intersection are projected to extend back and through the Alma Court/Alma Avenue intersection with the addition of the project traffic. The projected westbound vehicular queues along Alma Avenue would affect the ability of traffic from the project outbound driveway and Alma Court to turn onto westbound Alma Avenue.

Pedestrian Access and Circulation

The extensive sidewalk network in the project area also would make it possible for students to walk to school. However, missing sidewalks on the south side of Alma Avenue create a disconnection between the school and the neighborhoods on the east side of the school. The lack of connectivity between the project site and east neighborhoods potentially could discourage pedestrian activity or force pedestrians to walk along unpaved walkways along the segments with missing sidewalks.

Recommendation: It is recommended that DCP School works with the City of San Jose to develop a safe route to schools program that will define the safest routes for pedestrians between the adjacent residential areas and the project site.

Recommendation: The school should work with the City of San Jose to ensure continuous pedestrian facilities in proximity to the project site are provided. Specifically, a pedestrian path along the south side of Alma Avenue, just east of the school, where sidewalks are missing, should be provided.

Sight Distance

Based on field observations and Caltrans requirements, the available sight distance at the outbound driveway on Alma Avenue is adequate.

Recommendation: The design of the school campus should ensure design features, in particular the landscaping and signage along the school frontage, will not interfere with the sight distance at the proposed site driveways.

Emergency Vehicle and Truck Access

With the proposed parking lot layout, the recommended changes to the side parking lot, and adhering to City design standards and guidelines, emergency vehicle access and circulation within the project site should be adequate.

Parking

According to the project site plan, the project would provide a total of 188 parking spaces within the two proposed parking areas.

Based on the City's parking requirements, the proposed school is required to provide a total of 214 off-street parking spaces (72 staff/faculty parking spaces and 142 student parking spaces). Based on City of San Jose parking requirements and the proposed number of parking spaces, the school would not provide adequate on-site parking.

Recommendation: It is recommended that the number of parking spaces required by City of San Jose guidelines be provided. Alternatively, the school could work with the City to develop parking alternatives and/or plans to reduce the number of students driving to the site. For example, the school could implement a permit parking program and limit the number of student parking permits issued.

Drop-Off and Pick-Up Activities

Proposed Drop-off Circulation

Recommendation: It is recommended that vehicles exiting the site after dropping-off/picking-up students be routed through the side parking lot to provide additional queuing space within the site for the outbound traffic as they exit to Alma Avenue.

Recommendation: It is recommended that a striped crosswalk with rectangular rapid flashing beacons be implemented along the east side of the Alma Court intersection with Alma Avenue to provide a centralized crossing point for drop-offs that occur along the north side of Alma Avenue. In addition, measures should be implemented that prevent crossing of Alma Avenue at uncontrolled locations. Measures may include a median barrier on Alma Avenue and/or traffic monitors to ensure safe crossing and use of identified crosswalks.

Recommendation: Alternative drop-off areas that would minimize the effect of the inbound vehicular queue on Alma Avenue should be investigated.

Alternative Drop-off Locations

A few alternative drop-off locations to reduce the effect of the drop-off queue on the surrounding roadway network are discussed below.

Remote Drop-Off Location

An alternative to dropping-off students on site would be to drop them off at a location off campus, then having the students walk (if the remote location is within walking distance), bike, or be bused into the school site. This drop-off plan could be required for all students, or be limited to specific time periods, alternate between different grade levels, age groups, etc.

Drop-Off Area Along School Frontage on Alma Avenue

One of the recommendations by City staff is that a drop-off area be provided along the project's frontage on the south side of Alma Avenue. Providing the drop-off area along Alma Avenue would provide the following benefits:

- Longer drop-off area than what is currently being proposed on-site

- No need for drop-off traffic to enter and exit the site, resulting in a shorter drop-off time per vehicle
- Separation of drop-off and parking traffic

Recommendation: It is recommended that a drop-off area be considered along the project frontage on Alma Avenue. The drop-off area would require a minimum 8-foot duckout to ensure that drop-off activities do not inhibit bicycle and vehicular travel along eastbound Alma Avenue.

Trip Reduction

The school should establish programs and policies that result in the reduction of vehicular trips to the school and reduce the operational issues identified. The programs and policies should encourage multimodal travel and use of the extensive bus service and pedestrian/bicycle facilities in the immediate project area to the maximum extent possible. It is recommended that the school consider establishing programs and policies such as the following:

- Provide for an on-site traffic coordinator
- Establish a carpool program
- Provide for annual parent education programs
- Provide traffic monitors to ensure safe walking, use of crosswalks, efficient drop-off/pick-up activities
- Provide incentive programs for transit, biking, walking

In addition, the school should work with the City to ensure consistency with the City's Vision Zero San Jose program. The Vision Zero program identifies roadway system improvement goals to reduce traffic deaths. The program encourages the design and improvement of the roadway system to be safe for all users, modes of transportation, communities, and people of all ages. The school can contribute to the goals of the Vision Zero program with the following:

- Work with City staff to establish a Safe Routes to School program.
- Participate in the City's Street Smarts program that provides training in good traffic safety habits, compliance officers to support safe school drop-off/pick-up activities.
- Participate in the Walk and Roll SJ program that encourages school children to walk and bike to school via parent led walking school buses and bike trains.
- Locate pedestrian access points to the school for the purpose of centralizing crossing of surrounding streets at controlled access points.
- Ensure that appropriate roadway markings and signage for school zones are implemented along Monterey Highway and Alma Avenue.
- Minimize vehicular and pedestrian conflict points by implementing and enforcing identified drop-off/pick-up routes.
- Implement traffic monitors to ensure safe crossing of streets by students.

Pedestrian and Bicycle Facilities

The lack of connectivity between the project site and east neighborhoods potentially could discourage pedestrian activity or force pedestrians to walk along unpaved walkways along the segments with missing sidewalks.

The existing bike lanes along Monterey Highway, which connect to various other bike lanes in the area, would allow for biking as an alternative to access the project site.

The proposed project should adhere to the City of San Jose bicycle parking requirements (Municipal Code Chapter 20.90.060).

Recommendation: The school should work with the City of San Jose to ensure continuous pedestrian facilities in proximity to the project site are provided. Specifically, a pedestrian path along the south side of Alma Avenue, just east of the school, where sidewalks are missing, should be provided.

Vision Zero San Jose

The school should work with the City to ensure consistency with the City's Vision Zero San Jose program. The Vision Zero is a street safety policy that strives for the elimination of traffic fatalities for all transportation modes. The policy encourages the design and improvement of the roadway system to be safe for all users, modes of transportation, communities, and people of all ages. The school can contribute to the goals of the Vision Zero policy with the following:

- Work with City staff to establish a Safe Routes to School program.
- Participate in the City's Street Smarts program that provides training in good traffic safety habits, compliance officers to support safe school drop-off/pick-up activities.
- Participate in the Walk and Roll SJ program that encourages school children to walk and bike to school via parent led walking school buses and bike trains.
- Locate pedestrian access points to the school for the purpose of centralizing crossing of surrounding streets at controlled access points.
- Ensure that appropriate roadway markings and signage for school zones are implemented along Monterey Highway and Alma Avenue.
- Minimize vehicular and pedestrian conflict points by implementing and enforcing identified drop-off/pick-up routes.
- Implement traffic monitors to ensure safe crossing of streets by students.

Transit Services

Although the proposed project is anticipated to serve mainly students from the adjacent neighborhoods, assuming some of the students could take transit to access to school, the potential demand created by the proposed school easily could be served by the various transit services that currently serve the project area. Therefore, the transit ridership demands of the proposed project will not justify the enhancement of the existing transit facilities.

DCP School Traffic Impact Analysis

Technical Appendices

April 5, 2016

Appendix A

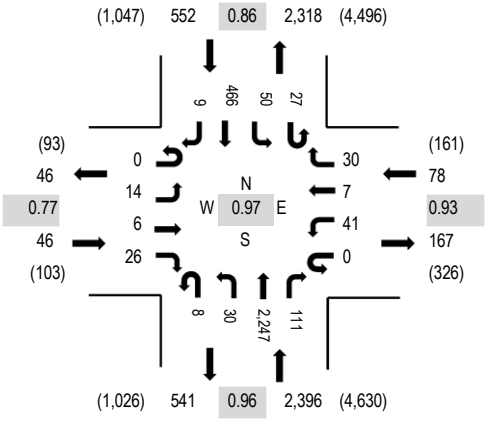
New Traffic Counts

All Traffic Data Services Inc.

(303) 216-2439
www.alltrafficdata.net

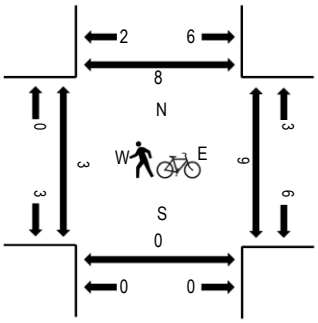
Location: 4 MONTEREY HWY & COTTAGE GROVE AVE AM
Date and Start Time: Thursday, October 22, 2015
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	COTTAGE GROVE AVE Eastbound				COTTAGE GROVE AVE Westbound				MONTEREY HWY Northbound				MONTEREY HWY Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00:00 AM	0	2	0	5	0	4	2	8	0	4	607	13	4	15	78	2	744	3,059	1	0	0	0
7:15:00 AM	0	2	1	4	0	11	4	6	1	5	598	23	7	7	104	3	776	3,072	0	1	0	0
7:30:00 AM	0	4	3	6	0	9	0	8	2	10	549	31	7	12	101	3	745	3,014	1	1	0	0
7:45:00 AM	0	3	0	8	0	11	1	8	2	7	566	27	5	13	142	1	794	3,041	0	1	0	2
8:00:00 AM	0	5	2	8	0	10	2	8	3	8	534	30	8	18	119	2	757	2,882	2	3	0	3
8:15:00 AM	0	4	5	6	0	9	6	8	1	2	532	31	4	5	102	3	718		0	0	0	3
8:30:00 AM	0	4	3	6	0	6	3	5	1	6	577	35	6	15	104	1	772		1	2	0	1
8:45:00 AM	0	6	9	7	0	17	7	8	5	8	396	16	7	12	134	3	635		2	0	0	0

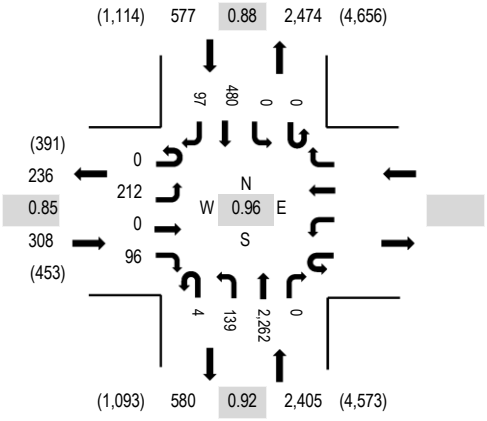
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	9	0	0	0	4	0	13
Lights	0	12	5	25	0	40	7	29	8	27	2,184	108	27	48	440	9	2,969
Mediums	0	2	1	1	0	1	0	1	0	3	54	3	0	2	22	0	90
Total	0	14	6	26	0	41	7	30	8	30	2,247	111	27	50	466	9	3,072

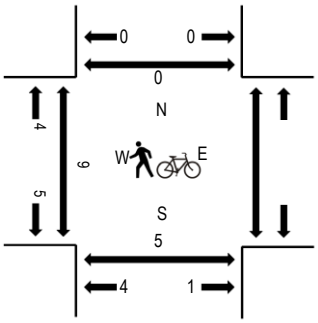
All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

Location: 5 MONTEREY HWY & SAN JOSE AVE AM
Date and Start Time: Thursday, October 22, 2015
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	SAN JOSE AVE Eastbound				SAN JOSE AVE Westbound				MONTEREY HWY Northbound				MONTEREY HWY Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00:00 AM	0	30	0	10					1	26	574	0	0	0	79	17	737	3,244	1		0	0
7:15:00 AM	0	48	0	18					0	25	630	0	0	0	100	17	838	3,290	1		0	0
7:30:00 AM	0	54	0	24					3	61	580	0	0	0	108	31	861	3,190	0		1	0
7:45:00 AM	0	58	0	33					0	37	516	0	0	0	135	29	808	3,075	2		4	0
8:00:00 AM	0	52	0	21					1	16	536	0	0	0	137	20	783	2,896	3		0	0
8:15:00 AM	0	47	0	30					4	21	521	0	0	0	96	19	738		5		1	0
8:30:00 AM	0	21	0	7					2	21	557	0	1	0	120	17	746		5		1	0
8:45:00 AM	0	0	0	0					0	13	428	0	3	0	164	21	629		11		3	0

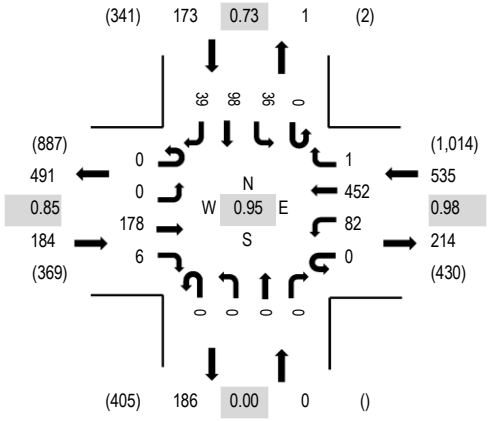
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	3	0	1					0	4	8	0	0	0	3	1	20
Lights	0	195	0	88					4	129	2,218	0	0	0	457	93	3,184
Mediums	0	14	0	7					0	6	36	0	0	0	20	3	86
Total	0	212	0	96					4	139	2,262	0	0	0	480	97	3,290

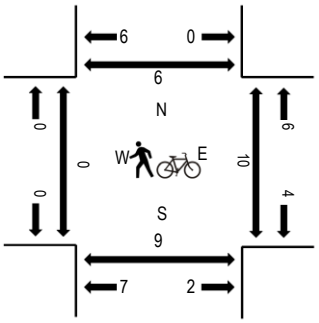
All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

Location: 7 S 2ND ST & KEYES ST AM
Date and Start Time: Thursday, October 22, 2015
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	KEYES ST Eastbound				KEYES ST Westbound				S 2ND ST Northbound				S 2ND ST Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00:00 AM	0	0	31	2	0	23	112	0	0	0	0	0	0	7	17	8	200	887	0	0	2	0
7:15:00 AM	0	0	36	3	0	20	114	0	0	0	0	0	0	3	30	15	221	892	0	1	2	0
7:30:00 AM	0	0	41	0	0	18	117	0	0	0	0	0	0	16	30	13	235	890	0	3	2	2
7:45:00 AM	0	0	54	0	0	22	114	1	0	0	0	0	0	12	24	4	231	861	0	3	1	2
8:00:00 AM	0	0	47	3	0	22	107	0	0	0	0	0	0	5	14	7	205	837	0	1	2	1
8:15:00 AM	0	0	61	2	0	25	90	1	0	0	0	0	0	10	22	8	219		0	0	1	1
8:30:00 AM	0	0	41	2	0	33	88	0	0	0	0	0	0	10	30	2	206		0	3	2	1
8:45:00 AM	0	0	43	3	0	27	80	0	0	0	0	0	0	13	33	8	207		0	1	2	1

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1	0	3
Lights	0	0	170	5	0	78	435	1	0	0	0	0	0	34	94	36	853
Mediums	0	0	8	1	0	3	16	0	0	0	0	0	0	2	3	3	36
Total	0	0	178	6	0	82	452	1	0	0	0	0	0	36	98	39	892

All Traffic Data Services Inc.

(303) 216-2439
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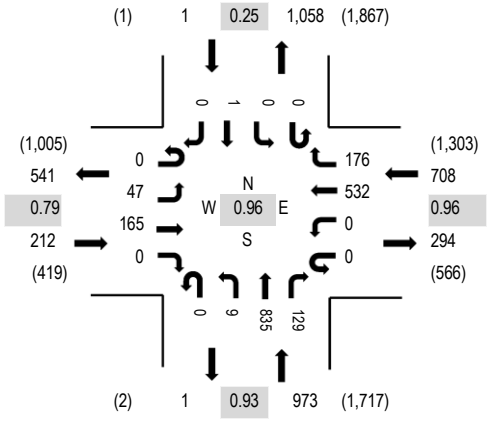
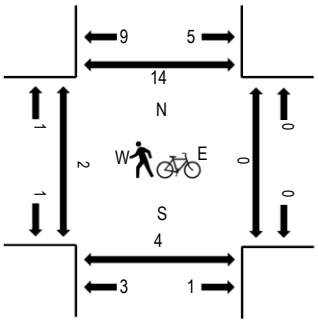
Location: 8 S 3RD ST & KEYES ST AM
Date and Start Time: Thursday, October 22, 2015
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	KEYES ST Eastbound				KEYES ST Westbound				S 3RD ST Northbound				S 3RD ST Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00:00 AM	0	11	31	0	0	0	131	34	0	2	159	38	0	0	0	0	406	1,841	1	0	0	1
7:15:00 AM	0	9	20	0	0	0	126	52	0	4	230	27	0	0	0	0	468	1,894	1	0	0	2
7:30:00 AM	0	15	43	0	0	0	137	40	0	1	228	29	0	0	1	0	494	1,854	0	0	1	3
7:45:00 AM	0	14	53	0	0	0	136	49	0	0	185	36	0	0	0	0	473	1,722	1	0	0	3
8:00:00 AM	0	9	49	0	0	0	133	35	0	4	192	37	0	0	0	0	459	1,599	0	0	0	2
8:15:00 AM	0	14	51	1	0	0	99	50	0	3	188	22	0	0	0	0	428		0	0	1	1
8:30:00 AM	0	6	38	0	0	0	114	28	0	8	149	19	0	0	0	0	362		0	1	3	1
8:45:00 AM	0	14	41	0	0	0	102	37	0	5	119	32	0	0	0	0	350		0	0	1	2

Peak Rolling Hour Flow Rates

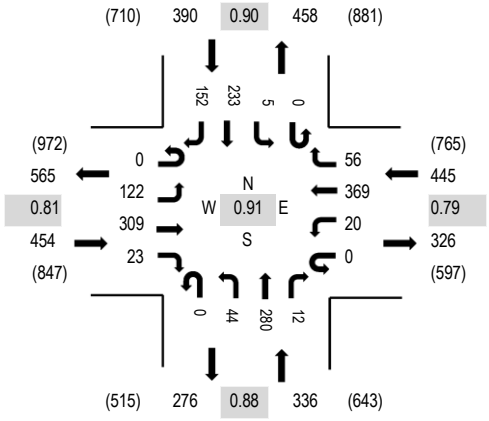
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	2	3	0	0	2	0	0	0	0	0	7
Lights	0	47	155	0	0	0	511	164	0	9	818	124	0	0	1	0	1,829
Mediums	0	0	10	0	0	0	19	9	0	0	15	5	0	0	0	0	58
Total	0	47	165	0	0	0	532	176	0	9	835	129	0	0	1	0	1,894

All Traffic Data Services Inc.

(303) 216-2439
www.alltrafficdata.net

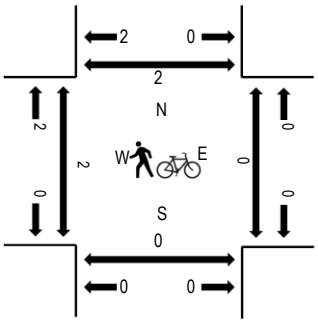
Location: 10 S 7TH ST & E ALMA AVE AM
Date and Start Time: Thursday, October 22, 2015
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	E ALMA AVE Eastbound				E ALMA AVE Westbound				S 7TH ST Northbound				S 7TH ST Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00:00 AM	0	41	46	8	0	4	56	5	0	8	54	3	0	1	39	16	281	1,526	1	0	0	1
7:15:00 AM	0	29	62	8	0	4	67	15	0	10	74	7	0	3	60	25	364	1,621	0	1	0	1
7:30:00 AM	0	23	64	7	0	3	120	17	0	10	80	5	0	0	66	38	433	1,625	0	0	0	0
7:45:00 AM	0	40	93	7	0	5	94	14	0	15	69	3	0	3	58	47	448	1,526	2	0	0	1
8:00:00 AM	0	34	77	4	0	4	80	10	0	9	66	3	0	0	58	31	376	1,439	0	0	0	0
8:15:00 AM	0	25	75	5	0	8	75	15	0	10	65	1	0	2	51	36	368		0	0	0	1
8:30:00 AM	0	36	63	4	0	0	62	13	0	11	64	5	0	3	47	26	334		0	0	0	0
8:45:00 AM	0	23	62	11	0	2	76	16	0	10	53	8	0	8	52	40	361		1	0	1	3

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	3	1	0	0	1	0	0	0	2	19	2	0	0	11	1	40
Lights	0	109	295	20	0	15	358	52	0	29	214	9	0	5	189	143	1,438
Mediums	0	10	13	3	0	4	11	4	0	13	47	1	0	0	33	8	147
Total	0	122	309	23	0	20	369	56	0	44	280	12	0	5	233	152	1,625

All Traffic Data Services Inc.

(303) 216-2439
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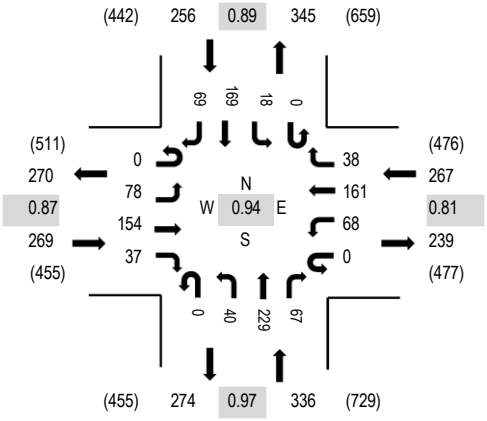
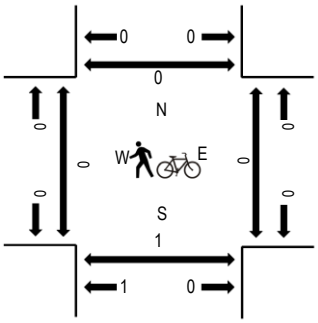
Location: 11 S 7TH ST & PHELAN AVE AM
Date and Start Time: Thursday, October 22, 2015
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	PHELAN AVE Eastbound				PHELAN AVE Westbound				S 7TH ST Northbound				S 7TH ST Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00:00 AM	0	8	26	3	0	7	28	9	0	10	55	13	0	2	17	9	187	999	2	1	0	0
7:15:00 AM	0	5	21	6	0	13	38	4	0	13	56	27	0	9	35	17	244	1,112	0	1	2	0
7:30:00 AM	0	24	28	3	0	8	40	7	0	9	61	16	0	6	44	22	268	1,128	0	0	0	0
7:45:00 AM	0	26	36	8	0	24	43	15	0	11	59	17	0	8	40	13	300	1,081	0	0	0	0
8:00:00 AM	0	14	49	14	0	23	47	7	0	9	58	16	0	1	42	20	300	1,103	0	0	0	0
8:15:00 AM	0	14	41	12	0	13	31	9	0	11	51	18	0	3	43	14	260		0	0	0	0
8:30:00 AM	0	16	33	13	0	5	35	10	0	10	54	11	0	2	24	8	221		1	0	1	0
8:45:00 AM	0	6	37	12	0	8	41	11	0	15	80	49	0	8	38	17	322		1	0	1	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	2	1	0	0	0	4	4	0	1	7	1	0	1	9	3	33
Lights	0	72	140	31	0	62	138	29	0	37	188	55	0	17	134	62	965
Mediums	0	4	13	6	0	6	19	5	0	2	34	11	0	0	26	4	130
Total	0	78	154	37	0	68	161	38	0	40	229	67	0	18	169	69	1,128

All Traffic Data Services Inc.
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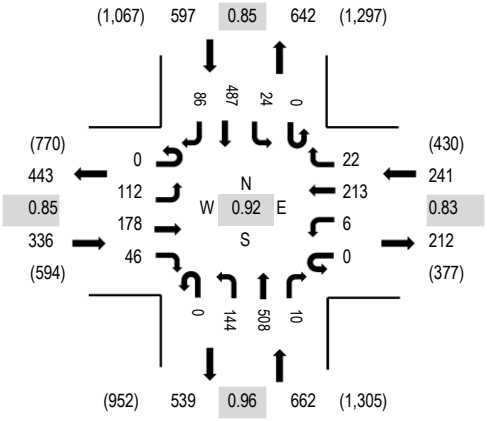
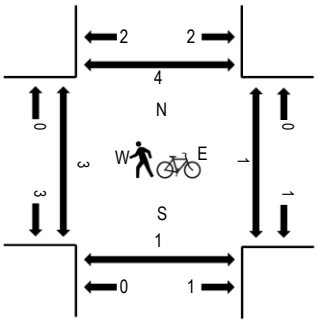
Location: 13 S 10TH ST & E ALMA AVE AM
Date and Start Time: Thursday, October 22, 2015
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	E ALMA AVE Eastbound				E ALMA AVE Westbound				S 10TH ST Northbound				S 10TH ST Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00:00 AM	0	18	19	4	0	1	35	5	0	18	127	0	0	4	89	10	330	1,708	0	0	0	0
7:15:00 AM	0	24	36	9	0	3	45	9	0	27	165	4	0	4	93	15	434	1,828	0	0	0	0
7:30:00 AM	0	20	41	8	0	2	66	5	0	48	122	3	0	7	98	23	443	1,836	0	0	0	1
7:45:00 AM	0	29	54	16	0	1	47	8	0	38	131	2	0	8	141	26	501	1,776	0	0	0	2
8:00:00 AM	0	29	32	9	0	1	42	4	0	33	126	1	0	6	148	19	450	1,688	0	0	0	0
8:15:00 AM	0	34	51	13	0	2	58	5	0	25	129	4	0	3	100	18	442		0	0	0	1
8:30:00 AM	0	25	34	8	0	1	44	6	0	23	119	3	0	8	96	16	383		0	1	0	0
8:45:00 AM	0	28	45	8	0	1	37	2	0	30	127	0	0	8	100	27	413		0	0	1	1

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	1	0	0	0	1	0	0	0	7	0	0	0	6	1	17
Lights	0	108	172	43	0	5	207	22	0	133	455	10	0	24	460	82	1,721
Mediums	0	3	5	3	0	1	5	0	0	11	46	0	0	0	21	3	98
Total	0	112	178	46	0	6	213	22	0	144	508	10	0	24	487	86	1,836

All Traffic Data Services Inc.

(303) 216-2439
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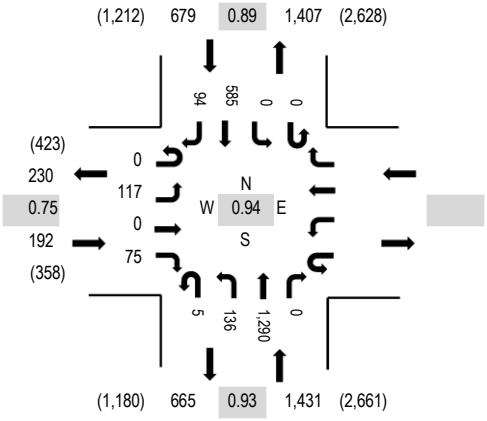
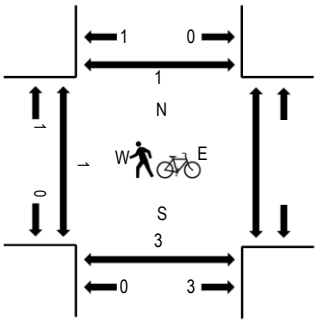
Location: 17 SENTER RD & E ALMA AVE AM
Date and Start Time: Thursday, October 22, 2015
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	E ALMA AVE Eastbound				Westbound				SENTER RD Northbound				SENTER RD Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00:00 AM	0	15	0	10					0	18	318	0	0	0	93	22	476	2,245	0		1	0
7:15:00 AM	0	24	0	13					0	35	348	0	0	0	117	20	557	2,302	0		0	1
7:30:00 AM	0	37	0	19					1	44	326	0	0	0	142	30	599	2,300	0		0	0
7:45:00 AM	0	36	0	28					4	33	322	0	0	0	167	23	613	2,203	0		0	0
8:00:00 AM	0	20	0	15					0	24	294	0	0	0	159	21	533	1,986	0		0	0
8:15:00 AM	0	34	0	22					1	41	298	0	0	0	135	24	555		0		0	0
8:30:00 AM	0	21	0	23					0	32	286	0	0	0	124	16	502		0		3	0
8:45:00 AM	0	33	0	8					0	20	216	0	0	0	99	20	396		0		0	0

Peak Rolling Hour Flow Rates

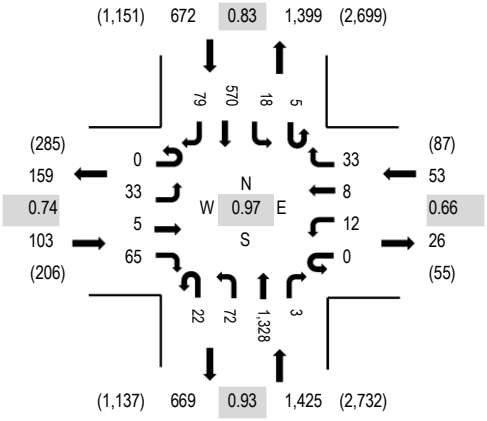
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	1					0	0	3	0	0	0	2	0	6
Lights	0	114	0	71					5	133	1,256	0	0	0	572	91	2,242
Mediums	0	3	0	3					0	3	31	0	0	0	11	3	54
Total	0	117	0	75					5	136	1,290	0	0	0	585	94	2,302

All Traffic Data Services Inc.

(303) 216-2439
www.alltrafficdata.net

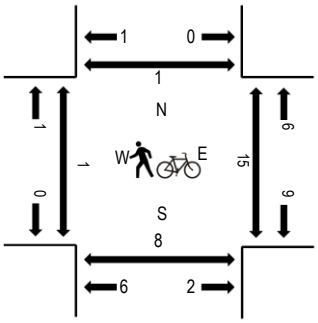
Location: 18 SENTER RD & PHELAN AVE AM
Date and Start Time: Thursday, October 22, 2015
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	PHELAN AVE Eastbound				PHELAN AVE Westbound				SENTER RD Northbound				SENTER RD Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00:00 AM	0	7	0	12	0	1	1	1	2	10	310	0	1	3	65	13	426	2,104	1	3	1	1
7:15:00 AM	0	7	0	10	0	3	1	8	7	11	356	1	0	2	113	18	537	2,235	1	1	2	0
7:30:00 AM	0	5	0	13	0	3	0	9	5	21	356	0	0	9	119	19	559	2,253	0	1	4	0
7:45:00 AM	0	5	1	18	0	0	0	7	7	20	322	0	1	4	174	23	582	2,211	0	3	1	0
8:00:00 AM	0	6	3	17	0	4	6	10	7	17	315	0	2	3	148	19	557	2,072	1	1	1	0
8:15:00 AM	0	17	1	17	0	5	2	7	3	14	335	3	2	2	129	18	555		0	3	2	0
8:30:00 AM	0	13	3	12	0	4	1	5	2	16	317	3	0	6	112	23	517		3	1	0	0
8:45:00 AM	0	15	5	19	0	1	5	3	0	15	256	1	1	5	105	12	443		1	1	1	0

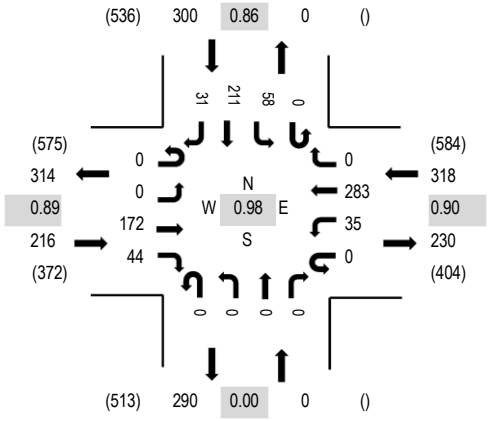
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	0	0	0	0	0	0	0	0	6	0	0	0	2	1	10
Lights	0	30	5	62	0	12	8	32	21	67	1,292	3	5	18	552	77	2,184
Mediums	0	2	0	3	0	0	0	1	1	5	30	0	0	0	16	1	59
Total	0	33	5	65	0	12	8	33	22	72	1,328	3	5	18	570	79	2,253

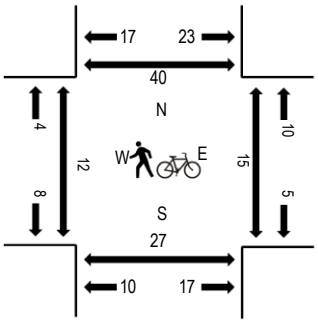
All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

Location: 19 VINE ST & WILLOW ST AM
Date and Start Time: Thursday, October 22, 2015
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	WILLOW ST Eastbound				WILLOW ST Westbound				VINE ST Northbound				VINE ST Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00:00 AM	0	0	30	3	0	10	65	0	0	0	0	0	0	13	43	10	174	796	9	5	8	22
7:15:00 AM	0	0	43	14	0	13	75	0	0	0	0	0	0	11	40	8	204	834	5	4	10	9
7:30:00 AM	0	0	36	8	0	10	76	0	0	0	0	0	0	9	59	7	205	799	1	2	3	9
7:45:00 AM	0	0	50	11	0	8	65	0	0	0	0	0	0	15	54	10	213	768	4	7	8	14
8:00:00 AM	0	0	43	11	0	4	67	0	0	0	0	0	0	23	58	6	212	696	1	2	4	8
8:15:00 AM	0	0	30	9	0	7	60	0	0	0	0	0	0	9	48	6	169		1	4	0	5
8:30:00 AM	0	0	32	10	0	6	64	0	0	0	0	0	0	13	40	9	174		1	5	3	4
8:45:00 AM	0	0	35	7	0	9	45	0	0	0	0	0	0	12	31	2	141		3	1	5	5

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	3
Lights	0	0	164	44	0	34	272	0	0	0	0	0	0	58	207	29	808
Mediums	0	0	7	0	0	0	11	0	0	0	0	0	0	0	3	2	23
Total	0	0	172	44	0	35	283	0	0	0	0	0	0	58	211	31	834

All Traffic Data Services Inc.

(303) 216-2439
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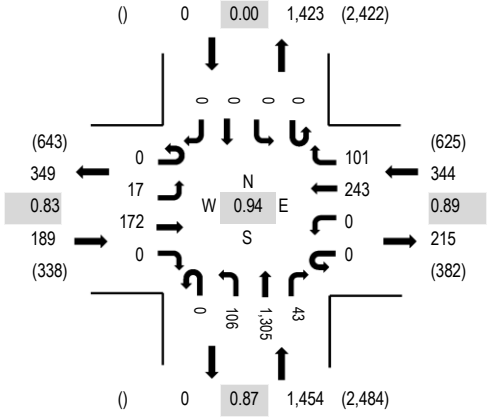
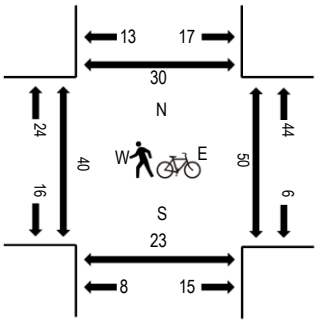
Location: 21 ALMADEN AVE & WILLOW ST AM
Date and Start Time: Thursday, October 22, 2015
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	WILLOW ST Eastbound				WILLOW ST Westbound				ALMADEN AVE Northbound				ALMADEN AVE Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00:00 AM	0	3	31	0	0	0	63	19	0	22	233	9	0	0	0	0	380	1,877	3	18	5	14
7:15:00 AM	0	4	45	0	0	0	69	28	0	27	270	10	0	0	0	0	453	1,987	6	2	7	6
7:30:00 AM	0	4	28	0	0	0	59	21	0	29	379	8	0	0	0	0	528	1,916	5	7	4	4
7:45:00 AM	0	2	49	0	0	0	58	27	0	30	337	13	0	0	0	0	516	1,747	11	17	9	5
8:00:00 AM	0	7	50	0	0	0	57	25	0	20	319	12	0	0	0	0	490	1,570	16	20	3	14
8:15:00 AM	0	5	30	0	0	0	49	17	0	20	244	17	0	0	0	0	382		14	13	17	14
8:30:00 AM	0	6	31	0	0	0	55	15	0	24	224	4	0	0	0	0	359		14	9	8	12
8:45:00 AM	0	5	38	0	0	0	48	15	0	13	213	7	0	0	0	0	339		5	5	6	10

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	3
Lights	0	17	163	0	0	0	233	100	0	101	1,288	43	0	0	0	0	1,945
Mediums	0	0	8	0	0	0	10	1	0	4	16	0	0	0	0	0	39
Total	0	17	172	0	0	0	243	101	0	106	1,305	43	0	0	0	0	1,987

All Traffic Data Services Inc.

(303) 216-2439
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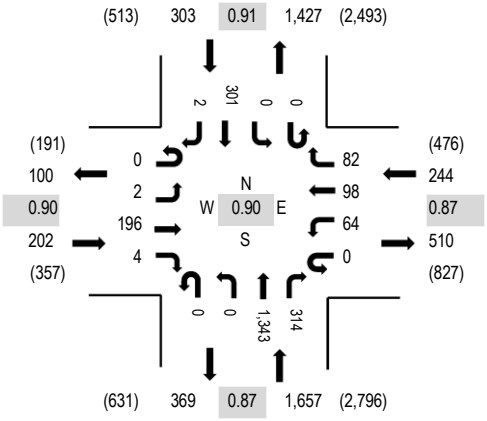
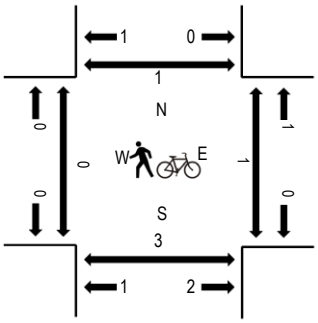
Location: 23 ALMADEN EXPY & SAN JOSE AVE AM
Date and Start Time: Thursday, October 22, 2015
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	SAN JOSE AVE Eastbound				SAN JOSE AVE Westbound				ALMADEN EXPY Northbound				ALMADEN EXPY Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00:00 AM	0	0	40	1	0	8	11	21	0	0	249	33	0	0	58	2	423	2,252	0	1	0	0
7:15:00 AM	0	0	43	0	0	15	27	19	0	0	307	58	0	0	68	0	537	2,406	0	0	1	0
7:30:00 AM	0	0	52	2	0	16	21	19	0	0	391	85	0	0	82	1	669	2,340	0	0	1	0
7:45:00 AM	0	0	48	1	0	21	27	22	0	0	331	91	0	0	82	0	623	2,103	0	0	0	0
8:00:00 AM	0	2	53	1	0	12	23	22	0	0	314	80	0	0	69	1	577	1,890	0	0	0	0
8:15:00 AM	0	1	37	3	0	11	15	26	0	0	271	53	0	0	53	1	471		0	0	1	0
8:30:00 AM	0	0	32	3	0	16	23	24	0	0	242	39	0	0	52	1	432		0	0	1	0
8:45:00 AM	0	0	36	2	0	12	38	27	0	0	205	47	0	0	43	0	410		0	0	0	1

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	2	0	0	1	0	0	0	0	3	0	0	0	3	0	9
Lights	0	2	187	4	0	60	93	75	0	0	1,324	312	0	0	279	2	2,338
Mediums	0	0	7	0	0	3	5	7	0	0	16	2	0	0	19	0	59
Total	0	2	196	4	0	64	98	82	0	0	1,343	314	0	0	301	2	2,406

All Traffic Data Services Inc.

(303) 216-2439
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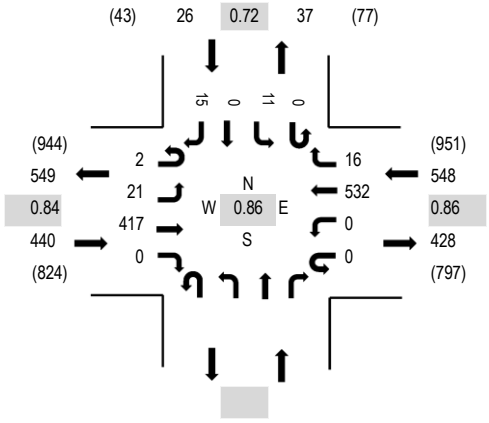
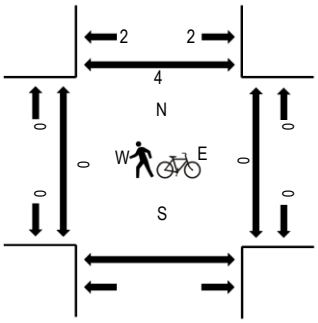
Location: 24 ALMA CT & E ALMA AVE AM
Date and Start Time: Thursday, October 22, 2015
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	E ALMA AVE Eastbound				E ALMA AVE Westbound				Northbound				ALMA CT Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00:00 AM	0	2	86	0	0	0	76	2					0	0	0	3	169	932	0	0		1
7:15:00 AM	0	2	93	0	0	0	104	4					0	1	0	8	212	984	0	0		1
7:30:00 AM	0	3	90	0	0	0	153	0					0	4	0	5	255	1,014	0	0		1
7:45:00 AM	1	4	126	0	0	0	154	6					0	2	0	3	296	957	0	0		0
8:00:00 AM	1	8	89	0	0	0	109	7					0	4	0	3	221	886	0	0		1
8:15:00 AM	0	6	112	0	0	0	116	3					0	1	0	4	242		0	0		1
8:30:00 AM	0	3	94	0	0	0	91	7					0	0	0	3	198		0	0		1
8:45:00 AM	0	9	95	0	0	0	108	11					0	0	0	2	225		0	0		1

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	3	0	0	0	2	0					0	0	0	0	5
Lights	2	21	397	0	0	0	494	16					0	11	0	15	956
Mediums	0	0	17	0	0	0	36	0					0	0	0	0	53
Total	2	21	417	0	0	0	532	16					0	11	0	15	1,014

All Traffic Data Services Inc.

(303) 216-2439
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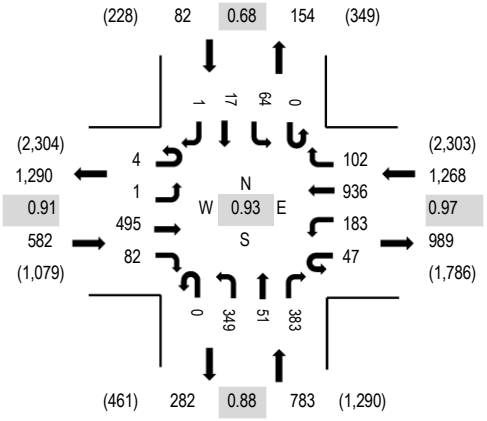
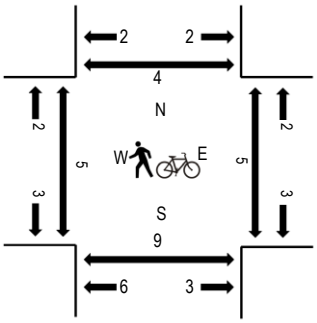
Location: 1 LUCRETIA AVE & STORY RD AM
Date and Start Time: Tuesday, January 12, 2016
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	STORY RD Eastbound				STORY RD Westbound				LUCRETIA AVE Northbound				LUCRETIA AVE Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00:00 AM	1	1	73	9	5	26	165	22	0	76	7	43	0	20	5	1	454	2,519	1	1	3	0
7:15:00 AM	0	0	108	14	7	54	229	23	0	98	5	86	0	11	2	0	637	2,715	1	0	1	0
7:30:00 AM	2	0	121	33	11	62	210	25	0	85	18	111	0	13	3	1	695	2,677	1	1	1	1
7:45:00 AM	1	0	139	20	16	30	253	22	0	93	16	113	0	26	4	0	733	2,593	0	1	4	0
8:00:00 AM	1	1	127	15	13	37	244	32	0	73	12	73	0	14	8	0	650	2,381	3	1	2	0
8:15:00 AM	2	1	120	13	14	43	184	42	0	66	13	69	0	21	10	1	599		0	5	0	1
8:30:00 AM	6	1	120	13	10	20	201	42	0	78	21	58	0	28	12	1	611		2	0	3	2
8:45:00 AM	0	1	127	9	17	13	196	35	0	35	9	32	0	40	6	1	521		1	0	6	5

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	5	0	0	0	1	1	0	0	0	0	0	2	0	0	9
Lights	4	1	466	80	47	182	917	98	0	347	51	378	0	61	17	1	2,650
Mediums	0	0	24	2	0	1	18	3	0	2	0	5	0	1	0	0	56
Total	4	1	495	82	47	183	936	102	0	349	51	383	0	64	17	1	2,715

All Traffic Data Services Inc.
(303) 216-2439
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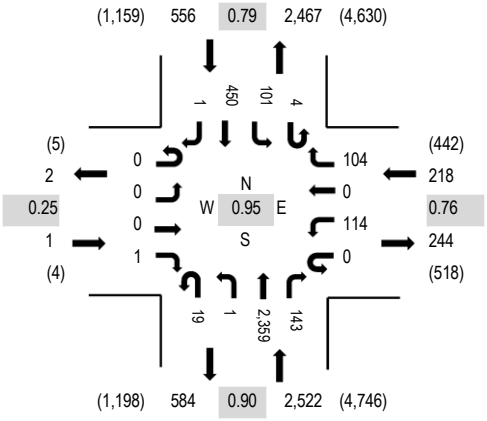
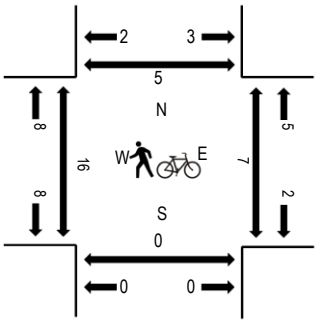
Location: 1 MONTEREY HWY & PHELAN AVE AM
Date and Start Time: Thursday, November 5, 2015
Peak Hour: 07:00 AM - 08:00 AM
Peak 15-Minutes: 07:15 AM - 07:30 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	DWY Eastbound				PHELAN AVE Westbound				MONTEREY HWY Northbound				MONTEREY HWY Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00:00 AM	0	0	0	0	0	26	0	21	8	0	585	31	1	21	85	0	778	3,297	3	1	0	2
7:15:00 AM	0	0	0	1	0	18	0	26	3	0	661	34	0	20	102	1	866	3,294	7	2	0	1
7:30:00 AM	0	0	0	0	0	26	0	29	5	1	584	38	0	27	124	0	834	3,209	1	2	0	0
7:45:00 AM	0	0	0	0	0	44	0	28	3	0	529	40	3	33	139	0	819	3,190	3	1	0	1
8:00:00 AM	0	0	0	0	0	30	0	23	5	0	547	34	0	23	113	0	775	3,054	0	2	0	1
8:15:00 AM	0	0	0	0	0	31	1	23	6	0	510	49	3	47	111	0	781		2	2	0	0
8:30:00 AM	0	0	0	2	0	26	0	29	7	0	554	33	5	31	128	0	815		1	2	0	1
8:45:00 AM	0	0	0	1	0	25	1	35	9	0	430	40	4	17	120	1	683		1	4	0	0

Peak Rolling Hour Flow Rates

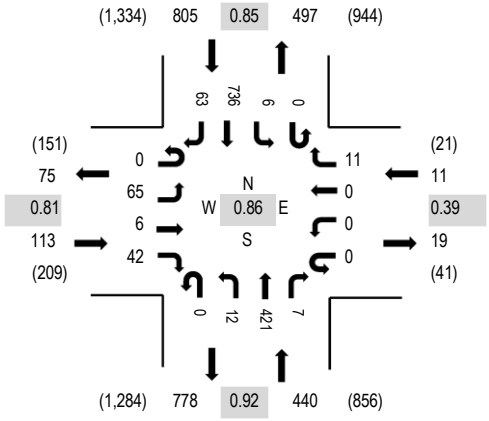
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	2	0	0	2	1	0	1	0	0	6
Lights	0	0	0	1	0	101	0	94	17	1	2,317	131	4	93	427	1	3,187
Mediums	0	0	0	0	0	13	0	8	2	0	40	11	0	7	23	0	104
Total	0	0	0	1	0	114	0	104	19	1	2,359	143	4	101	450	1	3,297

All Traffic Data Services Inc.

(303) 216-2439
www.alltrafficdata.net

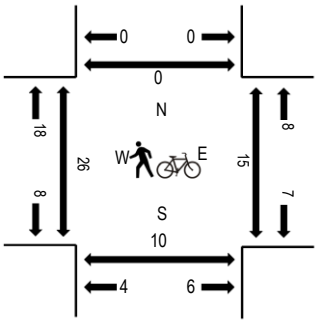
Location: 1 S. 1ST ST & WILLOW ST PM
Date and Start Time: Thursday, October 22, 2015
Peak Hour: 03:00 PM - 04:00 PM
Peak 15-Minutes: 03:45 PM - 04:00 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	WILLOW ST Eastbound				DWY Westbound				S. 1ST ST Northbound				S. 1ST ST Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
2:00:00 PM	0	8	0	7	0	0	0	1	0	2	90	5	0	1	106	16	236	1,051	6	1	1	0
2:15:00 PM	0	18	1	16	0	0	0	4	0	6	100	2	0	2	130	13	292	1,126	7	4	0	1
2:30:00 PM	0	17	2	10	0	0	0	2	0	6	98	6	0	0	119	11	271	1,149	2	1	3	0
2:45:00 PM	0	11	0	6	0	0	0	3	0	3	95	3	0	0	112	19	252	1,225	2	2	0	0
3:00:00 PM	0	20	0	15	0	0	0	0	0	4	92	0	0	2	162	16	311	1,369	6	8	2	0
3:15:00 PM	0	15	3	7	0	0	0	3	0	3	100	4	0	1	167	12	315		4	1	2	0
3:30:00 PM	0	13	0	7	0	0	0	1	0	1	116	2	0	0	188	19	347		5	1	6	0
3:45:00 PM	0	17	3	13	0	0	0	7	0	4	113	1	0	3	219	16	396		2	5	0	0

Peak Rolling Hour Flow Rates

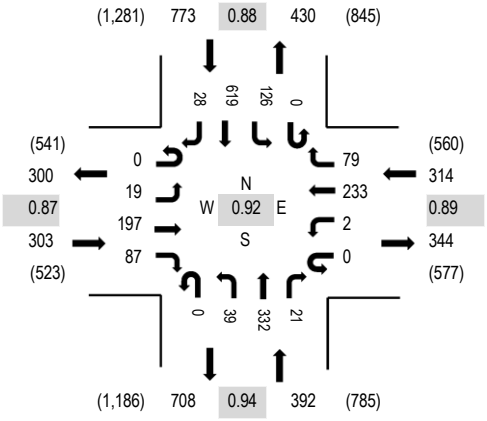
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Lights	0	64	6	40	0	0	0	11	0	12	402	7	0	6	708	61	1,317
Mediums	0	1	0	2	0	0	0	0	0	0	19	0	0	0	27	2	51
Total	0	65	6	42	0	0	0	11	0	12	421	7	0	6	736	63	1,369

All Traffic Data Services Inc.

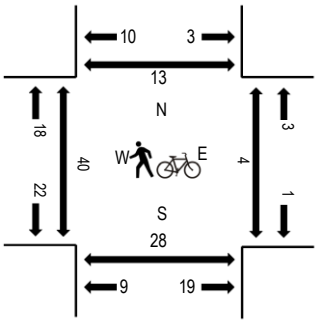
(303) 216-2439
www.alltrafficdata.net

Location: 2 S. 1ST ST & KEYES ST PM
Date and Start Time: Thursday, October 22, 2015
Peak Hour: 03:00 PM - 04:00 PM
Peak 15-Minutes: 03:30 PM - 03:45 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	KEYES ST Eastbound				KEYES ST Westbound				S. 1ST ST Northbound				S. 1ST ST Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
2:00:00 PM	0	4	26	19	0	0	51	12	0	6	83	4	0	14	95	3	317	1,367	14	3	10	8
2:15:00 PM	0	7	42	13	0	1	55	16	0	10	81	2	0	23	110	10	370	1,452	5	1	8	4
2:30:00 PM	0	5	30	13	0	0	46	14	1	9	85	7	0	19	105	6	340	1,501	10	0	17	1
2:45:00 PM	0	2	43	16	0	0	32	19	0	11	87	7	0	16	105	2	340	1,643	17	0	15	8
3:00:00 PM	0	4	35	22	0	0	49	19	0	10	69	8	0	28	145	13	402	1,782	5	0	7	6
3:15:00 PM	0	7	58	22	0	0	52	22	0	8	89	2	0	25	132	2	419		6	0	7	4
3:30:00 PM	0	5	50	15	0	2	62	24	0	13	83	8	0	38	176	6	482		7	0	7	0
3:45:00 PM	0	3	54	28	0	0	70	14	0	8	91	3	0	35	166	7	479		9	2	5	2

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
Lights	0	19	187	84	0	2	226	79	0	35	311	20	0	125	591	27	1,706
Mediums	0	0	10	3	0	0	7	0	0	4	21	1	0	1	26	1	74
Total	0	19	197	87	0	2	233	79	0	39	332	21	0	126	619	28	1,782

All Traffic Data Services Inc.

(303) 216-2439
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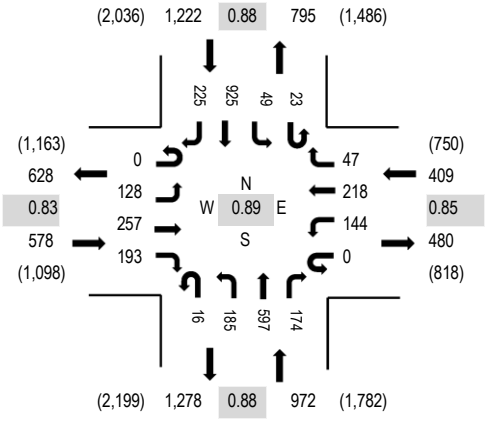
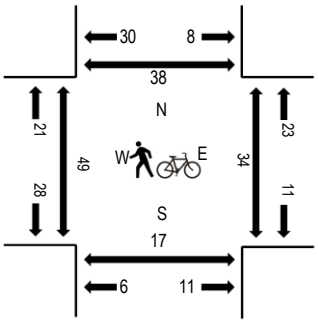
Location: 3 MONTEREY HWY & E ALMA AVE PM
Date and Start Time: Thursday, October 22, 2015
Peak Hour: 03:00 PM - 04:00 PM
Peak 15-Minutes: 03:45 PM - 04:00 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	E ALMA AVE Eastbound				E ALMA AVE Westbound				MONTEREY HWY Northbound				MONTEREY HWY Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
2:00:00 PM	0	28	48	46	0	36	48	4	6	58	119	22	3	14	125	35	592	2,485	4	4	5	5
2:15:00 PM	0	38	62	51	0	24	45	7	5	45	135	17	4	8	168	37	646	2,637	3	2	3	1
2:30:00 PM	0	33	37	45	0	23	45	7	6	42	130	22	5	16	174	39	624	2,764	8	4	2	8
2:45:00 PM	0	44	52	36	0	34	56	12	2	48	121	32	1	8	140	37	623	2,911	2	4	2	8
3:00:00 PM	0	28	47	44	0	38	48	12	3	50	133	49	3	16	222	51	744	3,181	18	8	4	2
3:15:00 PM	0	28	55	50	0	34	51	13	5	46	152	40	7	17	211	64	773		13	6	1	13
3:30:00 PM	0	44	80	51	0	29	54	10	4	39	130	46	8	3	217	56	771		2	5	5	5
3:45:00 PM	0	28	75	48	0	43	65	12	4	50	182	39	5	13	275	54	893		15	6	5	11

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	1	0	0	0	4	1	1	0	1	2	0	11
Lights	0	119	247	186	0	138	206	44	16	177	571	168	23	44	902	214	3,055
Mediums	0	9	9	7	0	5	12	3	0	4	25	5	0	4	21	11	115
Total	0	128	257	193	0	144	218	47	16	185	597	174	23	49	925	225	3,181

All Traffic Data Services Inc.
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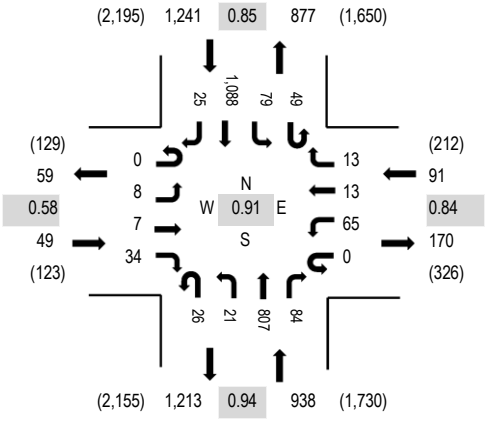
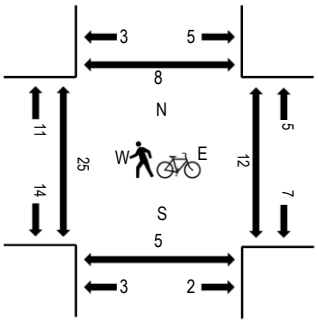
Location: 4 MONTEREY HWY & COTTAGE GROVE AVE PM
Date and Start Time: Thursday, October 22, 2015
Peak Hour: 03:00 PM - 04:00 PM
Peak 15-Minutes: 03:45 PM - 04:00 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	COTTAGE GROVE AVE Eastbound				COTTAGE GROVE AVE Westbound				MONTEREY HWY Northbound				MONTEREY HWY Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
2:00:00 PM	0	4	3	7	0	19	3	8	1	7	179	20	11	20	184	5	471	1,941	4	1	0	4
2:15:00 PM	0	2	2	13	0	13	3	6	6	9	153	13	12	25	214	5	476	2,023	3	1	1	1
2:30:00 PM	0	7	3	10	0	24	5	7	2	12	167	12	15	17	203	3	487	2,085	5	0	0	4
2:45:00 PM	0	8	3	12	0	21	6	6	4	4	183	20	5	18	209	8	507	2,186	0	2	2	1
3:00:00 PM	0	2	2	4	0	17	6	4	5	4	195	17	14	16	259	8	553	2,319	8	3	1	3
3:15:00 PM	0	3	1	11	0	15	1	5	4	8	189	20	13	23	242	3	538		2	0	0	2
3:30:00 PM	0	3	3	15	0	20	1	3	8	5	205	28	9	19	265	4	588		2	0	0	0
3:45:00 PM	0	0	1	4	0	13	5	1	9	4	218	19	13	21	322	10	640		3	3	1	2

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	0	0	0	0	0	0	0	0	4	0	0	0	3	0	8
Lights	0	5	7	32	0	65	13	11	26	16	768	83	48	79	1,054	23	2,230
Mediums	0	2	0	2	0	0	0	2	0	5	35	1	1	0	31	2	81
Total	0	8	7	34	0	65	13	13	26	21	807	84	49	79	1,088	25	2,319

All Traffic Data Services Inc.

(303) 216-2439
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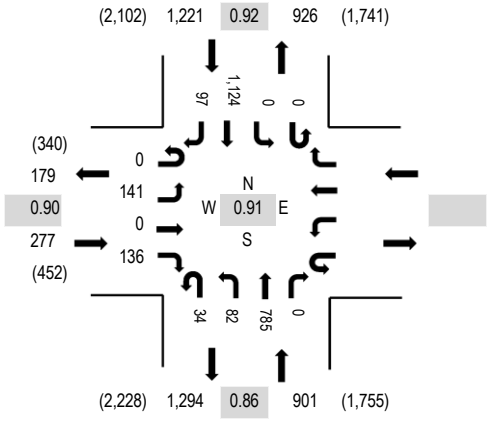
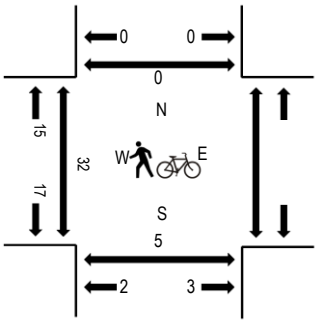
Location: 5 MONTEREY HWY & SAN JOSE AVE PM
Date and Start Time: Thursday, October 22, 2015
Peak Hour: 03:00 PM - 04:00 PM
Peak 15-Minutes: 03:45 PM - 04:00 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	SAN JOSE AVE Eastbound				Westbound				MONTEREY HWY Northbound				MONTEREY HWY Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
2:00:00 PM	0	27	0	13					10	14	180	0	0	0	195	12	451	1,910	6		0	0
2:15:00 PM	0	15	0	28					9	29	169	0	2	0	172	21	445	2,037	1		1	0
2:30:00 PM	0	17	0	25					7	20	188	0	0	0	211	18	486	2,117	0		0	0
2:45:00 PM	0	21	0	29					8	24	196	0	0	0	227	23	528	2,268	2		0	0
3:00:00 PM	0	37	0	28					9	15	202	0	0	0	264	23	578	2,399	3		1	0
3:15:00 PM	0	35	0	37					11	19	153	0	0	0	239	31	525		11		3	0
3:30:00 PM	0	39	0	38					8	22	199	0	0	0	306	25	637		6		0	0
3:45:00 PM	0	30	0	33					6	26	231	0	0	0	315	18	659		4		1	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	2	0	6					0	2	1	0	0	0	3	1	15
Lights	0	138	0	123					34	73	763	0	0	0	1,083	88	2,302
Mediums	0	1	0	7					0	7	21	0	0	0	38	8	82
Total	0	141	0	136					34	82	785	0	0	0	1,124	97	2,399

All Traffic Data Services Inc.
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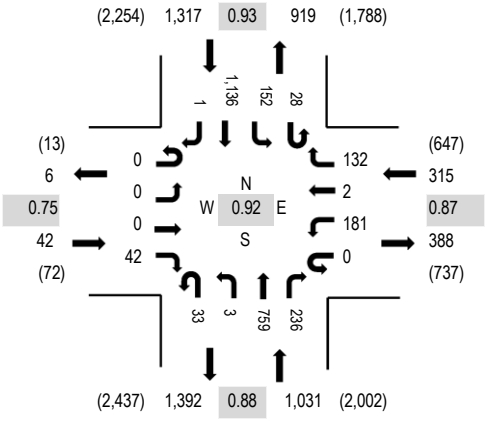
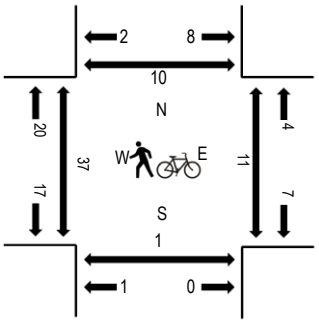
Location: 6 MONTEREY HWY & PHELAN AVE PM
Date and Start Time: Thursday, October 22, 2015
Peak Hour: 03:00 PM - 04:00 PM
Peak 15-Minutes: 03:45 PM - 04:00 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	DWY Eastbound				PHELAN AVE Westbound				MONTEREY HWY Northbound				MONTEREY HWY Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
2:00:00 PM	0	0	0	8	0	30	0	42	12	0	198	74	7	35	183	0	589	2,270	8	0	0	1
2:15:00 PM	0	0	0	6	0	36	1	32	12	1	164	56	6	24	212	1	551	2,311	8	0	0	2
2:30:00 PM	0	0	0	9	0	56	0	43	8	1	155	45	10	35	210	2	574	2,399	11	0	1	3
2:45:00 PM	0	0	0	7	0	53	0	39	22	1	168	54	5	26	181	0	556	2,527	1	0	0	0
3:00:00 PM	0	0	0	14	0	36	1	24	8	0	169	78	9	36	255	0	630	2,705	11	1	1	2
3:15:00 PM	0	0	0	8	0	48	1	38	9	0	168	52	7	38	269	1	639		6	3	0	2
3:30:00 PM	0	0	0	9	0	56	0	35	10	2	192	51	6	46	295	0	702		9	2	0	4
3:45:00 PM	0	0	0	11	0	41	0	35	6	1	230	55	6	32	317	0	734		8	0	0	2

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	1	1	0	2	2	0	0	4	0	10
Lights	0	0	0	41	0	170	2	122	30	3	731	218	27	142	1,098	1	2,585
Mediums	0	0	0	1	0	11	0	9	2	0	26	16	1	10	34	0	110
Total	0	0	0	42	0	181	2	132	33	3	759	236	28	152	1,136	1	2,705

All Traffic Data Services Inc.

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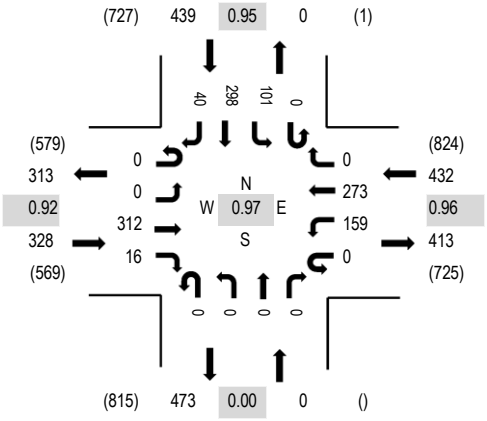
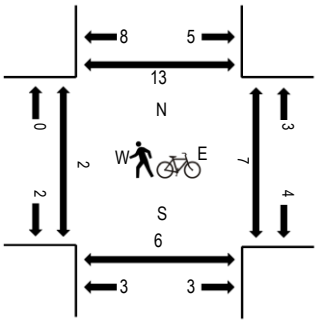
www.alltrafficdata.net

Location: 7 S 2ND ST & KEYES ST PM
Date and Start Time: Thursday, October 22, 2015
Peak Hour: 03:00 PM - 04:00 PM
Peak 15-Minutes: 03:45 PM - 04:00 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	KEYES ST Eastbound				KEYES ST Westbound				S 2ND ST Northbound				S 2ND ST Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
2:00:00 PM	0	0	45	6	0	36	65	1	0	0	0	0	0	21	37	8	219	921	2	5	6	5
2:15:00 PM	0	0	62	2	0	39	58	0	0	0	0	0	0	24	44	7	236	978	0	0	2	2
2:30:00 PM	0	0	57	1	0	40	54	0	0	0	0	0	0	18	48	7	225	1,046	0	3	2	3
2:45:00 PM	0	0	64	4	0	38	61	0	0	0	0	0	0	21	47	6	241	1,130	0	8	7	9
3:00:00 PM	0	0	63	3	0	48	52	0	0	0	0	0	0	29	69	12	276	1,199	0	1	1	5
3:15:00 PM	0	0	81	5	0	38	75	0	0	0	0	0	0	31	70	4	304		1	2	2	3
3:30:00 PM	0	0	81	6	0	38	75	0	0	0	0	0	0	16	77	16	309		1	3	1	1
3:45:00 PM	0	0	87	2	0	35	71	0	0	0	0	0	0	25	82	8	310		0	0	1	1

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	1	0	0	0	0	0	0	0	1	1	0	4
Lights	0	0	299	15	0	155	264	0	0	0	0	0	0	95	291	40	1,159
Mediums	0	0	12	1	0	3	9	0	0	0	0	0	0	5	6	0	36
Total	0	0	312	16	0	159	273	0	0	0	0	0	0	101	298	40	1,199

All Traffic Data Services Inc.

(303) 216-2439
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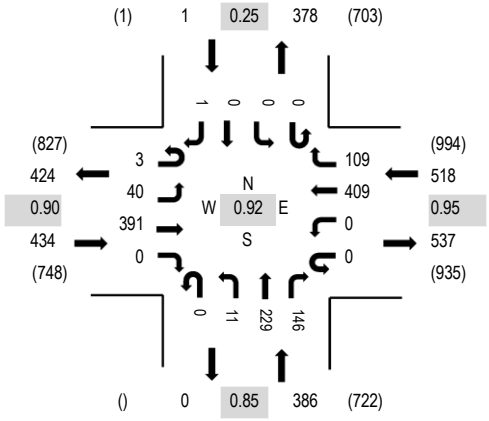
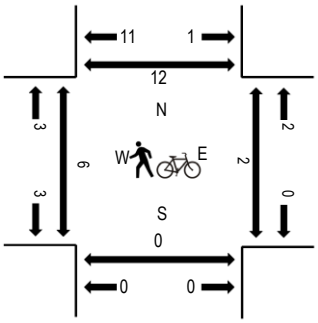
Location: 8 S 3RD ST & KEYES ST PM
Date and Start Time: Thursday, October 22, 2015
Peak Hour: 03:00 PM - 04:00 PM
Peak 15-Minutes: 03:45 PM - 04:00 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	KEYES ST Eastbound				KEYES ST Westbound				S 3RD ST Northbound				S 3RD ST Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
2:00:00 PM	0	7	65	0	0	0	99	18	0	2	51	30	0	0	0	0	272	1,126	0	0	2	3
2:15:00 PM	0	10	75	0	0	0	104	22	0	5	44	36	0	0	0	0	296	1,160	3	2	3	1
2:30:00 PM	1	9	66	0	0	0	84	29	0	6	49	30	0	0	0	0	274	1,190	1	0	1	0
2:45:00 PM	0	10	71	0	0	0	96	24	0	6	52	25	0	0	0	0	284	1,260	3	2	2	7
3:00:00 PM	1	6	86	0	0	0	98	32	0	1	44	38	0	0	0	0	306	1,339	1	0	0	7
3:15:00 PM	2	12	102	0	0	0	100	22	0	3	48	36	0	0	0	1	326		4	2	0	2
3:30:00 PM	0	9	96	0	0	0	106	31	0	4	66	32	0	0	0	0	344		1	0	0	1
3:45:00 PM	0	13	107	0	0	0	105	24	0	3	71	40	0	0	0	0	363		0	0	0	1

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	2	0	0	0	2	3	0	0	0	0	0	0	0	0	7
Lights	3	39	372	0	0	0	395	105	0	11	223	141	0	0	0	1	1,290
Mediums	0	1	17	0	0	0	12	1	0	0	6	5	0	0	0	0	42
Total	3	40	391	0	0	0	409	109	0	11	229	146	0	0	0	1	1,339

All Traffic Data Services Inc.

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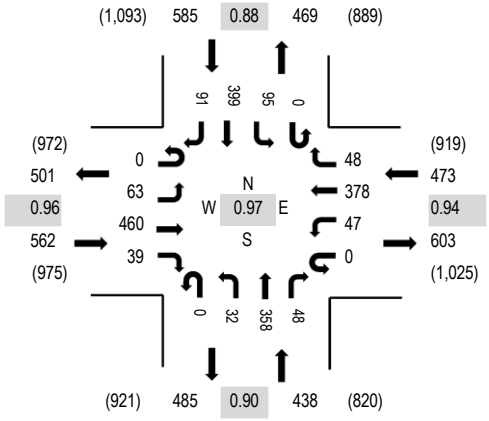
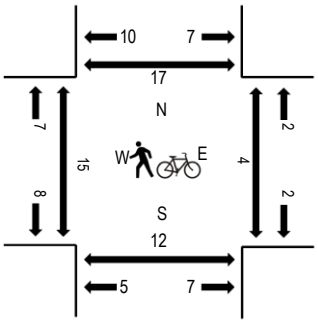
Location: 9 S 7TH ST & KEYES ST PM
Date and Start Time: Thursday, October 22, 2015
Peak Hour: 03:00 PM - 04:00 PM
Peak 15-Minutes: 03:45 PM - 04:00 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	KEYES ST Eastbound				KEYES ST Westbound				S 7TH ST Northbound				S 7TH ST Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
2:00:00 PM	0	13	67	7	0	15	89	9	0	2	76	10	0	12	67	32	399	1,749	0	2	2	4
2:15:00 PM	0	23	83	5	0	9	104	8	0	10	84	11	0	17	87	25	466	1,857	0	1	0	0
2:30:00 PM	0	16	85	7	0	15	83	8	0	5	87	7	0	16	80	17	426	1,889	1	6	1	9
2:45:00 PM	0	14	83	10	0	18	75	13	0	8	69	13	0	18	116	21	458	1,983	0	0	2	3
3:00:00 PM	0	20	109	13	0	14	83	12	0	6	106	7	0	25	92	20	507	2,058	8	0	5	8
3:15:00 PM	0	11	128	7	0	10	92	11	0	5	81	13	0	20	100	20	498		4	1	4	0
3:30:00 PM	0	15	112	5	0	9	107	9	0	12	97	12	0	26	93	23	520		0	2	0	6
3:45:00 PM	0	17	111	14	0	14	96	16	0	9	74	16	0	24	114	28	533		2	0	1	1

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	8	0	0	0	1	2	11
Lights	0	61	446	37	0	40	365	48	0	30	318	46	0	95	325	87	1,898
Mediums	0	2	14	2	0	7	13	0	0	2	32	2	0	0	73	2	149
Total	0	63	460	39	0	47	378	48	0	32	358	48	0	95	399	91	2,058

All Traffic Data Services Inc.

(303) 216-2439
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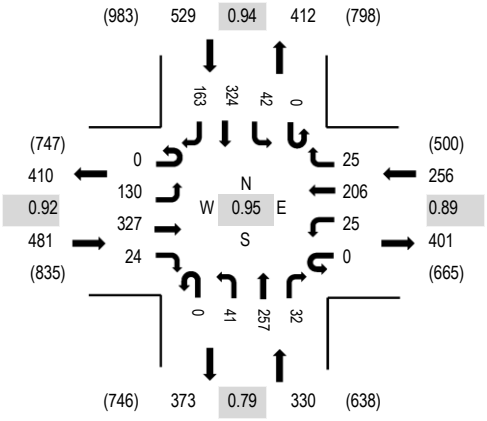
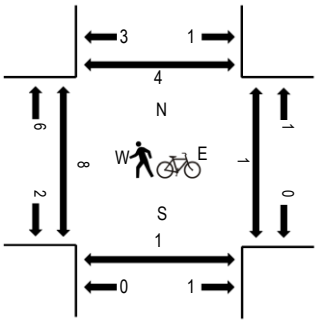
Location: 10 S 7TH ST & E ALMA AVE PM
Date and Start Time: Thursday, October 22, 2015
Peak Hour: 03:00 PM - 04:00 PM
Peak 15-Minutes: 03:45 PM - 04:00 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	E ALMA AVE Eastbound				E ALMA AVE Westbound				S 7TH ST Northbound				S 7TH ST Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
2:00:00 PM	0	28	51	10	0	6	47	7	0	6	57	5	0	2	58	23	300	1,360	0	0	0	0
2:15:00 PM	0	33	57	4	0	9	46	7	0	11	69	11	0	7	80	23	357	1,439	0	0	0	0
2:30:00 PM	0	26	45	10	0	5	57	8	0	11	62	4	0	4	76	30	338	1,465	2	0	0	2
2:45:00 PM	0	26	54	10	0	4	38	10	0	7	53	12	0	12	101	38	365	1,540	1	0	1	0
3:00:00 PM	0	37	74	4	0	8	40	6	0	13	53	4	0	10	78	52	379	1,596	0	1	1	1
3:15:00 PM	0	33	76	4	0	5	56	2	0	9	60	8	0	17	75	38	383		0	0	0	0
3:30:00 PM	0	32	81	9	0	4	52	11	0	11	83	11	0	4	80	35	413		0	0	0	0
3:45:00 PM	0	28	96	7	0	8	58	6	0	8	61	9	0	11	91	38	421		4	0	0	0

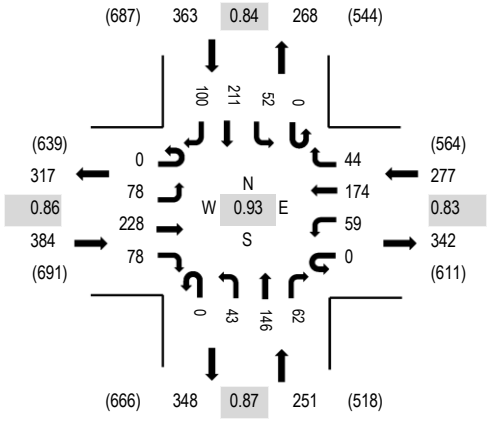
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	3	0	0	0	1	0	0	0	0	8	0	0	0	9	2	23
Lights	0	121	315	22	0	20	203	25	0	41	233	28	0	39	269	148	1,464
Mediums	0	6	12	2	0	4	3	0	0	0	16	4	0	3	46	13	109
Total	0	130	327	24	0	25	206	25	0	41	257	32	0	42	324	163	1,596

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

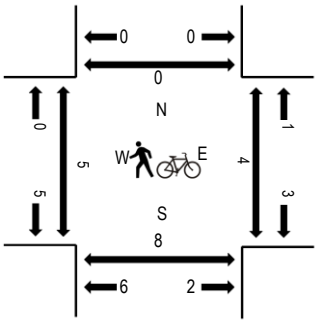
Location: 11 S 7TH ST & PHELAN AVE PM
Date and Start Time: Thursday, October 22, 2015
Peak Hour: 02:45 PM - 03:45 PM
Peak 15-Minutes: 03:30 PM - 03:45 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	PHELAN AVE Eastbound				PHELAN AVE Westbound				S 7TH ST Northbound				S 7TH ST Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
2:00:00 PM	0	20	46	20	0	14	40	5	0	3	44	16	0	10	36	17	271	1,185	1	0	0	0
2:15:00 PM	0	20	45	16	0	15	49	7	0	6	43	13	0	9	55	18	296	1,220	1	0	0	0
2:30:00 PM	0	16	40	11	0	13	70	6	0	9	48	12	0	14	50	22	311	1,243	1	1	2	0
2:45:00 PM	0	19	48	13	0	19	36	7	0	9	32	16	0	12	59	37	307	1,275	0	0	0	0
3:00:00 PM	0	23	70	18	0	13	33	11	0	10	26	21	0	8	54	19	306	1,275	0	1	3	0
3:15:00 PM	0	17	52	22	0	12	54	17	0	15	38	12	0	13	43	24	319		1	0	0	0
3:30:00 PM	0	19	58	25	0	15	51	9	0	9	50	13	0	19	55	20	343		4	3	5	0
3:45:00 PM	0	19	38	16	0	15	46	7	0	17	41	15	0	11	57	25	307		0	4	1	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	2	1	0	0	2	0	0	1	7	2	0	1	6	2	25
Lights	0	73	210	71	0	50	161	35	0	41	128	52	0	46	187	90	1,144
Mediums	0	4	16	6	0	9	11	9	0	1	11	8	0	5	18	8	106
Total	0	78	228	78	0	59	174	44	0	43	146	62	0	52	211	100	1,275

All Traffic Data Services Inc.
(303) 216-2439
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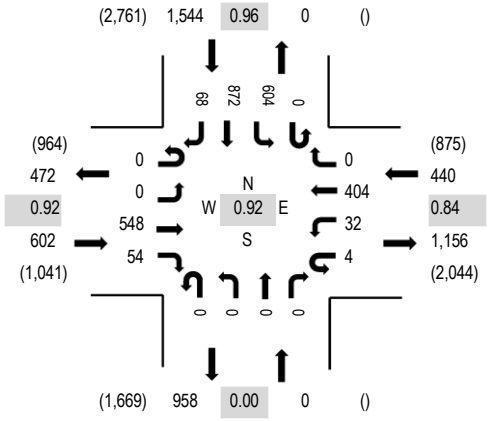
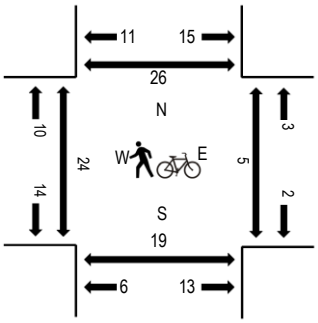
Location: 12 S 10TH ST & KEYES ST PM
Date and Start Time: Thursday, October 22, 2015
Peak Hour: 03:00 PM - 04:00 PM
Peak 15-Minutes: 03:45 PM - 04:00 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	KEYES ST Eastbound				KEYES ST Westbound				S 10TH ST Northbound				S 10TH ST Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
2:00:00 PM	0	0	84	3	0	11	103	0	0	0	0	0	0	109	160	37	507	2,091	3	0	5	6
2:15:00 PM	0	0	112	6	0	14	97	0	0	0	0	0	0	110	169	20	528	2,197	1	0	3	5
2:30:00 PM	0	0	114	2	0	9	96	0	0	0	0	0	0	108	135	26	490	2,322	1	0	2	9
2:45:00 PM	0	0	108	10	2	6	97	0	0	0	0	0	0	141	186	16	566	2,453	5	0	6	7
3:00:00 PM	0	0	138	12	0	6	96	0	0	0	0	0	0	151	189	21	613	2,586	3	0	1	5
3:15:00 PM	0	0	141	12	1	6	97	0	0	0	0	0	0	154	227	15	653		5	1	10	3
3:30:00 PM	0	0	121	14	3	12	88	0	0	0	0	0	0	137	225	21	621		8	1	0	12
3:45:00 PM	0	0	148	16	0	8	123	0	0	0	0	0	0	162	231	11	699		2	1	0	4

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	1	0	0	0	0	0	0	4	6	0	11
Lights	0	0	531	52	4	30	390	0	0	0	0	0	0	574	826	61	2,468
Mediums	0	0	17	2	0	2	13	0	0	0	0	0	0	26	40	7	107
Total	0	0	548	54	4	32	404	0	0	0	0	0	0	604	872	68	2,586

All Traffic Data Services Inc.
(303) 216-2439
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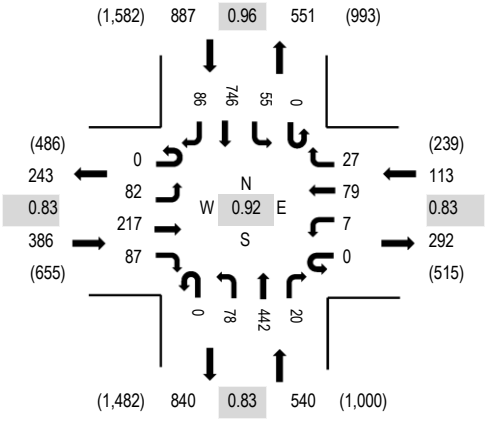
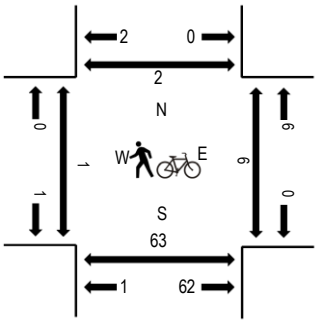
Location: 13 S 10TH ST & E ALMA AVE PM
Date and Start Time: Thursday, October 22, 2015
Peak Hour: 03:00 PM - 04:00 PM
Peak 15-Minutes: 03:45 PM - 04:00 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	E ALMA AVE Eastbound				E ALMA AVE Westbound				S 10TH ST Northbound				S 10TH ST Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
2:00:00 PM	0	14	34	17	0	2	30	0	0	18	78	6	0	10	142	14	365	1,550	0	0	0	0
2:15:00 PM	0	13	41	14	0	2	24	3	0	19	104	4	0	12	147	21	404	1,621	1	0	0	0
2:30:00 PM	0	12	34	14	0	3	31	3	0	17	101	8	0	10	120	17	370	1,670	0	2	0	2
2:45:00 PM	0	19	40	17	0	3	20	5	0	13	90	2	0	22	161	19	411	1,811	0	0	1	0
3:00:00 PM	0	15	47	16	0	1	23	10	0	11	93	6	0	17	178	19	436	1,926	0	0	1	0
3:15:00 PM	0	23	54	18	0	3	18	5	0	15	96	5	0	14	175	27	453		0	0	61	0
3:30:00 PM	0	25	50	22	0	1	19	6	0	27	131	5	0	11	196	18	511		0	0	0	0
3:45:00 PM	0	19	66	31	0	2	19	6	0	25	122	4	0	13	197	22	526		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	0	0	0	0	0	0	0	0	1	5	0	7
Lights	0	79	211	82	0	7	77	25	0	77	402	19	0	54	690	84	1,807
Mediums	0	3	5	5	0	0	2	2	0	1	40	1	0	0	51	2	112
Total	0	82	217	87	0	7	79	27	0	78	442	20	0	55	746	86	1,926

All Traffic Data Services Inc.
(303) 216-2439
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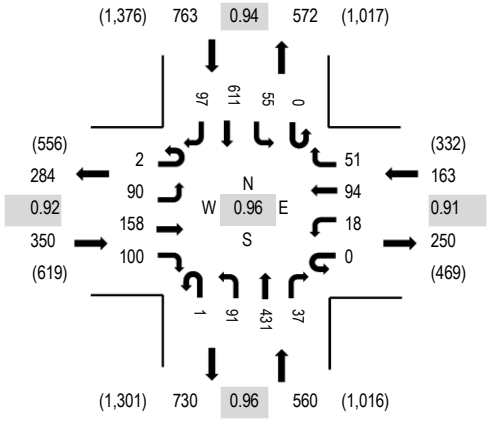
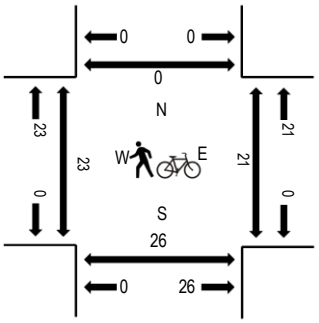
Location: 14 S 10TH ST & PHELAN AVE PM
Date and Start Time: Thursday, October 22, 2015
Peak Hour: 03:00 PM - 04:00 PM
Peak 15-Minutes: 03:30 PM - 03:45 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	PHELAN AVE Eastbound				PHELAN AVE Westbound				S 10TH ST Northbound				S 10TH ST Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
2:00:00 PM	0	14	27	22	0	3	22	14	0	27	71	11	0	23	116	18	368	1,507	0	0	1	3
2:15:00 PM	0	19	36	19	0	9	28	20	1	25	94	12	0	11	116	19	409	1,601	0	0	0	1
2:30:00 PM	0	13	30	15	0	5	20	13	2	23	84	8	0	12	106	30	361	1,623	0	1	2	1
2:45:00 PM	0	14	32	28	0	5	21	9	0	16	80	2	0	15	124	23	369	1,742	0	0	0	0
3:00:00 PM	1	17	49	28	0	5	30	10	1	25	90	12	0	15	159	20	462	1,836	23	20	19	0
3:15:00 PM	0	22	36	28	0	6	18	14	0	25	109	7	0	10	134	22	431		0	0	0	0
3:30:00 PM	1	26	39	23	0	5	24	16	0	23	114	8	0	14	159	28	480		0	0	3	0
3:45:00 PM	0	25	34	21	0	2	22	11	0	18	118	10	0	16	159	27	463		0	0	2	0

Peak Rolling Hour Flow Rates

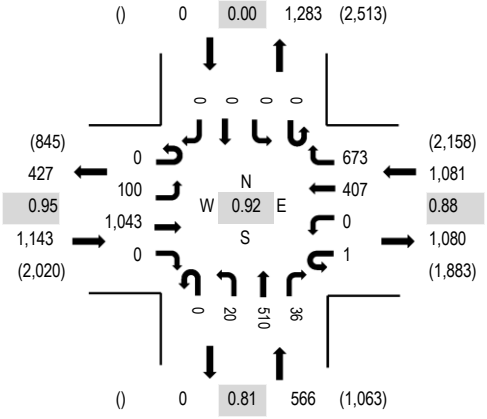
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	2	4	0	0	1	0	0	4	0	0	0	0	6	1	18
Lights	2	85	150	91	0	17	87	46	1	69	413	34	0	46	572	89	1,702
Mediums	0	5	6	5	0	1	6	5	0	18	18	3	0	9	33	7	116
Total	2	90	158	100	0	18	94	51	1	91	431	37	0	55	611	97	1,836

All Traffic Data Services Inc.

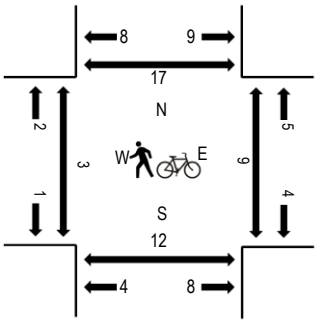
(303) 216-2439
www.alltrafficdata.net

Location: 15 S 11TH ST & KEYES ST PM
Date and Start Time: Thursday, October 22, 2015
Peak Hour: 03:00 PM - 04:00 PM
Peak 15-Minutes: 03:30 PM - 03:45 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	KEYES ST Eastbound				KEYES ST Westbound				S 11TH ST Northbound				S 11TH ST Southbound				Total	Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
2:00:00 PM	0	20	180	0	0	0	109	171	0	3	107	11	0	0	0	0	601	2,451	3	1	0	6
2:15:00 PM	0	31	185	0	0	0	112	161	0	4	96	9	0	0	0	0	598	2,492	2	1	3	7
2:30:00 PM	0	26	201	0	0	0	93	186	0	6	138	7	0	0	0	0	657	2,570	6	1	4	2
2:45:00 PM	0	31	203	0	0	0	90	155	0	1	108	7	0	0	0	0	595	2,671	0	0	0	4
3:00:00 PM	0	25	262	0	0	0	97	144	0	5	104	5	0	0	0	0	642	2,790	0	1	2	4
3:15:00 PM	0	24	276	0	0	0	89	170	0	2	101	14	0	0	0	0	676		2	3	2	4
3:30:00 PM	0	22	255	0	0	0	111	196	0	7	159	8	0	0	0	0	758		1	3	3	4
3:45:00 PM	0	29	250	0	1	0	110	163	0	6	146	9	0	0	0	0	714		0	0	3	0

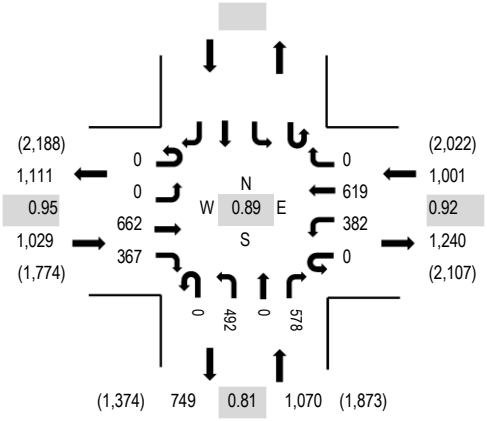
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	4	0	0	0	0	2	0	0	0	0	0	0	0	0	6
Lights	0	96	1,001	0	1	0	390	654	0	19	465	35	0	0	0	0	2,661
Mediums	0	4	38	0	0	0	17	17	0	1	45	1	0	0	0	0	123
Total	0	100	1,043	0	1	0	407	673	0	20	510	36	0	0	0	0	2,790

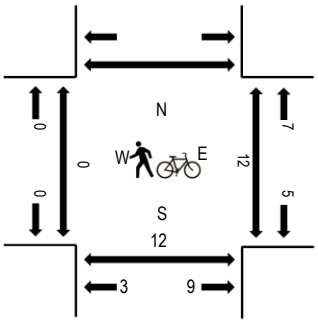
All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

Location: 16 SENTER RD & KEYES ST PM
Date and Start Time: Thursday, October 22, 2015
Peak Hour: 03:00 PM - 04:00 PM
Peak 15-Minutes: 03:30 PM - 03:45 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	KEYES ST Eastbound				KEYES ST Westbound				SENTER RD Northbound				Southbound				Total	Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
2:00:00 PM	0	0	131	67	1	100	170	0	0	94	0	98					661	2,569	0	5	1	
2:15:00 PM	0	0	103	68	0	90	149	0	0	110	0	91					611	2,640	0	3	2	
2:30:00 PM	0	0	131	65	0	100	175	0	0	112	0	92					675	2,778	0	3	3	
2:45:00 PM	0	0	136	44	0	91	145	0	0	122	0	84					622	2,971	0	0	1	
3:00:00 PM	0	0	169	94	0	82	159	0	0	89	0	139					732	3,100	0	2	2	
3:15:00 PM	0	0	174	96	0	107	141	0	0	103	0	128					749		0	2	2	
3:30:00 PM	0	0	191	75	0	104	169	0	0	159	0	170					868		0	0	0	
3:45:00 PM	0	0	128	102	0	89	150	0	0	141	0	141					751		0	0	2	

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	3	0	0	0	0	0	2	0	1					7
Lights	0	0	636	349	0	368	597	0	0	477	0	571					2,998
Mediums	0	0	25	15	0	14	22	0	0	13	0	6					95
Total	0	0	662	367	0	382	619	0	0	492	0	578					3,100

All Traffic Data Services Inc.

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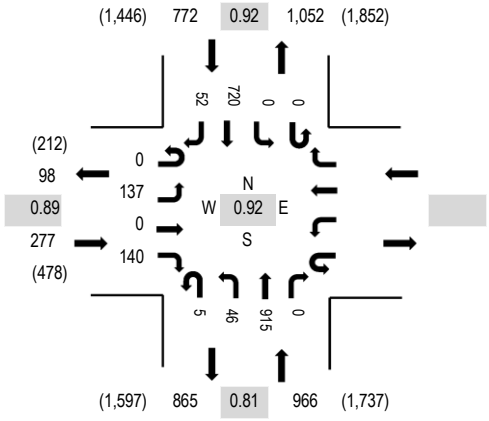
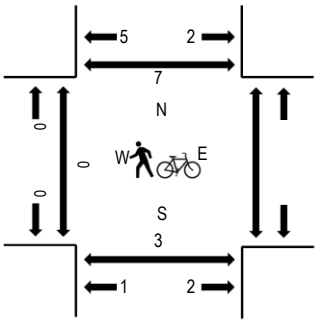
Location: 17 SENTER RD & E ALMA AVE PM
Date and Start Time: Thursday, October 22, 2015
Peak Hour: 03:00 PM - 04:00 PM
Peak 15-Minutes: 03:30 PM - 03:45 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	E ALMA AVE Eastbound				Westbound				SENTER RD Northbound				SENTER RD Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
2:00:00 PM	0	18	0	29					2	15	161	0	0	0	151	17	393	1,646	0		0	2
2:15:00 PM	0	23	0	29					0	12	172	0	0	0	143	16	395	1,722	0		0	0
2:30:00 PM	0	26	0	19					2	17	196	0	0	0	167	13	440	1,800	0		1	0
2:45:00 PM	0	26	0	31					2	14	178	0	0	0	157	10	418	1,909	0		0	0
3:00:00 PM	0	39	0	31					0	12	215	0	0	0	158	14	469	2,015	0		1	3
3:15:00 PM	0	29	0	35					1	12	187	0	0	0	197	12	473		0		1	1
3:30:00 PM	0	29	0	36					0	11	288	0	0	0	172	13	549		0		1	0
3:45:00 PM	0	40	0	38					4	11	225	0	0	0	193	13	524		0		0	1

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	2					0	0	3	0	0	0	3	0	8
Lights	0	135	0	136					5	46	895	0	0	0	695	50	1,962
Mediums	0	2	0	2					0	0	17	0	0	0	22	2	45
Total	0	137	0	140					5	46	915	0	0	0	720	52	2,015

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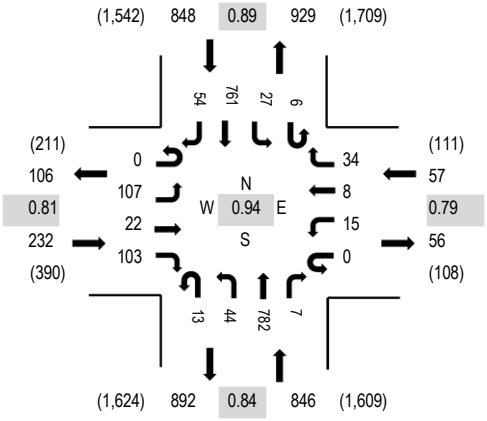
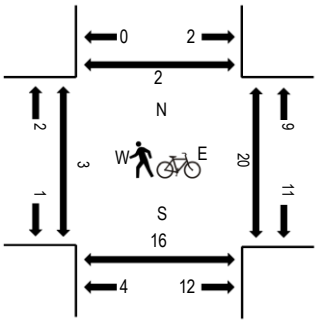
Location: 18 SENTER RD & PHELAN AVE PM
Date and Start Time: Thursday, October 22, 2015
Peak Hour: 03:00 PM - 04:00 PM
Peak 15-Minutes: 03:45 PM - 04:00 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	PHELAN AVE Eastbound				PHELAN AVE Westbound				SENTER RD Northbound				SENTER RD Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
2:00:00 PM	0	11	4	29	0	3	1	3	2	15	177	1	0	8	156	8	418	1,669	1	7	0	2
2:15:00 PM	0	18	4	23	0	3	2	6	2	10	156	2	0	6	150	14	396	1,726	0	5	2	0
2:30:00 PM	0	16	6	15	0	5	5	5	3	10	190	3	0	9	155	12	434	1,790	1	2	1	1
2:45:00 PM	0	12	3	17	0	2	7	12	3	14	174	1	0	5	164	7	421	1,879	0	1	1	0
3:00:00 PM	0	39	5	23	0	6	0	7	3	15	178	3	0	5	180	11	475	1,983	0	0	3	0
3:15:00 PM	0	19	3	20	0	6	3	9	2	6	165	0	3	8	202	14	460		0	1	1	0
3:30:00 PM	0	28	8	36	0	2	2	9	6	12	232	2	1	8	158	19	523		1	4	4	0
3:45:00 PM	0	21	6	24	0	1	3	9	2	11	207	2	2	6	221	10	525		0	2	1	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	0	1	0	0	0	0	0	1	2	0	0	0	4	1	10
Lights	0	104	21	98	0	14	7	34	12	42	769	7	6	26	734	50	1,924
Mediums	0	2	1	4	0	1	1	0	1	1	11	0	0	1	23	3	49
Total	0	107	22	103	0	15	8	34	13	44	782	7	6	27	761	54	1,983

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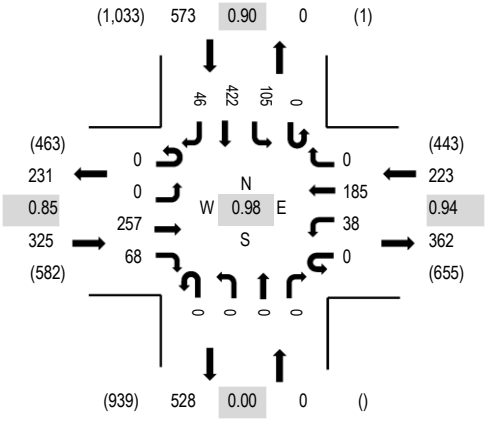
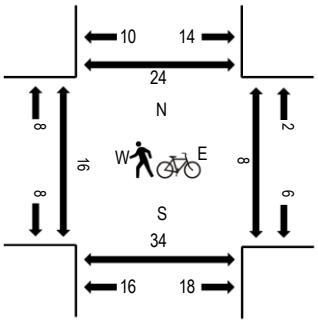
Location: 19 VINE ST & WILLOW ST PM
Date and Start Time: Thursday, October 22, 2015
Peak Hour: 03:00 PM - 04:00 PM
Peak 15-Minutes: 03:30 PM - 03:45 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	WILLOW ST Eastbound				WILLOW ST Westbound				VINE ST Northbound				VINE ST Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
2:00:00 PM	0	0	50	7	0	11	47	1	0	0	0	0	0	16	79	11	222	937	7	8	10	7
2:15:00 PM	0	0	51	8	0	4	49	0	0	0	0	0	0	26	81	13	232	986	1	1	8	13
2:30:00 PM	0	0	59	11	0	5	44	0	0	0	0	0	0	10	77	11	217	1,037	1	1	16	6
2:45:00 PM	0	0	50	21	0	13	46	0	0	0	0	0	0	31	94	11	266	1,106	1	2	9	6
3:00:00 PM	0	0	66	13	0	14	45	0	0	0	0	0	0	25	94	14	271	1,121	3	4	7	3
3:15:00 PM	0	0	69	27	0	4	46	0	0	0	0	0	0	25	102	10	283		5	0	11	8
3:30:00 PM	0	0	55	14	0	13	45	0	0	0	0	0	0	29	118	12	286		3	0	4	3
3:45:00 PM	0	0	67	14	0	7	49	0	0	0	0	0	0	26	108	10	281		5	4	11	6

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Lights	0	0	244	68	0	36	175	0	0	0	0	0	0	101	405	43	1,072
Mediums	0	0	13	0	0	2	10	0	0	0	0	0	0	4	16	3	48
Total	0	0	257	68	0	38	185	0	0	0	0	0	0	105	422	46	1,121

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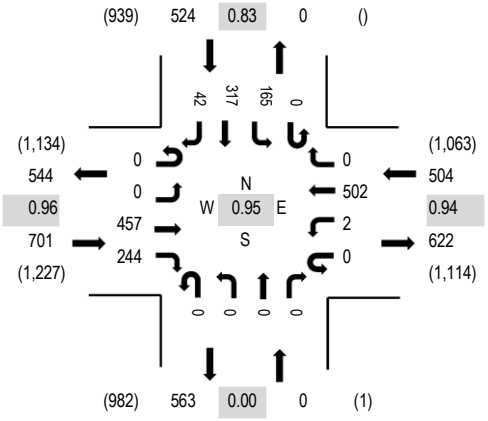
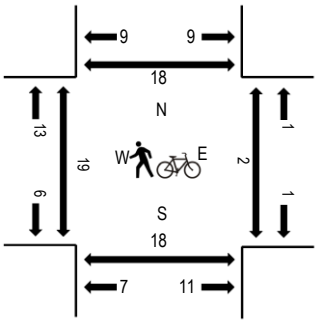
Location: 20 VINE ST & W ALMA AVE PM
Date and Start Time: Thursday, October 22, 2015
Peak Hour: 03:00 PM - 04:00 PM
Peak 15-Minutes: 03:45 PM - 04:00 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	W ALMA AVE Eastbound				W ALMA AVE Westbound				VINE ST Northbound				VINE ST Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
2:00:00 PM	0	0	114	32	1	0	135	0	0	0	0	1	0	38	55	5	381	1,501	2	3	2	5
2:15:00 PM	0	0	106	36	0	0	145	0	0	0	0	0	0	26	65	8	386	1,524	3	1	1	4
2:30:00 PM	0	0	70	41	0	2	137	0	0	0	0	0	0	24	66	12	352	1,581	2	0	2	0
2:45:00 PM	0	0	85	42	0	1	138	0	0	0	0	0	0	27	79	10	382	1,655	6	0	10	1
3:00:00 PM	0	0	105	63	0	1	125	0	0	0	0	0	0	26	75	9	404	1,729	4	0	1	6
3:15:00 PM	0	0	117	66	0	0	134	0	0	0	0	0	0	46	71	9	443		1	1	3	5
3:30:00 PM	0	0	109	67	0	1	119	0	0	0	0	0	0	42	76	12	426		0	0	5	3
3:45:00 PM	0	0	126	48	0	0	124	0	0	0	0	0	0	51	95	12	456		11	0	6	3

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	3	0	0	1	0	0	0	0	0	0	0	1	0	5
Lights	0	0	442	222	0	1	473	0	0	0	0	0	0	156	308	40	1,642
Mediums	0	0	15	19	0	1	28	0	0	0	0	0	0	9	8	2	82
Total	0	0	457	244	0	2	502	0	0	0	0	0	0	165	317	42	1,729

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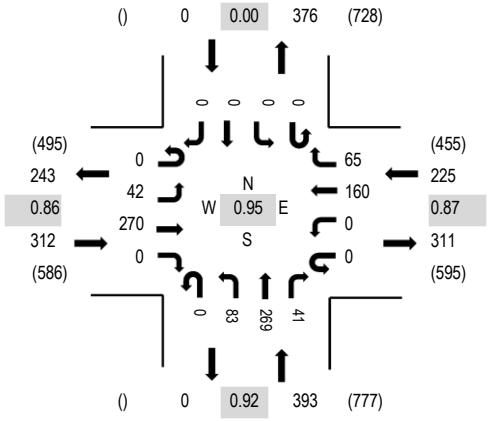
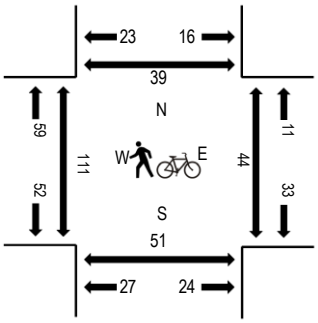
Location: 21 ALMADEN AVE & WILLOW ST PM
Date and Start Time: Thursday, October 22, 2015
Peak Hour: 02:45 PM - 03:45 PM
Peak 15-Minutes: 03:15 PM - 03:30 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	WILLOW ST Eastbound				WILLOW ST Westbound				ALMADEN AVE Northbound				ALMADEN AVE Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
2:00:00 PM	0	9	54	0	0	0	38	15	0	27	73	13	0	0	0	0	229	890	14	2	4	8
2:15:00 PM	0	10	57	0	0	0	43	16	0	18	61	13	0	0	0	0	218	883	25	10	4	20
2:30:00 PM	0	14	43	0	0	0	39	14	0	18	61	14	0	0	0	0	203	910	20	32	29	11
2:45:00 PM	0	11	57	0	0	0	45	20	0	21	73	13	0	0	0	0	240	930	18	12	11	9
3:00:00 PM	0	8	71	0	0	0	33	16	0	26	61	7	0	0	0	0	222	928	34	7	10	10
3:15:00 PM	0	12	79	0	0	0	37	12	0	19	73	13	0	0	0	0	245		21	3	15	11
3:30:00 PM	0	11	63	0	0	0	45	17	0	17	62	8	0	0	0	0	223		35	19	13	7
3:45:00 PM	0	10	77	0	0	0	47	18	0	22	51	13	0	0	0	0	238		32	3	9	6

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
Lights	0	42	257	0	0	0	148	61	0	81	255	38	0	0	0	0	882
Mediums	0	0	13	0	0	0	11	4	0	2	13	3	0	0	0	0	46
Total	0	42	270	0	0	0	160	65	0	83	269	41	0	0	0	0	930

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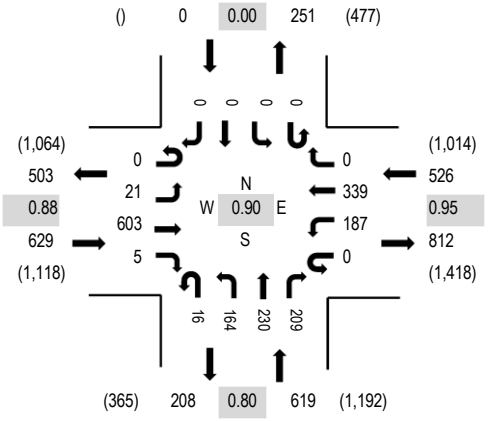
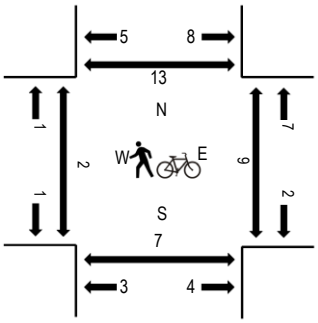
Location: 22 ALMADEN AVE & W ALMA AVE PM
Date and Start Time: Thursday, October 22, 2015
Peak Hour: 03:00 PM - 04:00 PM
Peak 15-Minutes: 03:15 PM - 03:30 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	W ALMA AVE Eastbound				W ALMA AVE Westbound				ALMADEN AVE Northbound				ALMADEN AVE Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
2:00:00 PM	0	4	151	0	0	20	89	0	6	47	53	31	0	0	0	0	401	1,550	0	14	2	6
2:15:00 PM	0	5	124	1	0	34	88	0	6	56	46	41	0	0	0	0	401	1,544	0	10	0	5
2:30:00 PM	0	1	97	1	0	42	90	0	7	48	61	31	0	0	0	0	378	1,635	0	5	1	7
2:45:00 PM	0	3	102	0	0	37	88	0	3	55	53	29	0	0	0	0	370	1,681	0	1	8	0
3:00:00 PM	0	5	130	2	0	36	86	0	2	40	59	35	0	0	0	0	395	1,774	0	4	0	3
3:15:00 PM	0	4	155	2	0	58	80	0	1	53	80	59	0	0	0	0	492		0	1	0	3
3:30:00 PM	0	5	148	0	0	39	90	0	7	26	45	64	0	0	0	0	424		1	3	1	3
3:45:00 PM	0	7	170	1	0	54	83	0	6	45	46	51	0	0	0	0	463		1	1	1	4

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	3	3	0	0	2	0	1	0	0	0	0	9
Lights	0	21	579	5	0	180	318	0	16	151	226	199	0	0	0	0	1,695
Mediums	0	0	24	0	0	4	18	0	0	11	4	9	0	0	0	0	70
Total	0	21	603	5	0	187	339	0	16	164	230	209	0	0	0	0	1,774

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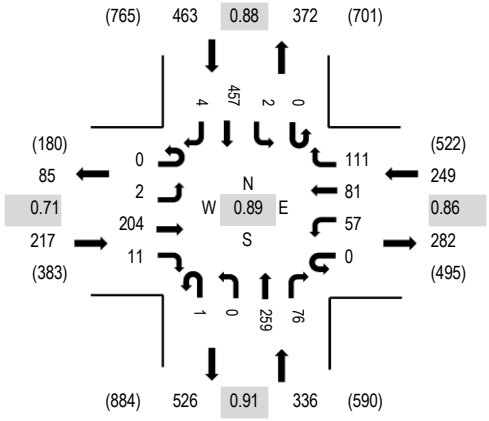
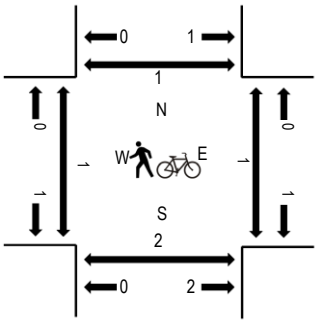
Location: 23 ALMADEN EXPY & SAN JOSE AVE PM
Date and Start Time: Thursday, October 22, 2015
Peak Hour: 03:00 PM - 04:00 PM
Peak 15-Minutes: 03:15 PM - 03:30 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	SAN JOSE AVE Eastbound				SAN JOSE AVE Westbound				ALMADEN EXPY Northbound				ALMADEN EXPY Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
2:00:00 PM	0	1	42	2	0	17	18	38	0	0	45	20	0	1	61	2	247	995	0	0	2	0
2:15:00 PM	0	1	32	0	0	13	16	34	1	0	52	17	0	0	67	0	233	1,044	0	0	0	0
2:30:00 PM	0	1	46	3	0	14	26	35	0	0	50	8	0	0	78	0	261	1,166	0	0	0	0
2:45:00 PM	0	0	34	4	0	6	33	23	0	0	49	12	0	1	92	0	254	1,237	0	0	0	0
3:00:00 PM	0	1	56	0	0	8	33	31	1	0	45	21	0	0	96	4	296	1,265	1	0	0	0
3:15:00 PM	0	0	69	7	0	16	19	24	0	0	74	18	0	1	127	0	355		0	0	0	0
3:30:00 PM	0	0	42	2	0	20	16	31	0	0	70	20	0	1	130	0	332		0	0	0	0
3:45:00 PM	0	1	37	2	0	13	13	25	0	0	70	17	0	0	104	0	282		0	1	0	0

Peak Rolling Hour Flow Rates

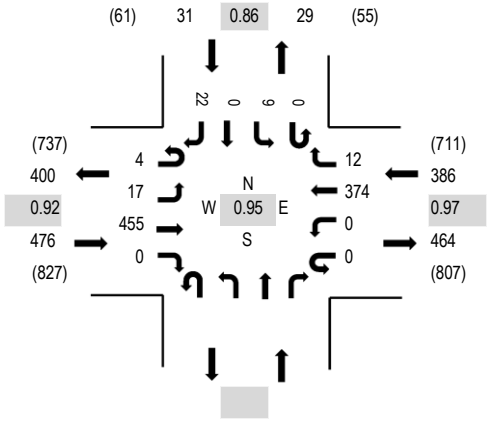
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	1	0	0	0	0	1	1	0	0	4	0	7
Lights	0	1	192	11	0	54	76	105	1	0	248	64	0	2	443	4	1,201
Mediums	0	1	12	0	0	2	5	6	0	0	10	11	0	0	10	0	57
Total	0	2	204	11	0	57	81	111	1	0	259	76	0	2	457	4	1,265

All Traffic Data Services Inc.

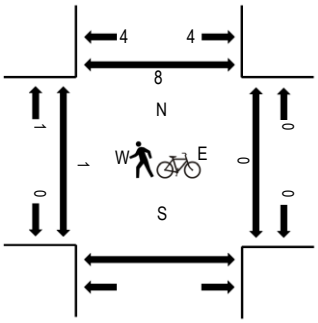
(303) 216-2439
www.alltrafficdata.net

Location: 24 ALMA CT & E ALMA AVE PM
Date and Start Time: Thursday, October 22, 2015
Peak Hour: 03:00 PM - 04:00 PM
Peak 15-Minutes: 03:45 PM - 04:00 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	E ALMA AVE Eastbound				E ALMA AVE Westbound				Northbound				ALMA CT Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
2:00:00 PM	0	2	84	0	0	0	70	1					0	3	0	8	168	706	0	0		1
2:15:00 PM	0	4	93	0	0	0	76	1					0	0	0	4	178	763	0	0		0
2:30:00 PM	0	3	80	0	0	0	87	5					0	2	0	4	181	801	1	0		0
2:45:00 PM	0	6	79	0	0	0	81	4					0	2	0	7	179	837	0	0		0
3:00:00 PM	1	5	110	0	0	0	95	5					0	2	0	7	225	893	0	0		2
3:15:00 PM	2	6	106	0	0	0	93	1					0	2	0	6	216		0	0		1
3:30:00 PM	0	1	116	0	0	0	91	2					0	3	0	4	217		1	0		1
3:45:00 PM	1	5	123	0	0	0	95	4					0	2	0	5	235		0	0		0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	2	0	0	0	2	1					0	0	0	0	5
Lights	4	17	436	0	0	0	360	11					0	8	0	21	857
Mediums	0	0	17	0	0	0	12	0					0	1	0	1	31
Total	4	17	455	0	0	0	374	12					0	9	0	22	893

Appendix B

City of San Jose Approved Trips Inventory

Intersection of: FIRST/WILLOW

Traffix Node Number: 3099

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
PDC02-066 GOBLE LANE GOBLE LN & MONTEREY RD (SW/C)	0	22	0	0	12	0	0	0	0	0	0	0
PDC08-035COM FIRST & EDWARDS COMMERCIAL SW CORNER OF FIRST STREEET AND EDWARDS	0	0	0	0	0	0	0	0	0	0	0	0
PDC08-035RES FIRST AND EDWARDS RESIDENTIAL SW CORNER OF FIRST AND EDWARDS	0	2	0	0	2	2	1	0	0	0	0	0
PDC84-07-059 RIVER PARK II PARK & WOZ (SE/C)	0	0	0	0	0	0	0	0	0	0	0	0
RH00-05-005 BOSTON PROP ALMADEN BLVD/WOZ WAY (NW/C)	0	43	0	0	3	0	0	0	0	0	0	0
RH98-04-001 OPUS WEST SANTA CLARA/ALMADEN	0	6	0	0	0	0	0	0	0	0	0	0
TOTAL:	**0**	**73**	**0**	**0**	**17**	**2**	**1**	**0**	**0**	**0**	**0**	**0**

	LEFT	THRU	RIGHT
NORTH	0	17	2
EAST	0	0	0
SOUTH	0	73	0
WEST	1	0	0

Intersection of: FIRST/WILLOW

Traffix Node Number: 3099

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
PDC02-066 GOBLE LANE GOBLE LN & MONTEREY RD (SW/C)	0	13	0	0	23	0	0	0	0	0	0	0
PDC08-035COM FIRST & EDWARDS COMMERCIAL SW CORNER OF FIRST STREEET AND EDWARDS	0	1	0	0	1	0	0	0	0	0	0	0
PDC08-035RES FIRST AND EDWARDS RESIDENTIAL SW CORNER OF FIRST AND EDWARDS	0	3	0	0	2	1	2	0	0	0	0	0
PDC84-07-059 RIVER PARK II PARK & WOZ (SE/C)	0	0	0	0	0	0	0	0	0	0	0	0
RH00-05-005 BOSTON PROP ALMADEN BLVD/WOZ WAY (NW/C)	0	5	0	0	39	0	0	0	0	0	0	0
RH98-04-001 OPUS WEST SANTA CLARA/ALMADEN	0	1	0	0	6	0	0	0	0	0	0	0
TOTAL:	**0**	**23**	**0**	**0**	**71**	**1**	**2**	**0**	**0**	**0**	**0**	**0**

	LEFT	THRU	RIGHT
NORTH	0	71	1
EAST	0	0	0
SOUTH	0	23	0
WEST	2	0	0

AM APPROVED TRIPS

03/01/2016

Intersection of: FIRST/KEYES

Traffix Node Number: 3097

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	21 8+	0	0	4	0	0	2	0	0	4	2 3+
PDC02-066 GOBLE LANE GOBLE LN & MONTEREY RD (SW/C)	0	22	0	0	12	0	0	0	0	0	0	0
PDC03-029 ART ARK 5TH, 6TH, KEYES	0	0	0	0	0	0	0	0	0	0	0	0
PDC04-045 VIETNAMTOWN N/S STORY ROAD, 720' SW OF MCLAUGHLIN	0	0	0	3	0	0	0	18	0	0	13	2
PDC10-026 SUN GARDEN RETAIL CENTER E/SIDE MONTEREY HIGHWAY, SOUTH OF ALMA	29	43	0	0	65	0	0	0	43	0	0	0
PDC13-009 (IND) COMMUNICATION HILL	0	39	0	5	38	0	0	27	7	0	36	5
PDC13-009 (RES) COMMUNICATIONS HILL	0	22	0	2	22	0	0	16	4	0	21	2
PDC13-009 (RET) COMMUNICATIONS HILL	0	0	0	0	1	0	0	0	0	0	1	0
		155										14
TOTAL:	**29**	**~~147~~**	**0**	**10**	**142**	**0**	**0**	**63**	**54**	**0**	**75**	**~~11~~**

	LEFT	THRU	RIGHT
NORTH	10	142	0
EAST	0	75	11
SOUTH	29	147	0
WEST	0	63	54

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	6	1	0	2	0	0	2	0
PDC02-066 GOBLE LANE GOBLE LN & MONTEREY RD (SW/C)	0	13	0	0	23	0	0	0	0	0	0	0
PDC03-029 ART ARK 5TH, 6TH, KEYES	0	0	0	0	0	0	0	0	0	0	0	0
PDC04-045 VIETNAMTOWN N/S STORY ROAD, 720' SW OF MCLAUGHLIN	0	0	0	6	0	0	0	39	0	0	39	6
PDC10-026 SUN GARDEN RETAIL CENTER E/SIDE MONTEREY HIGHWAY, SOUTH OF ALMA	68	101	0	0	101	0	0	0	68	0	0	0
PDC13-009 (IND) COMMUNICATION HILL	12	58	0	0	0	0	0	1	0	0	7	0
PDC13-009 (RES) COMMUNICATIONS HILL	7	37	0	0	0	0	0	0	0	0	4	0
PDC13-009 (RET) COMMUNICATIONS HILL	0	2	0	0	0	0	0	0	0	0	0	0
TOTAL:	**87**	**213**	**0**	**6**	**130**	**1**	**0**	**42**	**68**	**0**	**52**	**6**

	LEFT	THRU	RIGHT
NORTH	6	130	1
EAST	0	52	6
SOUTH	87	213	0
WEST	0	42	68

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
CP00-07-053 SUPER 8 MOTEL MONTEREY RD & COTTAGE GROVE (SW/C)	1	5	0	0	6	0	0	0	2	0	0	0
DOWNTOWN DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	5	42	1	1	6	1	9	7	1	2	4	0
NSJ NORTH SAN JOSE	3	33	1	0	0	0	21	17	2	0	0	0
PDC02-066 GOBLE LANE GOBLE LN & MONTEREY RD (SW/C)	0	22	0	0	12	0	0	0	0	0	0	0
PDC04-045 VIETNAMTOWN N/S STORY ROAD, 720' SW OF MCLAUGHLIN	0	19	0	0	13	0	0	0	0	0	0	0
PDC10-026 SUN GARDEN RETAIL CENTER E/SIDE MONTEREY HIGHWAY, SOUTH OF ALMA	18	91	0	30	136	0	0	27	27	0	18	20
PDC13-009 (IND) COMMUNICATION HILL	0	7	3	0	37	9	5	0	4	16	37	5
PDC13-009 (RES) COMMUNICATIONS HILL	0	3	1	0	21	4	2	0	2	9	21	2
PDC13-009 (RET) COMMUNICATIONS HILL	0	0	0	0	1	0	0	0	0	0	1	0
TOTAL:	**27**	**222**	**6**	**31**	**232**	**14**	**37**	**51**	**38**	**27**	**81**	**27**

	LEFT	THRU	RIGHT
NORTH	31	232	14
EAST	27	81	27
SOUTH	27	222	6
WEST	37	51	38

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
CP00-07-053 SUPER 8 MOTEL MONTEREY RD & COTTAGE GROVE (SW/C)	2	6	0	0	5	0	0	0	1	0	0	0
DOWNTOWN DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	3	15	1	4	35	2	3	6	6	4	9	0
NSJ NORTH SAN JOSE	0	1	0	4	58	7	0	0	0	2	5	0
PDC02-066 GOBLE LANE GOBLE LN & MONTEREY RD (SW/C)	0	13	0	0	23	0	0	0	0	0	0	0
PDC04-045 VIETNAMTOWN N/S STORY ROAD, 720' SW OF MCLAUGHLIN	0	40	0	0	39	0	0	0	0	0	0	0
PDC10-026 SUN GARDEN RETAIL CENTER E/SIDE MONTEREY HIGHWAY, SOUTH OF ALMA	42	213	0	47	213	0	0	42	42	0	42	47
PDC13-009 (IND) COMMUNICATION HILL	10	127	2	0	36	0	11	4	0	5	26	0
PDC13-009 (RES) COMMUNICATIONS HILL	6	82	1	0	22	0	7	2	0	3	17	0
PDC13-009 (RET) COMMUNICATIONS HILL	1	4	0	0	2	0	0	0	0	0	0	0
TOTAL:	**64**	**501**	**4**	**55**	**433**	**9**	**21**	**54**	**49**	**14**	**99**	**47**

	LEFT	THRU	RIGHT
NORTH	55	433	9
EAST	14	99	47
SOUTH	64	501	4
WEST	21	54	49

Intersection of: COTTAGE GROVE/MONTEREY (E)

Traffix Node Number: 4104

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
PDC10-026 SUN GARDEN RETAIL CENTER E/SIDE MONTEREY HIGHWAY, SOUTH OF ALMA	0	0	108	159	0	0	0	22	0	66	14	109
TOTAL:	**0**	**0**	**108**	**159**	**0**	**0**	**0**	**22**	**0**	**66**	**14**	**109**

	LEFT	THRU	RIGHT
NORTH	159	0	0
EAST	66	14	109
SOUTH	0	0	108
WEST	0	22	0

Intersection of: COTTAGE GROVE/MONTEREY (E)

Traffix Node Number: 4104

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
PDC10-026 SUN GARDEN RETAIL CENTER E/SIDE MONTEREY HIGHWAY, SOUTH OF ALMA	0	0	169	248	0	0	0	34	0	155	34	255
TOTAL:	**0**	**0**	**169**	**248**	**0**	**0**	**0**	**34**	**0**	**155**	**34**	**255**

	LEFT	THRU	RIGHT
NORTH	248	0	0
EAST	155	34	255
SOUTH	0	0	169
WEST	0	34	0

Intersection of: MONTEREY/SAN JOSE

Traffix Node Number: 3705

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
CP00-07-053 SUPER 8 MOTEL MONTEREY RD & COTTAGE GROVE (SW/C)	0	13	0	0	8	0	0	0	0	0	0	0
PDC02-066 GOBLE LANE GOBLE LN & MONTEREY RD (SW/C)	0	22	0	0	12	0	0	0	0	0	0	0
PDC10-026 SUN GARDEN RETAIL CENTER E/SIDE MONTEREY HIGHWAY, SOUTH OF ALMA	0	93	0	0	56	10	15	0	0	0	0	0
TOTAL:	**0**	**128**	**0**	**0**	**76**	**10**	**15**	**0**	**0**	**0**	**0**	**0**

	LEFT	THRU	RIGHT
NORTH	0	76	10
EAST	0	0	0
SOUTH	0	128	0
WEST	15	0	0

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
CP00-07-053 SUPER 8 MOTEL MONTEREY RD & COTTAGE GROVE (SW/C)	0	8	0	0	13	0	0	0	0	0	0	0
PDC02-066 GOBLE LANE GOBLE LN & MONTEREY RD (SW/C)	0	13	0	0	23	0	0	0	0	0	0	0
PDC10-026 SUN GARDEN RETAIL CENTER E/SIDE MONTEREY HIGHWAY, SOUTH OF ALMA	0	145	0	0	132	24	24	0	0	0	0	0
TOTAL:	**0**	**166**	**0**	**0**	**168**	**24**	**24**	**0**	**0**	**0**	**0**	**0**

	LEFT	THRU	RIGHT
NORTH	0	168	24
EAST	0	0	0
SOUTH	0	166	0
WEST	24	0	0

Intersection of: MONTEREY/PHELAN

Traffix Node Number: 3704

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
PDC02-066 GOBLE LANE GOBLE LN & MONTEREY RD (SW/C)	0	22	0	0	12	0	0	0	0	0	0	0
PDC10-026 SUN GARDEN RETAIL CENTER E/SIDE MONTEREY HIGHWAY, SOUTH OF ALMA	0	82	0	7	49	0	0	0	0	0	0	11
SP13-068 VALLEY RECYCLING 0 SOUTH 7TH STREET SAN JOSE CA 95112	0	0	7	2	0	0	0	0	0	4	0	1
TOTAL:	**0**	**104**	**7**	**9**	**61**	**0**	**0**	**0**	**0**	**4**	**0**	**12**

	LEFT	THRU	RIGHT
NORTH	9	61	0
EAST	4	0	12
SOUTH	0	104	7
WEST	0	0	0

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC02-066 GOBLE LANE GOBLE LN & MONTEREY RD (SW/C)	0	13	0	0	23	0	0	0	0	0	0	0
PDC10-026 SUN GARDEN RETAIL CENTER E/SIDE MONTEREY HIGHWAY, SOUTH OF ALMA	0	128	0	17	115	0	0	0	0	0	0	17
SP13-068 VALLEY RECYCLING 0 SOUTH 7TH STREET SAN JOSE CA 95112	0	0	5	2	0	0	0	0	0	8	0	3
TOTAL:	**0**	**141**	**5**	**19**	**138**	**0**	**0**	**0**	**0**	**8**	**0**	**20**

	LEFT	THRU	RIGHT
NORTH	19	138	0
EAST	8	0	20
SOUTH	0	141	5
WEST	0	0	0

AM APPROVED TRIPS

03/01/2016

Intersection of: KEYES/SECOND

Traffix Node Number: 3616

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	8 Ø	0	0 2+	1	0	0	4	0	3	7	3 Ø
PDC03-029 ART ARK 5TH, 6TH, KEYES	0	0	0	0	0	0	0	0	0	0	0	0
PDC10-026 SUN GARDEN RETAIL CENTER E/SIDE MONTEREY HIGHWAY, SOUTH OF ALMA	0	0	0	0	22	0	0	0	0	15	0	0
PDC13-009 (IND) COMMUNICATION HILL	0	0	0	1	1	2	0	32	0	0	39	0
PDC13-009 (RES) COMMUNICATIONS HILL	0	0	0	0	0	0	0	19	0	0	22	0
PDC13-009 (RET) COMMUNICATIONS HILL	0	0	0	0	0	0	0	0	0	0	1	0
RH98-04-001 OPUS WEST SANTA CLARA/ALMADEN	0	0 Ø	0	0 3	0	0	0	0	0	0	0	0 Ø
TOTAL:	**0**	**8**	**0**	**1**	**24**	**2**	**0**	**55**	**0**	**18**	**69**	**3**

	LEFT	THRU	RIGHT
NORTH	1	24	2
EAST	18	69	3
SOUTH	0	8	0
WEST	0	55	0

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	0	1	0	1	4	2	0	5	0	6	6	1
PDC03-029 ART ARK 5TH, 6TH, KEYES	0	0	0	0	0	0	0	0	0	0	0	0
PDC10-026 SUN GARDEN RETAIL CENTER E/SIDE MONTEREY HIGHWAY, SOUTH OF ALMA	0	0	0	0	34	0	0	0	0	24	0	0
PDC13-009 (IND) COMMUNICATION HILL	0	0	0	16	64	3	0	14	0	0	0	0
PDC13-009 (RES) COMMUNICATIONS HILL	0	0	0	10	42	1	0	9	0	0	0	0
PDC13-009 (RET) COMMUNICATIONS HILL	0	0	0	1	2	1	0	0	0	0	0	0
RH98-04-001 OPUS WEST SANTA CLARA/ALMADEN	0	0	0	0	3	0	0	0	0	0	0	0
TOTAL:	**0**	**1**	**0**	**28**	**149**	**7**	**0**	**28**	**0**	**30**	**6**	**1**

	LEFT	THRU	RIGHT
NORTH	28	149	7
EAST	30	6	1
SOUTH	0	1	0
WEST	0	28	0

AM APPROVED TRIPS

03/01/2016

Intersection of: KEYES/THIRD

Traffix Node Number: 3620

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	11	1	2 Ø	0	0	0	4	0	0	12	4
PDC03-029 ART ARK 5TH, 6TH, KEYES	0	0	0	0	0	0	0	0	0	0	0	0
PDC13-009 (IND) COMMUNICATION HILL	10	18	0	0	0	0	10	23	0	0	24	0
PDC13-009 (RES) COMMUNICATIONS HILL	5	10	0	0	0	0	5	13	0	0	14	0
PDC13-009 (RET) COMMUNICATIONS HILL	1	1	0	0	0	0	0	0	0	0	0	0
RH00-05-005 BOSTON PROP ALMADEN BLVD/WOZ WAY (NW/C)	0	26	0	0	0	0	0	0	0	0	0	0
RH98-04-001 OPUS WEST SANTA CLARA/ALMADEN	0	4	0	0 Ø	0	0	0	0	0	0	0	0
TOTAL:	**16**	**70**	**1**	**2**	**0**	**0**	**15**	**40**	**0**	**0**	**50**	**4**

	LEFT	THRU	RIGHT
NORTH	2	0	0
EAST	0	50	4
SOUTH	16	70	1
WEST	15	40	0

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	0	4	2	11	0	5	0	14	0	0	16	2
PDC03-029 ART ARK 5TH, 6TH, KEYES	0	0	0	0	0	0	0	0	0	0	0	0
PDC13-009 (IND) COMMUNICATION HILL	1	2	63	0	0	0	2	28	0	0	0	0
PDC13-009 (RES) COMMUNICATIONS HILL	0	1	41	0	0	0	0	19	0	0	0	0
PDC13-009 (RET) COMMUNICATIONS HILL	0	0	2	0	0	0	0	1	0	0	0	0
RH00-05-005 BOSTON PROP ALMADEN BLVD/WOZ WAY (NW/C)	0	3	0	0	0	0	0	0	0	0	0	0
RH98-04-001 OPUS WEST SANTA CLARA/ALMADEN	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL:	**1**	**10**	**108**	**11**	**0**	**5**	**2**	**62**	**0**	**0**	**16**	**2**

	LEFT	THRU	RIGHT
NORTH	11	0	5
EAST	0	16	2
SOUTH	1	10	108
WEST	2	62	0

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	1	19	2	2	22	1	1	12	1	4	44	7
PD08-029 VIRGINIA TERRACE SW QUADRANT OF VIRGINIA STREET AND SIXTH STREET	10	0	0	0	0	8	0	2	19	0	2	0
PDC03-029 ART ARK 5TH, 6TH, KEYES	0	0	0	0	0	0	0	0	0	0	0	0
PDC04-045 VIETNAMTOWN N/S STORY ROAD, 720' SW OF MCLAUGHLIN	0	0	4	0	0	0	0	40	0	3	27	1
PDC10-026 SUN GARDEN RETAIL CENTER E/SIDE MONTEREY HIGHWAY, SOUTH OF ALMA	0	12	4	0	17	4	3	7	0	6	11	0
PDC13-009 (IND) COMMUNICATION HILL	16	0	0	0	0	1	9	0	0	2	0	2
PDC13-009 (RES) COMMUNICATIONS HILL	9	0	0	0	0	0	5	0	0	0	0	0
PDC13-009 (RET) COMMUNICATIONS HILL	1	0	0	0	0	0	0	0	0	0	0	0
RH00-05-005 BOSTON PROP ALMADEN BLVD/WOZ WAY (NW/C)	0	0	0	0	2	0	0	0	0	0	0	0
TOTAL:	**37**	**31**	**10**	**2**	**41**	**14**	**18**	**61**	**20**	**15**	**84**	**10**

	LEFT	THRU	RIGHT
NORTH	2	41	14
EAST	15	84	10
SOUTH	37	31	10
WEST	18	61	20

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	27	3	5	37	8	6	46	4	5	33	5
PD08-029 VIRGINIA TERRACE SW QUADRANT OF VIRGINIA STREET AND SIXTH STREET	18	0	0	0	0	14	0	1	10	0	4	0
PDC03-029 ART ARK 5TH, 6TH, KEYES	0	0	0	0	0	0	0	0	0	0	0	0
PDC04-045 VIETNAMTOWN N/S STORY ROAD, 720' SW OF MCLAUGHLIN	0	0	8	0	0	0	0	85	0	7	84	2
PDC10-026 SUN GARDEN RETAIL CENTER E/SIDE MONTEREY HIGHWAY, SOUTH OF ALMA	0	27	10	0	27	7	7	17	0	10	17	0
PDC13-009 (IND) COMMUNICATION HILL	0	0	0	4	27	0	48	50	0	1	0	0
PDC13-009 (RES) COMMUNICATIONS HILL	0	0	0	2	17	0	30	32	0	0	0	0
PDC13-009 (RET) COMMUNICATIONS HILL	0	0	0	0	1	0	2	2	0	0	0	0
RH00-05-005 BOSTON PROP ALMADEN BLVD/WOZ WAY (NW/C)	0	0	0	0	23	0	0	0	0	0	0	0
TOTAL:	**20**	**54**	**21**	**11**	**132**	**29**	**93**	**233**	**14**	**23**	**138**	**7**

	LEFT	THRU	RIGHT
NORTH	11	132	29
EAST	23	138	7
SOUTH	20	54	21
WEST	93	233	14

Intersection of: ALMA/SEVENTH

Traffix Node Number: 3238

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
PDC02-066 GOBLE LANE GOBLE LN & MONTEREY RD (SW/C)	0	6	0	0	3	0	0	0	0	0	0	0
PDC10-026 SUN GARDEN RETAIL CENTER E/SIDE MONTEREY HIGHWAY, SOUTH OF ALMA	2	0	0	0	0	24	16	37	7	0	56	0
SP13-068 VALLEY RECYCLING 0 SOUTH 7TH STREET SAN JOSE CA 95112	3	4	1	0	7	0	0	0	4	2	0	0
TOTAL:	**5**	**10**	**1**	**0**	**10**	**24**	**16**	**37**	**11**	**2**	**56**	**0**

	LEFT	THRU	RIGHT
NORTH	0	10	24
EAST	2	56	0
SOUTH	5	10	1
WEST	16	37	11

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
PDC02-066 GOBLE LANE GOBLE LN & MONTEREY RD (SW/C)	0	3	0	0	7	0	0	0	0	0	0	0
PDC10-026 SUN GARDEN RETAIL CENTER E/SIDE MONTEREY HIGHWAY, SOUTH OF ALMA	3	0	0	0	0	37	37	88	17	0	88	0
SP13-068 VALLEY RECYCLING 0 SOUTH 7TH STREET SAN JOSE CA 95112	5	8	3	0	5	0	0	0	4	2	0	0
TOTAL:	**8**	**11**	**3**	**0**	**12**	**37**	**37**	**88**	**21**	**2**	**88**	**0**

	LEFT	THRU	RIGHT
NORTH	0	12	37
EAST	2	88	0
SOUTH	8	11	3
WEST	37	88	21

Intersection of: PHELAN/SEVENTH

Traffix Node Number: 3901

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
SP13-047 DRG RECYCLING FACILITY 215 LEO AVENUE	2	2	2	0	2	0	0	0	2	2	0	0
TOTAL:	**2**	**2**	**2**	**0**	**2**	**0**	**0**	**0**	**2**	**2**	**0**	**0**

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

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
SP13-047 DRG RECYCLING FACILITY 215 LEO AVENUE	2	2	2	0	2	0	0	0	2	2	0	0
TOTAL:	**2**	**2**	**2**	**0**	**2**	**0**	**0**	**0**	**2**	**2**	**0**	**0**

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

Intersection of: KEYES/TENTH

Traffix Node Number: 3619

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	0	0	0	2	12	8	0	6	0	1	29	0
NSJ NORTH SAN JOSE	0	0	0	1	1	0	0	6	0	0	2	0
PDC03-029 ART ARK 5TH, 6TH, KEYES	0	0	0	0	0	0	0	0	0	0	0	0
PDC04-045 VIETNAMTOWN N/S STORY ROAD, 720' SW OF MCLAUGHLIN	0	0	0	25	0	0	0	24	0	5	30	0
PDC10-026 SUN GARDEN RETAIL CENTER E/SIDE MONTEREY HIGHWAY, SOUTH OF ALMA	0	0	0	0	35	9	0	12	0	6	9	0
PDC13-009 (IND) COMMUNICATION HILL	0	0	0	5	24	0	0	0	0	0	8	0
PDC13-009 (RES) COMMUNICATIONS HILL	0	0	0	2	14	0	0	0	0	0	4	0
PDC13-009 (RET) COMMUNICATIONS HILL	0	0	0	1	1	0	0	0	0	0	0	0
TOTAL:	**0**	**0**	**0**	**36**	**87**	**17**	**0**	**48**	**0**	**12**	**82**	**0**

	LEFT	THRU	RIGHT
NORTH	36	87	17
EAST	12	82	0
SOUTH	0	0	0
WEST	0	48	0

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	0	0	0	8	61	52	0	40	2	5	29	0
NSJ NORTH SAN JOSE	0	0	0	32	39	3	0	3	0	0	1	0
PDC03-029 ART ARK 5TH, 6TH, KEYES	0	0	0	0	0	0	0	0	0	0	0	0
PDC04-045 VIETNAMTOWN N/S STORY ROAD, 720' SW OF MCLAUGHLIN	0	0	0	53	0	0	0	83	0	15	93	0
PDC10-026 SUN GARDEN RETAIL CENTER E/SIDE MONTEREY HIGHWAY, SOUTH OF ALMA	0	0	0	0	54	14	0	27	0	10	14	0
PDC13-009 (IND) COMMUNICATION HILL	0	0	0	0	45	0	0	19	27	18	0	0
PDC13-009 (RES) COMMUNICATIONS HILL	0	0	0	0	28	0	0	12	18	11	0	0
PDC13-009 (RET) COMMUNICATIONS HILL	0	0	0	0	2	0	0	0	1	1	0	0
TOTAL:	**0**	**0**	**0**	**93**	**229**	**69**	**0**	**184**	**48**	**60**	**137**	**0**

	LEFT	THRU	RIGHT
NORTH	93	229	69
EAST	60	137	0
SOUTH	0	0	0
WEST	0	184	48

Intersection of: ALMA/TENTH

Traffix Node Number: 3239

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
PDC02-066 GOBLE LANE GOBLE LN & MONTEREY RD (SW/C)	0	22	0	0	11	0	0	0	0	0	0	0
PDC04-045 VIETNAMTOWN N/S STORY ROAD, 720' SW OF MCLAUGHLIN	0	0	7	0	5	0	0	0	0	0	0	0
PDC10-026 SUN GARDEN RETAIL CENTER E/SIDE MONTEREY HIGHWAY, SOUTH OF ALMA	4	0	0	0	0	41	27	7	3	0	11	0
TOTAL:	**4**	**22**	**7**	**0**	**16**	**41**	**27**	**7**	**3**	**0**	**11**	**0**

	LEFT	THRU	RIGHT
NORTH	0	16	41
EAST	0	11	0
SOUTH	4	22	7
WEST	27	7	3

Intersection of: ALMA/TENTH

Traffix Node Number: 3239

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
PDC02-066 GOBLE LANE GOBLE LN & MONTEREY RD (SW/C)	0	12	0	0	22	0	0	0	0	0	0	0
PDC04-045 VIETNAMTOWN N/S STORY ROAD, 720' SW OF MCLAUGHLIN	0	0	16	0	15	0	0	0	0	0	0	0
PDC10-026 SUN GARDEN RETAIL CENTER E/SIDE MONTEREY HIGHWAY, SOUTH OF ALMA	7	0	0	0	0	64	64	17	7	0	17	0
TOTAL:	**7**	**12**	**16**	**0**	**37**	**64**	**64**	**17**	**7**	**0**	**17**	**0**

	LEFT	THRU	RIGHT
NORTH	0	37	64
EAST	0	17	0
SOUTH	7	12	16
WEST	64	17	7

Intersection of: PHELAN/TENTH

Traffix Node Number: 3740

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
PDC02-066 GOBLE LANE GOBLE LN & MONTEREY RD (SW/C)	0	22	0	0	11	0	0	0	0	0	0	0
TOTAL:	**0**	**22**	**0**	**0**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

	LEFT	THRU	RIGHT
NORTH	0	11	0
EAST	0	0	0
SOUTH	0	22	0
WEST	0	0	0

Intersection of: PHELAN/TENTH

Traffix Node Number: 3740

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
PDC02-066 GOBLE LANE GOBLE LN & MONTEREY RD (SW/C)	0	12	0	0	22	0	0	0	0	0	0	0
TOTAL:	**0**	**12**	**0**	**0**	**22**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

	LEFT	THRU	RIGHT
NORTH	0	22	0
EAST	0	0	0
SOUTH	0	12	0
WEST	0	0	0

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	1	19	0	0	0	0	3	13	0	0	25	0
NSJ NORTH SAN JOSE	0	0	0	0	0	0	8	35	0	0	10	14
PDC03-029 ART ARK 5TH, 6TH, KEYES	0	0	0	0	0	0	0	0	0	0	0	0
PDC04-045 VIETNAMTOWN N/S STORY ROAD, 720' SW OF MCLAUGHLIN	0	0	0	0	0	0	0	69	0	0	34	17
PDC10-026 SUN GARDEN RETAIL CENTER E/SIDE MONTEREY HIGHWAY, SOUTH OF ALMA	0	23	4	0	0	0	6	6	0	0	15	0
PDC13-009 (IND) COMMUNICATION HILL	15	23	9	0	0	0	0	4	0	0	0	6
PDC13-009 (RES) COMMUNICATIONS HILL	9	13	5	0	0	0	0	2	0	0	0	3
PDC13-009 (RET) COMMUNICATIONS HILL	0	1	0	0	0	0	0	0	0	0	0	0
TOTAL:	**25**	**79**	**18**	**0**	**0**	**0**	**17**	**129**	**0**	**0**	**84**	**40**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	0	84	40
SOUTH	25	79	18
WEST	17	129	0

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	2	34	3	0	0	0	8	94	0	0	33	0
NSJ NORTH SAN JOSE	0	0	0	0	0	0	2	26	0	0	1	2
PDC03-029 ART ARK 5TH, 6TH, KEYES	0	0	0	0	0	0	0	0	0	0	0	0
PDC04-045 VIETNAMTOWN N/S STORY ROAD, 720' SW OF MCLAUGHLIN	0	0	0	0	0	0	0	145	0	0	108	53
PDC10-026 SUN GARDEN RETAIL CENTER E/SIDE MONTEREY HIGHWAY, SOUTH OF ALMA	0	54	10	0	0	0	14	14	0	0	24	0
PDC13-009 (IND) COMMUNICATION HILL	0	18	2	0	0	0	0	0	0	0	16	8
PDC13-009 (RES) COMMUNICATIONS HILL	0	11	1	0	0	0	0	0	0	0	10	4
PDC13-009 (RET) COMMUNICATIONS HILL	0	1	0	0	0	0	0	0	0	0	0	0
TOTAL:	**2**	**118**	**16**	**0**	**0**	**0**	**24**	**279**	**0**	**0**	**192**	**67**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	0	192	67
SOUTH	2	118	16
WEST	24	279	0

Intersection of: KEYES/SENTER

Traffix Node Number: 3617

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	18	0	5	0	0	0	0	4	3	3	13	0
NSJ NORTH SAN JOSE	24	0	7	0	0	0	0	1	0	0	1	0
PDC03-029 ART ARK 5TH, 6TH, KEYES	0	0	0	0	0	0	0	0	0	0	0	0
PDC04-045 VIETNAMTOWN N/S STORY ROAD, 720' SW OF MCLAUGHLIN	0	0	7	0	0	0	0	69	0	5	52	0
TOTAL:	**42**	**0**	**19**	**0**	**0**	**0**	**0**	**74**	**3**	**8**	**66**	**0**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	8	66	0
SOUTH	42	0	19
WEST	0	74	3

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	50	0	34	0	0	0	0	73	36	28	41	0
NSJ NORTH SAN JOSE	3	0	2	0	0	0	0	19	9	2	4	0
PDC03-029 ART ARK 5TH, 6TH, KEYES	0	0	0	0	0	0	0	0	0	0	0	0
PDC04-045 VIETNAMTOWN N/S STORY ROAD, 720' SW OF MCLAUGHLIN	0	0	28	0	0	0	0	145	0	15	161	0
TOTAL:	**53**	**0**	**64**	**0**	**0**	**0**	**0**	**237**	**45**	**45**	**206**	**0**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	45	206	0
SOUTH	53	0	64
WEST	0	237	45

Intersection of: ALMA/SENTER

Traffix Node Number: 3237

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
PDC02-066 GOBLE LANE GOBLE LN & MONTEREY RD (SW/C)	0	6	0	0	3	0	0	0	0	0	0	0
PDC04-045 VIETNAMTOWN N/S STORY ROAD, 720' SW OF MCLAUGHLIN	0	7	0	0	5	0	7	0	0	0	0	0
TOTAL:	**0**	**13**	**0**	**0**	**8**	**0**	**7**	**0**	**0**	**0**	**0**	**0**

	LEFT	THRU	RIGHT
NORTH	0	8	0
EAST	0	0	0
SOUTH	0	13	0
WEST	7	0	0

Intersection of: ALMA/SENTER

Traffix Node Number: 3237

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
PDC02-066 GOBLE LANE GOBLE LN & MONTEREY RD (SW/C)	0	3	0	0	7	0	0	0	0	0	0	0
PDC04-045 VIETNAMTOWN N/S STORY ROAD, 720' SW OF MCLAUGHLIN	0	16	0	0	15	0	16	0	0	0	0	0
TOTAL:	**0**	**19**	**0**	**0**	**22**	**0**	**16**	**0**	**0**	**0**	**0**	**0**

	LEFT	THRU	RIGHT
NORTH	0	22	0
EAST	0	0	0
SOUTH	0	19	0
WEST	16	0	0

AM APPROVED TRIPS

03/01/2016

Intersection of: VINE/WILLOW

Traffix Node Number: 3835

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	15 ø	0	0	1	0	0	2	0	0	3	0
NSJ NORTH SAN JOSE	0	0	0	0	0	0	0	9	1	0	0	0
PDC84-07-059 RIVER PARK II PARK & WOZ (SE/C)	0	0	0	0	0	0	0	0	0	0	0	0
RH00-05-005 BOSTON PROP ALMADEN BLVD/WOZ WAY (NW/C)	0	0	0	0	2	0	0	0	0	0	0	0
RH98-04-001 OPUS WEST SANTA CLARA/ALMADEN	0	ø	0	0	0	0	0	0	0	0	0	0
TOTAL:	**0**	**15**	**0**	**0**	**3**	**0**	**0**	**11**	**1**	**0**	**3**	**0**

	LEFT	THRU	RIGHT
NORTH	0	3	0
EAST	0	3	0
SOUTH	0	15	0
WEST	0	11	1

Intersection of: VINE/WILLOW

Traffix Node Number: 3835

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	1	4	1	1	21	4	0	10	1	0	8	1
NSJ NORTH SAN JOSE	0	0	0	3	35	1	0	0	0	3	20	0
PDC84-07-059 RIVER PARK II PARK & WOZ (SE/C)	0	0	0	0	0	0	0	0	0	0	0	0
RH00-05-005 BOSTON PROP ALMADEN BLVD/WOZ WAY (NW/C)	0	0	0	0	31	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:	**1**	**4**	**1**	**4**	**91**	**5**	**0**	**10**	**1**	**3**	**28**	**1**

	LEFT	THRU	RIGHT
NORTH	4	91	5
EAST	3	28	1
SOUTH	1	4	1
WEST	0	10	1

AM APPROVED TRIPS

03/01/2016

Intersection of: ALMA/VINE

Traffix Node Number: 3240

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	12	0	0	2	1	0	10	3	0	16	1
PDC10-026 SUN GARDEN RETAIL CENTER E/SIDE MONTEREY HIGHWAY, SOUTH OF ALMA	0	0	0	0	0	0	0	43	0	0	29	0
PDC13-009 (IND) COMMUNICATION HILL	0	0	0	0	4	0	0	6	6	0	16	0
PDC13-009 (RES) COMMUNICATIONS HILL	0	0	0	0	1	0	0	3	3	0	9	0
PDC13-009 (RET) COMMUNICATIONS HILL	0	0	0	0	0	0	0	0	0	0	1	0
TOTAL:	**2**	**12**	**0**	**0**	**7**	**1**	**0**	**62**	**12**	**0**	**71**	**1**

	LEFT	THRU	RIGHT
NORTH	0	7	1
EAST	0	71	1
SOUTH	2	12	0
WEST	0	62	12

Intersection of: ALMA/VINE

Traffix Node Number: 3240

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	2	0	1	20	8	0	13	7	0	24	1
PDC10-026 SUN GARDEN RETAIL CENTER E/SIDE MONTEREY HIGHWAY, SOUTH OF ALMA	0	0	0	0	0	0	0	68	0	0	68	0
PDC13-009 (IND) COMMUNICATION HILL	0	0	0	0	43	1	0	0	48	0	15	0
PDC13-009 (RES) COMMUNICATIONS HILL	0	0	0	0	27	0	0	0	30	0	9	0
PDC13-009 (RET) COMMUNICATIONS HILL	0	0	0	0	2	0	0	0	2	0	0	0
TOTAL:	**2**	**2**	**0**	**1**	**92**	**9**	**0**	**81**	**87**	**0**	**116**	**1**

	LEFT	THRU	RIGHT
NORTH	1	92	9
EAST	0	116	1
SOUTH	2	2	0
WEST	0	81	87

AM APPROVED TRIPS

03/01/2016

Intersection of: ALMADEN/WILLOW

Traffix Node Number: 3254

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	6 15+	0	0	0	0	0	1	0	0	1	0
NSJ NORTH SAN JOSE	2	64	2	0	0	0	1	9	0	0	5	2
PDC84-07-059 RIVER PARK II PARK & WOZ (SE/C)	0	0	0	0	0	0	0	0	0	0	0	0
RH00-05-005 BOSTON PROP ALMADEN BLVD/WOZ WAY (NW/C)	0	34	0	0	0	0	0	0	0	0	0	0
RH98-04-001 OPUS WEST SANTA CLARA/ALMADEN	0	5 124	0	0	0	0	0	0	0	0	0	0
TOTAL:	**2**	~~109~~	**2**	**0**	**0**	**0**	**1**	**10**	**0**	**0**	**6**	**2**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	0	6	2
SOUTH	2	109	2
WEST	1	10	0

Intersection of: ALMADEN/WILLOW

Traffix Node Number: 3254

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	7	2	2	37	7	1	14	1	1	14	2
NSJ NORTH SAN JOSE	0	3	0	0	0	0	0	0	0	0	16	7
PDC84-07-059 RIVER PARK II PARK & WOZ (SE/C)	0	0	0	0	0	0	0	0	0	0	0	0
RH00-05-005 BOSTON PROP ALMADEN BLVD/WOZ WAY (NW/C)	0	4	0	0	0	0	0	0	0	0	0	0
RH98-04-001 OPUS WEST SANTA CLARA/ALMADEN	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL:	**2**	**14**	**2**	**2**	**37**	**7**	**1**	**14**	**1**	**1**	**30**	**9**

	LEFT	THRU	RIGHT
NORTH	2	37	7
EAST	1	30	9
SOUTH	2	14	2
WEST	1	14	1

AM APPROVED TRIPS

03/01/2016

Intersection of: ALMA/ALMADEN

Traffix Node Number: 3234

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	3	20	11	0	2	0	0	9	0	1	7	1
PDC10-026 SUN GARDEN RETAIL CENTER E/SIDE MONTEREY HIGHWAY, SOUTH OF ALMA	0	0	11	0	0	0	0	43	0	7	29	0
PDC13-009 (IND) COMMUNICATION HILL	7	18	0	0	0	0	0	7	0	30	8	0
PDC13-009 (RES) COMMUNICATIONS HILL	4	10	0	0	0	0	0	3	0	18	4	0
PDC13-009 (RET) COMMUNICATIONS HILL	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL:	**14**	**48**	**22**	**0**	**2**	**0**	**0**	**62**	**0**	**56**	**48**	**1**

	LEFT	THRU	RIGHT
NORTH	0	2	0
EAST	56	48	1
SOUTH	14	48	22
WEST	0	62	0

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	3	4	4	1	18	7	0	18	0	14	11	1
PDC10-026 SUN GARDEN RETAIL CENTER E/SIDE MONTEREY HIGHWAY, SOUTH OF ALMA	0	0	17	0	0	0	0	68	0	17	68	0
PDC13-009 (IND) COMMUNICATION HILL	17	1	21	0	0	0	0	0	0	10	0	0
PDC13-009 (RES) COMMUNICATIONS HILL	11	0	13	0	0	0	0	0	0	6	0	0
PDC13-009 (RET) COMMUNICATIONS HILL	0	0	1	0	0	0	0	0	0	1	0	0
TOTAL:	**31**	**5**	**56**	**1**	**18**	**7**	**0**	**86**	**0**	**48**	**79**	**1**

	LEFT	THRU	RIGHT
NORTH	1	18	7
EAST	48	79	1
SOUTH	31	5	56
WEST	0	86	0

Intersection of: ALMADEN/ALMADEN (N)

Traffix Node Number: 3245

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
PDC13-034 1821 ALMADEN RD CONDOS 1821 ALMADEN ROAD	0	0	0	0	0	5	5	0	0	0	0	0
TOTAL:	**0**	**0**	**0**	**0**	**0**	**5**	**5**	**0**	**0**	**0**	**0**	**0**

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

Intersection of: ALMADEN/ALMADEN (N)

Traffix Node Number: 3245

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
PDC13-034 1821 ALMADEN RD CONDOS 1821 ALMADEN ROAD	0	0	0	0	0	8	8	0	0	0	0	0
TOTAL:	**0**	**0**	**0**	**0**	**0**	**8**	**8**	**0**	**0**	**0**	**0**	**0**

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

Intersection of: ALMADEN/SAN CARLOS

Traffix Node Number: 3061

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
CIM-BLOCK3 BLOCK 3 DOWNTOWN	0	0	8	5	0	0	0	7	0	3	23	0
CIM-FOUNTAIN FOUNTAIN ALLEY DOWNTOWN	0	0	2	0	0	0	0	0	0	1	1	0
DOWNTOWN DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	5	83	15	4	10	4	9	24	1	6	21	7
NSJ NORTH SAN JOSE	1	29	5	0	0	0	1	4	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
RH00-05-005 BOSTON PROP ALMADEN BLVD/WOZ WAY (NW/C)	14	5	17	0	92	0	0	0	122	71	0	0
RH98-04-001 OPUS WEST SANTA CLARA/ALMADEN	0	5	0	0	1	0	2	0	0	0	0	0
TOTAL:	**20**	**122**	**47**	**9**	**103**	**4**	**12**	**35**	**123**	**81**	**47**	**7**

	LEFT	THRU	RIGHT
NORTH	9	103	4
EAST	81	47	7
SOUTH	20	122	47
WEST	12	35	123

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
CIM-BLOCK3 BLOCK 3 DOWNTOWN	0	0	22	9	0	0	0	19	0	5	27	0
CIM-FOUNTAIN FOUNTAIN ALLEY DOWNTOWN	0	0	3	0	0	0	0	0	0	2	1	0
DOWNTOWN DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	7	22	12	20	166	18	12	67	20	26	67	10
NSJ NORTH SAN JOSE	1	3	1	4	40	4	0	1	0	1	3	0
PDC84-07-059 RIVER PARK II PARK & WOZ (SE/C)	0	0	0	0	0	0	0	0	0	0	0	0
RH00-05-005 BOSTON PROP ALMADEN BLVD/WOZ WAY (NW/C)	204	66	236	0	11	0	0	0	15	9	0	0
RH98-04-001 OPUS WEST SANTA CLARA/ALMADEN	0	0	0	0	15	6	0	0	0	0	0	0
TOTAL:	**212**	**91**	**274**	**33**	**232**	**28**	**12**	**87**	**35**	**43**	**98**	**10**

	LEFT	THRU	RIGHT
NORTH	33	232	28
EAST	43	98	10
SOUTH	212	91	274
WEST	12	87	35

Intersection of: 280/ALMADEN

Traffix Node Number: 3957

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	0	70	0	0	13	5	0	0	0	4	57	137
DOWNTOWN STRATEGY PLAN 2000												
DOWNTOWN CORE												
TOTAL:	**0**	**70**	**0**	**0**	**13**	**5**	**0**	**0**	**0**	**4**	**57**	**137**

	LEFT	THRU	RIGHT
NORTH	0	13	5
EAST	4	57	137
SOUTH	0	70	0
WEST	0	0	0

Intersection of: 280/ALMADEN

Traffix Node Number: 3957

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	0	29	0	0	175	83	0	0	0	6	55	19
DOWNTOWN STRATEGY PLAN 2000												
DOWNTOWN CORE												
TOTAL:	**0**	**29**	**0**	**0**	**175**	**83**	**0**	**0**	**0**	**6**	**55**	**19**

	LEFT	THRU	RIGHT
NORTH	0	175	83
EAST	6	55	19
SOUTH	0	29	0
WEST	0	0	0

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Intersection of: GRANT/VINE

Traffix Node Number: 3559

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	61 → 0	0	6	5	0	82	8	6 → 4+	0	0	0
NSJ NORTH SAN JOSE	0	0	0	0	0	0	0	0	0	0	0	0
PDC84-07-059 RIVER PARK II PARK & WOZ (SE/C)	0	0	0	0	0	0	0	0	0	0	0	0
RH00-05-005 BOSTON PROP ALMADEN BLVD/WOZ WAY (NW/C)	0	0	0	0	4	0	240	0	0	0	0	0
RH98-04-001 OPUS WEST SANTA CLARA/ALMADEN	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL:	**0**	**61 → 0**	**0**	**6**	**9**	**0**	**322**	**8**	**6 → 10**	**0**	**0**	**0**

	LEFT	THRU	RIGHT
NORTH	6	9	0
EAST	0	0	0
SOUTH	0	61	0
WEST	322	8	6

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	7	0	29	27	0	16	1	6	0	0	0
NSJ NORTH SAN JOSE	0	0	0	1	39	0	0	0	0	0	0	0
PDC84-07-059 RIVER PARK II PARK & WOZ (SE/C)	0	0	0	0	0	0	0	0	0	0	0	0
RH00-05-005 BOSTON PROP ALMADEN BLVD/WOZ WAY (NW/C)	0	0	0	0	54	0	30	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**	**7**	**0**	**30**	**124**	**0**	**46**	**1**	**6**	**0**	**0**	**0**

	LEFT	THRU	RIGHT
NORTH	30	124	0
EAST	0	0	0
SOUTH	0	7	0
WEST	46	1	6

Intersection of: ALMADEN/REED

Traffix Node Number: 3250

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	70	26	0	0	0	0	0	0	0	40	2
NSJ NORTH SAN JOSE	0	48	10	0	0	0	0	0	0	0	7	0
PDC84-07-059 RIVER PARK II PARK & WOZ (SE/C)	0	0	0	0	0	0	0	0	0	0	0	0
RH00-05-005 BOSTON PROP ALMADEN BLVD/WOZ WAY (NW/C)	0	34	0	0	0	0	0	0	0	0	195	0
RH98-04-001 OPUS WEST SANTA CLARA/ALMADEN	0	5	0	0	0	0	0	0	0	0	0	0
TOTAL:	**0**	**157**	**36**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**242**	**2**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	0	242	2
SOUTH	0	157	36
WEST	0	0	0

Intersection of: ALMADEN/REED

Traffix Node Number: 3250

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	131	69	0	0	0	0	0	0	0	139	5
NSJ NORTH SAN JOSE	0	3	1	0	0	0	0	0	0	0	11	0
PDC84-07-059 RIVER PARK II PARK & WOZ (SE/C)	0	0	0	0	0	0	0	0	0	0	0	0
RH00-05-005 BOSTON PROP ALMADEN BLVD/WOZ WAY (NW/C)	0	4	0	0	0	0	0	0	0	0	24	0
RH98-04-001 OPUS WEST SANTA CLARA/ALMADEN	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL:	**0**	**138**	**70**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**174**	**5**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	0	174	5
SOUTH	0	138	70
WEST	0	0	0

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Intersection of: ALMADEN/GRANT

Traffix Node Number: 3247

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	46 61+	0	0	0	0	11	0	4 0	0	0	0
NSJ NORTH SAN JOSE	0	57	0	0	0	0	1	0	0	0	0	0
PDC84-07-059 RIVER PARK II PARK & WOZ (SE/C)	0	0	0	0	0	0	0	0	0	0	0	0
RH00-05-005 BOSTON PROP ALMADEN BLVD/WOZ WAY (NW/C)	0	34	0	0	0	0	0	0	0	0	0	0
RH98-04-001 OPUS WEST SANTA CLARA/ALMADEN	0	5	0	0	0	0	0	0	0	0	0	0
		203							0			
TOTAL:	**2**	**142**	**0**	**0**	**0**	**0**	**12**	**0**	**4**	**0**	**0**	**0**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	0	0	0
SOUTH	2	142	0
WEST	12	0	4

Intersection of: ALMADEN/GRANT

Traffix Node Number: 3247

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	4	90	0	0	0	0	31	0	155	0	0	0
NSJ NORTH SAN JOSE	0	5	0	0	0	0	0	0	0	0	0	0
PDC84-07-059 RIVER PARK II PARK & WOZ (SE/C)	0	0	0	0	0	0	0	0	0	0	0	0
RH00-05-005 BOSTON PROP ALMADEN BLVD/WOZ WAY (NW/C)	0	4	0	0	0	0	0	0	0	0	0	0
RH98-04-001 OPUS WEST SANTA CLARA/ALMADEN	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL:	**4**	**99**	**0**	**0**	**0**	**0**	**31**	**0**	**155**	**0**	**0**	**0**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	0	0	0
SOUTH	4	99	0
WEST	31	0	155

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	10	0	0	2	0	1	1	0	0	2	1
PDC13-009 (IND) COMMUNICATION HILL	0	9	2	1	6	1	0	1	0	0	9	0
PDC13-009 (RES) COMMUNICATIONS HILL	0	4	0	0	3	0	0	0	0	0	4	0
PDC13-009 (RET) COMMUNICATIONS HILL	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL:	**0**	**23**	**2**	**1**	**11**	**1**	**1**	**2**	**0**	**0**	**15**	**1**

	LEFT	THRU	RIGHT
NORTH	1	11	1
EAST	0	15	1
SOUTH	0	23	2
WEST	1	2	0

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	3	12	5	4	39	9	4	13	7	4	8	3
PDC13-009 (IND) COMMUNICATION HILL	0	6	0	0	8	0	1	1	0	1	0	3
PDC13-009 (RES) COMMUNICATIONS HILL	0	3	0	0	4	0	0	0	0	0	0	1
PDC13-009 (RET) COMMUNICATIONS HILL	0	1	0	0	0	0	0	0	0	0	0	1
TOTAL:	**3**	**22**	**5**	**4**	**51**	**9**	**5**	**14**	**7**	**5**	**8**	**8**

	LEFT	THRU	RIGHT
NORTH	4	51	9
EAST	5	8	8
SOUTH	3	22	5
WEST	5	14	7

Intersection of: BIRD/WILLOW

Traffix Node Number: 3305

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
CP14-001 ALMA CHILD CARE CENTER 585 W ALMA AVE	2	2	0	6	6	0	0	1	1	0	2	2
DOWNTOWN DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	1	9	1	1	2	0	1	2	0	0	2	1
TOTAL:	**3**	**11**	**1**	**7**	**8**	**0**	**1**	**3**	**1**	**0**	**4**	**3**

	LEFT	THRU	RIGHT
NORTH	7	8	0
EAST	0	4	3
SOUTH	3	11	1
WEST	1	3	1

Intersection of: BIRD/WILLOW

Traffix Node Number: 3305

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
CP14-001 ALMA CHILD CARE CENTER 585 W ALMA AVE	1	7	0	2	2	0	0	2	2	0	1	7
DOWNTOWN DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	5	9	5	8	32	5	5	14	10	3	10	4
TOTAL:	**6**	**16**	**5**	**10**	**34**	**5**	**5**	**16**	**12**	**3**	**11**	**11**

	LEFT	THRU	RIGHT
NORTH	10	34	5
EAST	3	11	11
SOUTH	6	16	5
WEST	5	16	12

Intersection of: LINCOLN/MINNESOTA

Traffix Node Number: 3650

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	1	11	1	0	2	0	0	1	0	0	2	1
PDC13-009 (IND) COMMUNICATION HILL	1	1	0	0	5	1	0	4	4	1	17	10
PDC13-009 (RES) COMMUNICATIONS HILL	0	0	0	0	2	0	0	2	1	0	10	5
PDC13-009 (RET) COMMUNICATIONS HILL	0	0	0	0	1	0	0	0	0	0	0	0
TOTAL:	**2**	**12**	**1**	**0**	**10**	**1**	**0**	**7**	**5**	**1**	**29**	**16**

	LEFT	THRU	RIGHT
NORTH	0	10	1
EAST	1	29	16
SOUTH	2	12	1
WEST	0	7	5

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	3	18	4	4	42	5	1	15	5	2	12	4
PDC13-009 (IND) COMMUNICATION HILL	3	6	1	1	6	2	0	2	0	0	1	0
PDC13-009 (RES) COMMUNICATIONS HILL	1	3	0	0	3	0	0	0	0	0	0	0
PDC13-009 (RET) COMMUNICATIONS HILL	0	1	0	0	1	0	0	0	0	0	0	0
TOTAL:	**7**	**28**	**5**	**5**	**52**	**7**	**1**	**17**	**5**	**2**	**13**	**4**

	LEFT	THRU	RIGHT
NORTH	5	52	7
EAST	2	13	4
SOUTH	7	28	5
WEST	1	17	5

Intersection of: BIRD/MINNESOTA

Traffix Node Number: 3303

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
CP14-001 ALMA CHILD CARE CENTER 585 W ALMA AVE	0	0	4	8	0	0	0	4	0	0	0	4
DOWNTOWN DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	0	3	1	0	1	0	1	2	0	0	2	0
TOTAL:	**0**	**3**	**5**	**8**	**1**	**0**	**1**	**6**	**0**	**0**	**2**	**4**

	LEFT	THRU	RIGHT
NORTH	8	1	0
EAST	0	2	4
SOUTH	0	3	5
WEST	1	6	0

Intersection of: BIRD/MINNESOTA

Traffix Node Number: 3303

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
CP14-001 ALMA CHILD CARE CENTER 585 W ALMA AVE	0	0	0	5	0	0	0	0	0	5	5	8
DOWNTOWN DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	4	17	12	6	51	9	6	29	7	15	22	3
TOTAL:	**4**	**17**	**12**	**11**	**51**	**9**	**6**	**29**	**7**	**20**	**27**	**11**

	LEFT	THRU	RIGHT
NORTH	11	51	9
EAST	20	27	11
SOUTH	4	17	12
WEST	6	29	7

Intersection of: ALMA/LELONG

Traffix Node Number: 3235

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
CP14-001 ALMA CHILD CARE CENTER 585 W ALMA AVE	0	0	0	0	0	13	30	4	0	0	3	0
PDC10-026 SUN GARDEN RETAIL CENTER E/SIDE MONTEREY HIGHWAY, SOUTH OF ALMA	0	0	0	13	0	0	0	30	0	0	20	9
TOTAL:	**0**	**0**	**0**	**13**	**0**	**13**	**30**	**34**	**0**	**0**	**23**	**9**

	LEFT	THRU	RIGHT
NORTH	13	0	13
EAST	0	23	9
SOUTH	0	0	0
WEST	30	34	0

Intersection of: ALMA/LELONG

Traffix Node Number: 3235

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
CP14-001 ALMA CHILD CARE CENTER 585 W ALMA AVE	0	0	0	0	0	32	14	3	0	0	5	0
PDC10-026 SUN GARDEN RETAIL CENTER E/SIDE MONTEREY HIGHWAY, SOUTH OF ALMA	0	0	0	20	0	0	0	47	0	0	47	20
TOTAL:	**0**	**0**	**0**	**20**	**0**	**32**	**14**	**50**	**0**	**0**	**52**	**20**

	LEFT	THRU	RIGHT
NORTH	20	0	32
EAST	0	52	20
SOUTH	0	0	0
WEST	14	50	0

Intersection of: ALMA/LICK

Traffix Node Number: 3236

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
CP14-001 ALMA CHILD CARE CENTER 585 W ALMA AVE	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

Intersection of: ALMA/LICK

Traffix Node Number: 3236

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
CP14-001 ALMA CHILD CARE CENTER 585 W ALMA AVE	0	0	0	0	0	0	0	3	0	0	5	0
TOTAL:	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**5**	**0**

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

Intersection of: 280/TENTH (N)

Traffix Node Number: 3040

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	0	0	0	0	9	8	0	0	0	4	13	0
NSJ NORTH SAN JOSE	0	0	0	0	0	0	0	0	0	0	0	0
PDC04-045 VIETNAMTOWN N/S STORY ROAD, 720' SW OF MCLAUGHLIN	0	0	0	0	23	0	0	0	0	0	7	0
TOTAL:	**0**	**0**	**0**	**0**	**32**	**8**	**0**	**0**	**0**	**4**	**20**	**0**

	LEFT	THRU	RIGHT
NORTH	0	32	8
EAST	4	20	0
SOUTH	0	0	0
WEST	0	0	0

Intersection of: 280/TENTH (N)

Traffix Node Number: 3040

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	0	0	0	0	163	44	0	0	0	32	42	0
NSJ NORTH SAN JOSE	0	0	0	0	68	18	0	0	0	2	3	0
PDC04-045 VIETNAMTOWN N/S STORY ROAD, 720' SW OF MCLAUGHLIN	0	0	0	0	47	0	0	0	0	0	19	0
TOTAL:	**0**	**0**	**0**	**0**	**278**	**62**	**0**	**0**	**0**	**34**	**64**	**0**

	LEFT	THRU	RIGHT
NORTH	0	278	62
EAST	34	64	0
SOUTH	0	0	0
WEST	0	0	0

Intersection of: 280/TENTH (S)

Traffix Node Number: 3041

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	0	0	0	2	4	0	0	6	2	0	0	0
NSJ NORTH SAN JOSE	0	0	0	0	1	0	0	10	4	0	0	0
PDC04-045 VIETNAMTOWN N/S STORY ROAD, 720' SW OF MCLAUGHLIN	0	0	0	6	15	0	0	0	11	0	0	0
TOTAL:	**0**	**0**	**0**	**8**	**20**	**0**	**0**	**16**	**17**	**0**	**0**	**0**

	LEFT	THRU	RIGHT
NORTH	8	20	0
EAST	0	0	0
SOUTH	0	0	0
WEST	0	16	17

Intersection of: 280/TENTH (S)

Traffix Node Number: 3041

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	0	0	0	35	95	0	0	33	31	0	0	0
NSJ NORTH SAN JOSE	0	0	0	20	53	0	0	1	0	0	0	0
PDC04-045 VIETNAMTOWN N/S STORY ROAD, 720' SW OF MCLAUGHLIN	0	0	0	14	33	0	0	0	20	0	0	0
TOTAL:	**0**	**0**	**0**	**69**	**181**	**0**	**0**	**34**	**51**	**0**	**0**	**0**

	LEFT	THRU	RIGHT
NORTH	69	181	0
EAST	0	0	0
SOUTH	0	0	0
WEST	0	34	51

Intersection of: 280/ELEVENTH (N)

Traffix Node Number: 3034

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	11	39	0	0	0	0	0	0	0	0	5	13
NSJ NORTH SAN JOSE	16	58	0	0	0	0	0	0	0	0	2	7
PD01-088 FIRST UNITED METHODIST CHURCH SANTA CLARA ST & FIFTH ST (NE/C)	0	2	0	0	0	0	9	3	0	0	0	0
PDC04-045 VIETNAMTOWN N/S STORY ROAD, 720' SW OF MCLAUGHLIN	2	11	0	0	0	0	0	0	0	0	0	4
TOTAL:	**29**	**110**	**0**	**0**	**0**	**0**	**9**	**3**	**0**	**0**	**7**	**24**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	0	7	24
SOUTH	29	110	0
WEST	9	3	0

Intersection of: 280/ELEVENTH (N)

Traffix Node Number: 3034

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	9	27	0	0	0	0	0	0	0	0	11	12
NSJ NORTH SAN JOSE	0	2	0	0	0	0	0	0	0	0	2	3
PD01-088 FIRST UNITED METHODIST CHURCH SANTA CLARA ST & FIFTH ST (NE/C)	0	1	0	0	0	0	3	11	0	0	0	0
PDC04-045 VIETNAMTOWN N/S STORY ROAD, 720' SW OF MCLAUGHLIN	8	33	0	0	0	0	0	0	0	0	0	14
TOTAL:	**17**	**63**	**0**	**0**	**0**	**0**	**3**	**11**	**0**	**0**	**13**	**29**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	0	13	29
SOUTH	17	63	0
WEST	3	11	0

Intersection of: 280/ELEVENTH (S)

Traffix Node Number: 3035

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	48	9	0	0	0	17	6	0	0	0	0
NSJ NORTH SAN JOSE	0	54	10	0	0	0	10	3	0	0	0	0
PD01-088 FIRST UNITED METHODIST CHURCH SANTA CLARA ST & FIFTH ST (NE/C)	0	0	11	0	0	0	0	10	0	0	0	0
PDC04-045 VIETNAMTOWN N/S STORY ROAD, 720' SW OF MCLAUGHLIN	0	9	0	0	0	0	0	3	0	0	0	0
TOTAL:	**0**	**111**	**30**	**0**	**0**	**0**	**27**	**22**	**0**	**0**	**0**	**0**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	0	0	0
SOUTH	0	111	30
WEST	27	22	0

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	0	31	19	0	0	0	18	21	0	0	0	0
NSJ NORTH SAN JOSE	0	1	1	0	0	0	0	0	0	0	0	0
PD01-088 FIRST UNITED METHODIST CHURCH SANTA CLARA ST & FIFTH ST (NE/C)	0	0	4	0	0	0	0	4	0	0	0	0
PDC04-045 VIETNAMTOWN N/S STORY ROAD, 720' SW OF MCLAUGHLIN	0	33	0	0	0	0	0	12	0	0	0	0
TOTAL:	**0**	**65**	**24**	**0**	**0**	**0**	**18**	**37**	**0**	**0**	**0**	**0**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	0	0	0
SOUTH	0	65	24
WEST	18	37	0

Intersection of: LUCRETIA/STORY

Traffix Node Number: 3658

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
PDC04-045 VIETNAMTOWN N/S STORY ROAD, 720' SW OF MCLAUGHLIN	0	17	0	194	12	38	84	0	0	0	0	191
TOTAL:	**0**	**17**	**0**	**194**	**12**	**38**	**84**	**0**	**0**	**0**	**0**	**191**

	LEFT	THRU	RIGHT
NORTH	194	12	38
EAST	0	0	191
SOUTH	0	17	0
WEST	84	0	0

Intersection of: LUCRETIA/STORY

Traffix Node Number: 3658

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
PDC04-045 VIETNAMTOWN N/S STORY ROAD, 720' SW OF MCLAUGHLIN	0	36	0	575	36	114	177	0	0	0	0	200
TOTAL:	**0**	**36**	**0**	**575**	**36**	**114**	**177**	**0**	**0**	**0**	**0**	**200**

	LEFT	THRU	RIGHT
NORTH	575	36	114
EAST	0	0	200
SOUTH	0	36	0
WEST	177	0	0

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	0	2	0	0	0	0	1	1	0	0	2	1
EEHDP (RES) EEHDP (RESIDENTIAL) EVERGREEN	0	2	0	0	0	0	0	0	1	0	0	0
EEHDP (RETAIL) EEHDP (RETAIL) EVERGREEN	0	1	0	0	0	0	0	0	1	0	0	0
PDC04-045 VIETNAMTOWN N/S STORY ROAD, 720' SW OF MCLAUGHLIN	32	0	0	0	0	55	36	125	22	0	189	0
TOTAL:	**32**	**5**	**0**	**0**	**0**	**55**	**37**	**126**	**24**	**0**	**191**	**1**

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

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	2	6	5	3	17	5	5	19	2	11	17	5
EEHDP (RES) EEHDP (RESIDENTIAL) EVERGREEN	0	1	0	0	0	0	0	0	1	0	0	0
EEHDP (RETAIL) EEHDP (RETAIL) EVERGREEN	1	7	0	0	0	0	0	0	3	0	0	0
PDC04-045 VIETNAMTOWN N/S STORY ROAD, 720' SW OF MCLAUGHLIN	68	0	0	0	0	115	115	392	67	0	393	0
TOTAL:	**71**	**14**	**5**	**3**	**17**	**120**	**120**	**411**	**73**	**11**	**410**	**5**

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

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	0	0	0	0	0	0	0	0	0	0	0	0
EDPZONEB EDP ZONE B EVERGREEN	0	0	0	0	0	0	0	2	0	0	3	0
EDPZONEC EDP ZONE C EVERGREEN	0	0	0	0	0	0	0	0	0	0	0	0
EDPZONED EDP ZONE D EVERGREEN	0	0	0	0	0	0	0	0	0	0	0	0
EDPZONEJ EDP ZONE J EVERGREEN	0	0	0	0	0	0	0	0	0	0	0	0
EDPZONEL EDP ZONE L EVERGREEN	0	0	0	0	0	0	0	0	0	0	1	0
EDPZONEN EDP ZONE N EVERGREEN	0	0	0	0	0	0	0	0	0	0	0	0
EDPZONEO EDP ZONE O EVERGREEN	2	0	0	0	0	0	0	0	2	0	2	0
EDPZONEP EDP ZONE P EVERGREEN	0	6	0	0	3	0	0	0	0	0	0	0
EDPZONEQ EDP ZONE Q EVERGREEN	0	0	0	0	0	0	0	1	0	0	1	0
EDPZONES EDP ZONE S EVERGREEN	0	0	0	0	0	0	0	0	0	0	0	0

Intersection of: KING/STORY

Traffix Node Number: 3628

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
EEHDP (OFFICE) EEHDP (OFFICE) EVERGREEN	0	1	1	0	7	0	0	0	0	0	0	0
EEHDP (RES) EEHDP (RESIDENTIAL) EVERGREEN	8	9	0	0	5	0	0	1	5	0	2	0
EEHDP (RETAIL) EEHDP (RETAIL) EVERGREEN	1	1	1	0	3	0	0	0	3	1	0	0
PDC03-093 SJ REGIONAL MEDICAL CENTER MCKEE RD AND N JACKSON AV	0	12	5	0	7	2	3	1	0	4	1	0
PDC04-045 VIETNAMTOWN N/S STORY ROAD, 720' SW OF MCLAUGHLIN	25	0	0	0	0	57	38	25	17	0	38	0
PDC81-03-017 CAMPUS INDUSTRIAL YERBA BUENA & FOWLER	0	29	0	0	115	0	0	0	0	0	0	0
TOTAL:	**36**	**58**	**7**	**0**	**140**	**59**	**41**	**30**	**27**	**5**	**48**	**0**

	LEFT	THRU	RIGHT
NORTH	0	140	59
EAST	5	48	0
SOUTH	36	58	7
WEST	41	30	27

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	0	0	0	0	0	0	0	0	0	0	0	0
EDPZONEB EDP ZONE B EVERGREEN	0	0	0	0	0	0	0	3	0	0	2	0
EDPZONEC EDP ZONE C EVERGREEN	0	0	0	0	0	0	0	0	0	0	0	0
EDPZONED EDP ZONE D EVERGREEN	0	0	0	0	0	0	0	0	0	0	0	0
EDPZONEJ EDP ZONE J EVERGREEN	0	0	0	0	0	0	0	0	0	0	0	0
EDPZONEL EDP ZONE L EVERGREEN	0	0	0	0	0	0	0	1	0	0	0	0
EDPZONEN EDP ZONE N EVERGREEN	0	0	0	0	0	0	0	0	0	0	0	0
EDPZONEO EDP ZONE O EVERGREEN	2	0	0	0	0	0	0	2	2	0	0	0
EDPZONEP EDP ZONE P EVERGREEN	0	3	0	0	6	0	0	0	0	0	0	0
EDPZONEQ EDP ZONE Q EVERGREEN	0	0	0	0	0	0	0	1	0	0	1	0
EDPZONES EDP ZONE S EVERGREEN	0	0	0	0	0	0	0	0	0	0	0	0

Intersection of: KING/STORY

Traffix Node Number: 3628

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
EEHDP (OFFICE) EEHDP (OFFICE) EVERGREEN	0	6	0	0	1	0	0	0	0	0	0	0
EEHDP (RES) EEHDP (RESIDENTIAL) EVERGREEN	2	2	0	0	4	0	0	1	4	0	1	0
EEHDP (RETAIL) EEHDP (RETAIL) EVERGREEN	8	10	2	0	11	0	0	0	8	2	0	0
PDC03-093 SJ REGIONAL MEDICAL CENTER MCKEE RD AND N JACKSON AV	0	5	2	0	12	3	1	0	0	7	1	0
PDC04-045 VIETNAMTOWN N/S STORY ROAD, 720' SW OF MCLAUGHLIN	52	0	0	0	0	118	118	78	52	0	79	0
PDC81-03-017 CAMPUS INDUSTRIAL YERBA BUENA & FOWLER	0	115	0	0	29	0	0	0	0	0	0	0
TOTAL:	**64**	**141**	**4**	**0**	**63**	**121**	**119**	**86**	**66**	**9**	**84**	**0**

	LEFT	THRU	RIGHT
NORTH	0	63	121
EAST	9	84	0
SOUTH	64	141	4
WEST	119	86	66

Appendix C

Volume Summary Tables

Intersection Number: 1
Traffix Node Number: 3099
Intersection Name: South 1st Street & Willow Street *
Peak Hour: AM
Count Date: 10/30/14

Future Growth % Per Year: 1.200
Number of Years to Buildout: 3

Scenario:	Movements North Approach RT	TH	LT	East Approach RT	TH	LT	South Approach RT	TH	LT	West Approach RT	TH	LT	Total
Existing Conditions	40	240	0	1	2	0	0	1440	4	15	0	86	1828
ATI	2	17	0	0	0	0	0	73	0	0	0	1	93
Project Site Credit	0	4	0	0	0	0	0	3	0	0	0	0	7
Background Conditions	42	261	0	1	2	0	0	1516	4	15	0	87	1928
Project Trips (Gross)	0	7	0	0	0	0	0	23	0	0	0	0	30
Project Site Credit	0	-4	0	0	0	0	0	-3	0	0	0	0	-7
Background + Project Conditions	42	264	0	1	2	0	0	1536	4	15	0	87	1951
Existing + Project Conditions	40	243	0	1	2	0	0	1460	4	15	0	86	1851
Future Conditions													
Future Growth (1.2% per yr)	41	249	0	1	2	0	0	1492	4	16	0	89	1895
Fut Growth No Project Conditions	43	270	0	1	2	0	0	1568	4	16	0	90	1995
Fut Growth + Project Conditions	43	273	0	1	2	0	0	1588	4	16	0	90	2018

Intersection Number: 2
Traffix Node Number: 3097
Intersection Name: South 1st Street & Keyes Street *
Peak Hour: AM
Count Date: 05/19/15

Future Growth % Per Year: 1.200
Number of Years to Buildout: 3

Scenario:	Movements North Approach RT	TH	LT	East Approach RT	TH	LT	South Approach RT	TH	LT	West Approach RT	TH	LT	Total
Existing Conditions	9	202	44	144	313	0	9	1376	54	43	178	21	2393
ATI	0	142	10	14	75	0	0	155	29	54	63	0	542
Project Site Credit	0	4	0	0	0	0	0	3	3	4	0	0	14
Background Conditions	9	348	54	158	388	0	9	1534	86	101	241	21	2949
Project Trips (Gross)	0	7	0	0	0	0	0	23	22	47	0	0	99
Project Site Credit	0	-4	0	0	0	0	0	-3	-3	-4	0	0	-14
Background + Project Conditions	9	351	54	158	388	0	9	1554	105	144	241	21	3034
Existing + Project Conditions	9	205	44	144	313	0	9	1396	73	86	178	21	2478
Future Conditions													
Future Growth (1.2% per yr)	9	209	46	149	324	0	9	1426	56	45	184	22	2480
Fut Growth No Project Conditions	9	355	56	163	399	0	9	1584	88	103	247	22	3036
Fut Growth + Project Conditions	9	358	56	163	399	0	9	1604	107	146	247	22	3121

Intersection Number: 3
Traffix Node Number: 3060
Intersection Name: Monterey Highway & Alma Avenue *
Peak Hour: AM
Count Date: 05/19/15

Future Growth % Per Year: 1.200
Number of Years to Buildout: 3

Scenario:	Movements North Approach RT	TH	LT	East Approach RT	TH	LT	South Approach RT	TH	LT	West Approach RT	TH	LT	Total
Existing Conditions	72	302	20	52	249	141	132	2023	182	102	277	328	3880
ATI	14	232	31	27	81	27	6	222	27	38	51	37	793
Project Site Credit	0	0	14	6	10	13	24	0	0	0	13	0	80
Background Conditions	86	534	65	85	340	181	162	2245	209	140	341	365	4753
Project Trips (Gross)	0	0	107	47	78	71	98	0	0	0	111	0	512
Project Site Credit	0	0	-14	-6	-10	-13	-24	0	0	0	-13	0	-80
Background + Project Conditions	86	534	158	126	408	239	236	2245	209	140	439	365	5185
Existing + Project Conditions	72	302	113	93	317	199	206	2023	182	102	375	328	4312
Future Conditions													
Future Growth (1.2% per yr)	75	313	21	54	258	146	137	2097	189	106	287	340	4021
Fut Growth No Project Conditions	89	545	66	87	349	186	167	2319	216	144	351	377	4894
Fut Growth + Project Conditions	89	545	159	128	417	244	241	2319	216	144	449	377	5326

Intersection Number: 4
Traffix Node Number: 4104
Intersection Name: Monterey Highway & Cottage Grove Avenue
Peak Hour: AM
Count Date: 10/22/15

Future Growth % Per Year: 1.200
Number of Years to Buildout: 3

Scenario:	Movements North Approach RT	TH	LT	East Approach RT	TH	LT	South Approach RT	TH	LT	West Approach RT	TH	LT	Total
Existing Conditions	9	466	77	30	7	41	111	2247	38	26	6	14	3072
ATI	0	0	159	109	14	66	108	0	0	0	22	0	478
Project Site Credit	0	13	0	0	0	0	0	24	0	0	0	0	37
Background Conditions	9	479	236	139	21	107	219	2271	38	26	28	14	3587
Project Trips (Gross)	0	71	0	0	0	0	0	98	0	0	0	0	169
Project Site Credit	0	-13	0	0	0	0	0	-24	0	0	0	0	-37
Background + Project Conditions	9	537	236	139	21	107	219	2345	38	26	28	14	3719
Existing + Project Conditions	9	524	77	30	7	41	111	2321	38	26	6	14	3204
Future Conditions													
Future Growth (1.2% per yr)	9	483	80	31	7	42	115	2329	39	27	6	15	3184
Fut Growth No Project Conditions	9	496	239	140	21	108	223	2353	39	27	28	15	3699
Fut Growth + Project Conditions	9	554	239	140	21	108	223	2427	39	27	28	15	3831

Intersection Number: 5
Traffix Node Number: 3705
Intersection Name: Monterey Highway & San Jose Avenue
Peak Hour: AM
Count Date: 10/22/15

Future Growth % Per Year: 1.200
Number of Years to Buildout: 3

Scenario:	Movements North Approach RT	TH	LT	East Approach RT	TH	LT	South Approach RT	TH	LT	West Approach RT	TH	LT	Total
Existing Conditions	97	480	0	0	0	0	0	2262	143	96	0	212	3290
ATI	10	76	0	0	0	0	0	128	0	0	0	15	229
Project Site Credit	0	13	0	0	0	0	0	24	0	0	0	0	37
Background Conditions	107	569	0	0	0	0	0	2414	143	96	0	227	3556
Project Trips (Gross)	2	69	0	0	0	0	0	88	0	0	0	11	170
Project Site Credit	0	-13	0	0	0	0	0	-24	0	0	0	0	-37
Background + Project Conditions	109	625	0	0	0	0	0	2478	143	96	0	238	3689
Existing + Project Conditions	99	536	0	0	0	0	0	2326	143	96	0	223	3423
Future Conditions													
Future Growth (1.2% per yr)	101	497	0	0	0	0	0	2344	148	99	0	220	3410
Fut Growth No Project Conditions	111	586	0	0	0	0	0	2496	148	99	0	235	3676
Fut Growth + Project Conditions	113	642	0	0	0	0	0	2560	148	99	0	246	3809

Intersection Number: 6
Traffix Node Number: 3704
Intersection Name: Monterey Highway & Phelan Avenue
Peak Hour: AM
Count Date: 11/05/15

Future Growth % Per Year: 1.200
Number of Years to Buildout: 3

Scenario:	Movements North Approach RT	TH	LT	East Approach RT	TH	LT	South Approach RT	TH	LT	West Approach RT	TH	LT	Total
Existing Conditions	1	450	105	104	0	114	143	2359	20	1	0	0	3297
ATI	0	61	9	12	0	4	7	104	0	0	0	0	197
Project Site Credit	0	13	0	6	0	0	0	18	0	0	0	0	37
Background Conditions	1	524	114	122	0	118	150	2481	20	1	0	0	3531
Project Trips (Gross)	0	69	0	51	0	0	0	37	0	0	0	0	157
Project Site Credit	0	-13	0	-6	0	0	0	-18	0	0	0	0	-37
Background + Project Conditions	1	580	114	167	0	118	150	2500	20	1	0	0	3651
Existing + Project Conditions	1	506	105	149	0	114	143	2378	20	1	0	0	3417
Future Conditions													
Future Growth (1.2% per yr)	1	466	109	108	0	118	148	2445	21	1	0	0	3417
Fut Growth No Project Conditions	1	540	118	126	0	122	155	2567	21	1	0	0	3651
Fut Growth + Project Conditions	1	596	118	171	0	122	155	2586	21	1	0	0	3771

Intersection Number: 7
Traffix Node Number: 3616
Intersection Name: South 2nd Street & Keyes Street
Peak Hour: AM
Count Date: 05/20/15

Future Growth % Per Year: 1.200
Number of Years to Buildout: 3

Scenario:	Movements North Approach RT	TH	LT	East Approach RT	TH	LT	South Approach RT	TH	LT	West Approach RT	TH	LT	Total
Existing Conditions	11	88	41	0	439	95	0	0	0	7	195	0	876
ATI	2	24	3	0	69	18	0	0	0	0	55	0	171
Project Site Credit	0	0	0	0	0	6	0	0	0	0	0	0	6
Background Conditions	13	112	44	0	508	119	0	0	0	7	250	0	1053
Project Trips (Gross)	0	9	0	0	0	43	0	0	0	0	0	0	52
Project Site Credit	0	0	0	0	0	-6	0	0	0	0	0	0	-6
Background + Project Conditions	13	121	44	0	508	156	0	0	0	7	250	0	1099
Existing + Project Conditions	11	97	41	0	439	132	0	0	0	7	195	0	922
Future Conditions													
Future Growth (1.2% per yr)	11	91	42	0	455	98	0	0	0	7	202	0	908
Fut Growth No Project Conditions	13	115	45	0	524	122	0	0	0	7	257	0	1085
Fut Growth + Project Conditions	13	124	45	0	524	159	0	0	0	7	257	0	1131

Intersection Number: 8
Traffix Node Number: 3620
Intersection Name: South 3rd Street & Keyes Street
Peak Hour: AM
Count Date: 10/22/15

Future Growth % Per Year: 1.200
Number of Years to Buildout: 3

Scenario:	Movements North Approach RT	TH	LT	East Approach RT	TH	LT	South Approach RT	TH	LT	West Approach RT	TH	LT	Total
Existing Conditions	0	0	0	176	532	0	129	835	9	0	165	47	1893
ATI	0	0	0	4	50	0	1	70	16	0	40	15	196
Project Site Credit	0	0	0	0	6	0	0	0	0	0	0	0	6
Background Conditions	0	0	0	180	588	0	130	905	25	0	205	62	2095
Project Trips (Gross)	0	0	0	0	43	0	0	2	0	0	0	0	45
Project Site Credit	0	0	0	0	-6	0	0	0	0	0	0	0	-6
Background + Project Conditions	0	0	0	180	625	0	130	907	25	0	205	62	2134
Existing + Project Conditions	0	0	0	176	569	0	129	837	9	0	165	47	1932
Future Conditions													
Future Growth (1.2% per yr)	0	0	0	182	551	0	134	865	9	0	171	49	1962
Fut Growth No Project Conditions	0	0	0	186	607	0	135	935	25	0	211	64	2164
Fut Growth + Project Conditions	0	0	0	186	644	0	135	937	25	0	211	64	2203

Intersection Number: 9
Traffix Node Number: 3618
Intersection Name: South 7th Street & Keyes Street
Peak Hour: AM
Count Date: 09/11/14

Future Growth % Per Year: 1.200
Number of Years to Buildout: 3

Scenario:	Movements North Approach RT	TH	LT	East Approach RT	TH	LT	South Approach RT	TH	LT	West Approach RT	TH	LT	Total
Existing Conditions	59	305	36	95	829	110	43	317	43	30	303	58	2228
ATI	14	41	2	10	84	15	10	31	37	20	61	18	343
Project Site Credit	5	5	0	0	1	1	1	8	0	0	0	0	21
Background Conditions	78	351	38	105	914	126	54	356	80	50	364	76	2592
Project Trips (Gross)	9	9	0	0	34	8	14	51	0	0	0	0	125
Project Site Credit	-5	-5	0	0	-1	-1	-1	-8	0	0	0	0	-21
Background + Project Conditions	82	355	38	105	947	133	67	399	80	50	364	76	2696
Existing + Project Conditions	63	309	36	95	862	117	56	360	43	30	303	58	2332
Future Conditions													
Future Growth (1.2% per yr)	61	316	37	98	859	114	45	329	45	31	314	60	2309
Fut Growth No Project Conditions	80	362	39	108	944	130	56	368	82	51	375	78	2673
Fut Growth + Project Conditions	84	366	39	108	977	137	69	411	82	51	375	78	2777

Intersection Number: 10
Traffix Node Number: 3238
Intersection Name: South 7th Street & Alma Avenue
Peak Hour: AM
Count Date: 10/22/15

Future Growth % Per Year: 1.200
Number of Years to Buildout: 3

Scenario:	Movements North Approach RT	TH	LT	East Approach RT	TH	LT	South Approach RT	TH	LT	West Approach RT	TH	LT	Total
Existing Conditions	152	233	5	56	369	20	12	280	44	23	309	122	1625
ATI	24	10	0	0	56	2	1	10	5	11	37	16	172
Project Site Credit	0	6	0	0	0	0	0	0	0	0	1	9	16
Background Conditions	176	249	5	56	425	22	13	290	49	34	347	147	1813
Project Trips (Gross)	0	17	0	0	0	0	0	0	0	2	28	66	113
Project Site Credit	0	-6	0	0	0	0	0	0	0	0	-1	-9	-16
Background + Project Conditions	176	260	5	56	425	22	13	290	49	36	374	204	1910
Existing + Project Conditions	152	244	5	56	369	20	12	280	44	25	336	179	1722
Future Conditions													
Future Growth (1.2% per yr)	158	241	5	58	382	21	12	290	46	24	320	126	1684
Fut Growth No Project Conditions	182	257	5	58	438	23	13	300	51	35	358	151	1872
Fut Growth + Project Conditions	182	268	5	58	438	23	13	300	51	37	385	208	1969

Intersection Number: 11
Traffix Node Number: 3901
Intersection Name: South 7th Street & Phelan Avenue
Peak Hour: AM
Count Date: 10/22/15

Future Growth % Per Year: 1.200
Number of Years to Buildout: 3

Scenario:	Movements North Approach RT	TH	LT	East Approach RT	TH	LT	South Approach RT	TH	LT	West Approach RT	TH	LT	Total
Existing Conditions	69	169	18	38	161	68	67	229	40	37	154	78	1128
ATI	0	2	0	0	0	2	2	2	2	2	0	0	12
Project Site Credit	6	0	0	0	1	0	0	0	0	0	0	0	7
Background Conditions	75	171	18	38	162	70	69	231	42	39	154	78	1147
Project Trips (Gross)	17	2	0	0	31	0	0	0	2	0	0	0	52
Project Site Credit	-6	0	0	0	-1	0	0	0	0	0	0	0	-7
Background + Project Conditions	86	173	18	38	192	70	69	231	44	39	154	78	1192
Existing + Project Conditions	80	171	18	38	191	68	67	229	42	37	154	78	1173
Future Conditions													
Future Growth (1.2% per yr)	72	175	19	39	167	70	69	237	41	38	160	81	1169
Fut Growth No Project Conditions	78	177	19	39	168	72	71	239	43	40	160	81	1188
Fut Growth + Project Conditions	89	179	19	39	198	72	71	239	45	40	160	81	1233

Intersection Number: 12
Traffix Node Number: 3619
Intersection Name: South 10th Street & Keyes Street
Peak Hour: AM
Count Date: 05/20/15

Future Growth % Per Year: 1.200
Number of Years to Buildout: 3

Scenario:	Movements North Approach RT	TH	LT	East Approach RT	TH	LT	South Approach RT	TH	LT	West Approach RT	TH	LT	Total
Existing Conditions	76	558	413	0	840	23	0	0	0	25	271	0	2206
ATI	17	87	36	0	82	12	0	0	0	0	48	0	282
Project Site Credit	0	0	0	0	2	0	0	0	0	0	1	0	3
Background Conditions	93	645	449	0	924	35	0	0	0	25	320	0	2491
Project Trips (Gross)	12	12	0	0	30	5	0	0	0	0	14	0	73
Project Site Credit	0	0	0	0	-2	0	0	0	0	0	-1	0	-3
Background + Project Conditions	105	657	449	0	952	40	0	0	0	25	333	0	2561
Existing + Project Conditions	88	570	413	0	868	28	0	0	0	25	284	0	2276
Future Conditions													
Future Growth (1.2% per yr)	79	578	428	0	871	24	0	0	0	26	281	0	2286
Fut Growth No Project Conditions	96	665	464	0	955	36	0	0	0	26	330	0	2571
Fut Growth + Project Conditions	108	677	464	0	983	41	0	0	0	26	343	0	2641

Intersection Number: 13
Traffix Node Number: 3239
Intersection Name: South 10th Street & Alma Avenue
Peak Hour: AM
Count Date: 10/22/15

Future Growth % Per Year: 1.200
Number of Years to Buildout: 3

Scenario:	Movements North Approach RT	TH	LT	East Approach RT	TH	LT	South Approach RT	TH	LT	West Approach RT	TH	LT	Total
Existing Conditions	86	487	24	22	213	6	10	508	144	46	178	112	1836
ATI	41	16	0	0	11	0	7	22	4	3	7	27	138
Project Site Credit	0	0	0	0	0	0	0	0	0	0	1	0	1
Background Conditions	127	503	24	22	224	6	17	530	148	49	186	139	1975
Project Trips (Gross)	0	17	0	0	0	0	0	0	0	2	18	9	46
Project Site Credit	0	0	0	0	0	0	0	0	0	0	-1	0	-1
Background + Project Conditions	127	520	24	22	224	6	17	530	148	51	203	148	2020
Existing + Project Conditions	86	504	24	22	213	6	10	508	144	48	195	121	1881
Future Conditions													
Future Growth (1.2% per yr)	89	505	25	23	221	6	10	527	149	48	184	116	1903
Fut Growth No Project Conditions	130	521	25	23	232	6	17	549	153	51	192	143	2042
Fut Growth + Project Conditions	130	538	25	23	232	6	17	549	153	53	209	152	2087

Intersection Number: 14
Traffix Node Number: 3740
Intersection Name: South 10th Street & Phelan Avenue
Peak Hour: AM
Count Date: 09/11/14

Future Growth % Per Year: 1.200
Number of Years to Buildout: 3

Scenario:	Movements North Approach RT	TH	LT	East Approach RT	TH	LT	South Approach RT	TH	LT	West Approach RT	TH	LT	Total
Existing Conditions	78	356	34	50	97	16	22	534	79	81	56	47	1450
ATI	0	11	0	0	0	0	0	22	0	0	0	0	33
Project Site Credit	0	0	0	0	1	0	0	0	0	0	0	0	1
Background Conditions	78	367	34	50	98	16	22	556	79	81	56	47	1484
Project Trips (Gross)	17	2	0	0	12	0	0	0	3	0	0	0	34
Project Site Credit	0	0	0	0	-1	0	0	0	0	0	0	0	-1
Background + Project Conditions	95	369	34	50	109	16	22	556	82	81	56	47	1517
Existing + Project Conditions	95	358	34	50	108	16	22	534	82	81	56	47	1483
Future Conditions													
Future Growth (1.2% per yr)	81	369	35	52	101	17	23	553	82	84	58	49	1503
Fut Growth No Project Conditions	81	380	35	52	102	17	23	575	82	84	58	49	1537
Fut Growth + Project Conditions	98	382	35	52	113	17	23	575	85	84	58	49	1570

Intersection Number: 15
Traffix Node Number: 3472
Intersection Name: South 11th Street & Keyes Street
Peak Hour: AM
Count Date: 05/19/15

Future Growth % Per Year: 1.200
Number of Years to Buildout: 3

Scenario:	Movements North Approach RT	TH	LT	East Approach RT	TH	LT	South Approach RT	TH	LT	West Approach RT	TH	LT	Total
Existing Conditions	0	0	0	1073	873	0	18	622	25	0	582	146	3339
ATI	0	0	0	40	84	0	18	79	25	0	129	17	392
Project Site Credit	0	0	0	0	2	0	0	0	0	0	1	0	3
Background Conditions	0	0	0	1113	959	0	36	701	50	0	712	163	3734
Project Trips (Gross)	0	0	0	0	35	0	2	7	0	0	14	0	58
Project Site Credit	0	0	0	0	-2	0	0	0	0	0	-1	0	-3
Background + Project Conditions	0	0	0	1113	992	0	38	708	50	0	725	163	3789
Existing + Project Conditions	0	0	0	1073	906	0	20	629	25	0	595	146	3394
Future Conditions													
Future Growth (1.2% per yr)	0	0	0	1112	905	0	19	645	26	0	603	151	3461
Fut Growth No Project Conditions	0	0	0	1152	991	0	37	724	51	0	733	168	3856
Fut Growth + Project Conditions	0	0	0	1152	1024	0	39	731	51	0	746	168	3911

Intersection Number: 16
Traffix Node Number: 3617
Intersection Name: Senter Road & Keyes Street
Peak Hour: AM
Count Date: 05/19/15

Future Growth % Per Year: 1.200
Number of Years to Buildout: 3

Scenario:	Movements North Approach RT	TH	LT	East Approach RT	TH	LT	South Approach RT	TH	LT	West Approach RT	TH	LT	Total
Existing Conditions	0	0	0	0	1040	370	442	0	975	358	315	0	3500
ATI	0	0	0	0	66	8	19	0	42	3	74	0	212
Project Site Credit	0	0	0	0	2	1	1	0	0	0	1	0	5
Background Conditions	0	0	0	0	1108	379	462	0	1017	361	390	0	3717
Project Trips (Gross)	0	0	0	0	35	9	16	0	0	0	16	0	76
Project Site Credit	0	0	0	0	-2	-1	-1	0	0	0	-1	0	-5
Background + Project Conditions	0	0	0	0	1141	387	477	0	1017	361	405	0	3788
Existing + Project Conditions	0	0	0	0	1073	378	457	0	975	358	330	0	3571
Future Conditions													
Future Growth (1.2% per yr)	0	0	0	0	1078	383	458	0	1011	371	326	0	3628
Fut Growth No Project Conditions	0	0	0	0	1146	392	478	0	1053	374	401	0	3845
Fut Growth + Project Conditions	0	0	0	0	1179	400	493	0	1053	374	416	0	3916

Intersection Number: 17
Traffix Node Number: 3237
Intersection Name: Senter Road & Alma Avenue
Peak Hour: AM
Count Date: 10/22/15

Future Growth % Per Year: 1.200
Number of Years to Buildout: 3

Scenario:	Movements North Approach RT	TH	LT	East Approach RT	TH	LT	South Approach RT	TH	LT	West Approach RT	TH	LT	Total
Existing Conditions	94	585	0	0	0	0	0	1290	141	75	0	117	2302
ATI	0	8	0	0	0	0	0	13	0	0	0	7	28
Project Site Credit	0	1	0	0	0	0	0	0	0	0	0	1	2
Background Conditions	94	594	0	0	0	0	0	1303	141	75	0	125	2332
Project Trips (Gross)	0	9	0	0	0	0	0	0	0	2	0	16	27
Project Site Credit	0	-1	0	0	0	0	0	0	0	0	0	-1	-2
Background + Project Conditions	94	602	0	0	0	0	0	1303	141	77	0	140	2357
Existing + Project Conditions	94	593	0	0	0	0	0	1290	141	77	0	132	2327
Future Conditions													
Future Growth (1.2% per yr)	97	606	0	0	0	0	0	1337	146	78	0	121	2386
Fut Growth No Project Conditions	97	615	0	0	0	0	0	1350	146	78	0	129	2416
Fut Growth + Project Conditions	97	623	0	0	0	0	0	1350	146	80	0	144	2441

Intersection Number: 18
Traffix Node Number: 3739
Intersection Name: Senter Road & Phelan Avenue
Peak Hour: AM
Count Date: 10/22/15

Future Growth % Per Year: 1.200
Number of Years to Buildout: 3

Scenario:	Movements North Approach RT	TH	LT	East Approach RT	TH	LT	South Approach RT	TH	LT	West Approach RT	TH	LT	Total
Existing Conditions	79	570	23	33	8	12	3	1328	94	65	5	33	2253
ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Site Credit	1	0	0	0	0	0	0	0	0	0	0	0	1
Background Conditions	80	570	23	33	8	12	3	1328	94	65	5	33	2254
Project Trips (Gross)	9	2	0	0	0	0	0	0	3	0	0	0	14
Project Site Credit	-1	0	0	0	0	0	0	0	0	0	0	0	-1
Background + Project Conditions	88	572	23	33	8	12	3	1328	97	65	5	33	2267
Existing + Project Conditions	87	572	23	33	8	12	3	1328	97	65	5	33	2266
Future Conditions													
Future Growth (1.2% per yr)	82	591	24	34	8	12	3	1376	97	67	5	34	2335
Fut Growth No Project Conditions	83	591	24	34	8	12	3	1376	97	67	5	34	2336
Fut Growth + Project Conditions	91	593	24	34	8	12	3	1376	100	67	5	34	2349

Intersection Number: 19
Traffix Node Number: 3835
Intersection Name: Vine Street & Willow Street
Peak Hour: AM
Count Date: 10/22/15

Future Growth % Per Year: 1.200
Number of Years to Buildout: 3

Scenario:	Movements North Approach RT	TH	LT	East Approach RT	TH	LT	South Approach RT	TH	LT	West Approach RT	TH	LT	Total
Existing Conditions	31	211	58	0	283	35	0	0	0	44	172	0	834
ATI	0	3	0	0	3	0	0	0	0	1	11	0	18
Project Site Credit	0	0	0	0	3	0	0	0	0	0	4	0	7
Background Conditions	31	214	58	0	289	35	0	0	0	45	187	0	859
Project Trips (Gross)	0	32	23	0	18	0	0	0	0	0	25	0	98
Project Site Credit	0	0	0	0	-3	0	0	0	0	0	-4	0	-7
Background + Project Conditions	31	246	81	0	304	35	0	0	0	45	208	0	950
Existing + Project Conditions	31	243	81	0	298	35	0	0	0	44	193	0	925
Future Conditions													
Future Growth (1.2% per yr)	32	219	60	0	293	36	0	0	0	46	178	0	864
Fut Growth No Project Conditions	32	222	60	0	299	36	0	0	0	47	193	0	889
Fut Growth + Project Conditions	32	254	83	0	314	36	0	0	0	47	214	0	980

Intersection Number: 20
Traffix Node Number: 3240
Intersection Name: Vine Street & Alma Avenue
Peak Hour: AM
Count Date: 05/19/15

Future Growth % Per Year: 1.200
Number of Years to Buildout: 3

Scenario:	Movements North Approach RT	TH	LT	East Approach RT	TH	LT	South Approach RT	TH	LT	West Approach RT	TH	LT	Total
Existing Conditions	41	233	92	0	711	6	0	0	0	137	356	0	1576
ATI	1	9	0	0	71	0	0	0	0	12	62	0	155
Project Site Credit	0	0	0	0	10	0	0	0	0	0	13	0	23
Background Conditions	42	242	92	0	792	6	0	0	0	149	431	0	1754
Project Trips (Gross)	0	0	55	0	56	0	0	0	0	0	38	0	149
Project Site Credit	0	0	0	0	-10	0	0	0	0	0	-13	0	-23
Background + Project Conditions	42	242	147	0	838	6	0	0	0	149	456	0	1880
Existing + Project Conditions	41	233	147	0	757	6	0	0	0	137	381	0	1702
Future Conditions													
Future Growth (1.2% per yr)	42	241	95	0	737	6	0	0	0	142	369	0	1633
Fut Growth No Project Conditions	43	250	95	0	818	6	0	0	0	154	444	0	1811
Fut Growth + Project Conditions	43	250	150	0	864	6	0	0	0	154	469	0	1937

Intersection Number: 21
Traffix Node Number: 3254
Intersection Name: Almaden Avenue & Willow Street
Peak Hour: AM
Count Date: 10/22/15

Future Growth % Per Year: 1.200
Number of Years to Buildout: 3

Scenario:	Movements North Approach RT	TH	LT	East Approach RT	TH	LT	South Approach RT	TH	LT	West Approach RT	TH	LT	Total
Existing Conditions	0	0	0	101	243	0	43	1305	106	0	172	17	1987
ATI	0	0	0	2	6	0	2	124	2	0	10	1	147
Project Site Credit	0	0	0	0	3	0	0	0	0	0	4	0	7
Background Conditions	0	0	0	103	252	0	45	1429	108	0	186	18	2141
Project Trips (Gross)	0	0	0	6	16	0	0	9	2	0	47	0	80
Project Site Credit	0	0	0	0	-3	0	0	0	0	0	-4	0	-7
Background + Project Conditions	0	0	0	109	265	0	45	1438	110	0	229	18	2214
Existing + Project Conditions	0	0	0	107	256	0	43	1314	108	0	215	17	2060
Future Conditions													
Future Growth (1.2% per yr)	0	0	0	105	252	0	45	1353	110	0	178	18	2059
Fut Growth No Project Conditions	0	0	0	107	261	0	47	1477	112	0	192	19	2213
Fut Growth + Project Conditions	0	0	0	113	274	0	47	1486	114	0	235	19	2286

Intersection Number: 22
Traffix Node Number: 3234
Intersection Name: Almaden Avenue & Alma Avenue
Peak Hour: AM
Count Date: 05/19/15

Future Growth % Per Year: 1.200
Number of Years to Buildout: 3

Scenario:	Movements North Approach RT	TH	LT	East Approach RT	TH	LT	South Approach RT	TH	LT	West Approach RT	TH	LT	Total
Existing Conditions	0	0	0	2	376	112	316	1243	357	3	395	30	2834
ATI	0	0	0	2	48	56	22	60	16	0	62	0	266
Project Site Credit	0	0	0	0	10	0	0	0	0	0	13	0	23
Background Conditions	0	0	0	4	434	168	338	1303	373	3	470	30	3123
Project Trips (Gross)	0	0	0	17	56	2	3	0	0	0	93	0	171
Project Site Credit	0	0	0	0	-10	0	0	0	0	0	-13	0	-23
Background + Project Conditions	0	0	0	21	480	170	341	1303	373	3	550	30	3271
Existing + Project Conditions	0	0	0	19	422	114	319	1243	357	3	475	30	2982
Future Conditions													
Future Growth (1.2% per yr)	0	0	0	2	390	116	328	1288	370	3	409	31	2937
Fut Growth No Project Conditions	0	0	0	4	448	172	350	1348	386	3	484	31	3226
Fut Growth + Project Conditions	0	0	0	21	494	174	353	1348	386	3	564	31	3374

Intersection Number: 23
Traffix Node Number: 3241
Intersection Name: Almaden Expressway & San Jose Avenue
Peak Hour: AM
Count Date: 10/22/15

Future Growth % Per Year: 1.200
Number of Years to Buildout: 3

Scenario:	Movements North Approach RT	TH	LT	East Approach RT	TH	LT	South Approach RT	TH	LT	West Approach RT	TH	LT	Total
Existing Conditions	2	301	0	82	98	64	314	1343	0	4	196	2	2406
ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Site Credit	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	2	301	0	82	98	64	314	1343	0	4	196	2	2406
Project Trips (Gross)	0	2	0	0	0	0	3	3	0	0	0	0	8
Project Site Credit	0	0	0	0	0	0	0	0	0	0	0	0	0
Background + Project Conditions	2	303	0	82	98	64	317	1346	0	4	196	2	2414
Existing + Project Conditions	2	303	0	82	98	64	317	1346	0	4	196	2	2414
Future Conditions													
Future Growth (1.2% per yr)	2	312	0	85	102	66	325	1392	0	4	203	2	2494
Fut Growth No Project Conditions	2	312	0	85	102	66	325	1392	0	4	203	2	2494
Fut Growth + Project Conditions	2	314	0	85	102	66	328	1395	0	4	203	2	2502

Intersection Number: 24
Traffix Node Number: 3061
Intersection Name: Almaden Boulevard & San Carlos Street *
Peak Hour: AM
Count Date: 05/06/15

Future Growth % Per Year: 1.200
Number of Years to Buildout: 3

Scenario:	Movements North Approach RT	TH	LT	East Approach RT	TH	LT	South Approach RT	TH	LT	West Approach RT	TH	LT	Total
Existing Conditions	32	281	118	119	286	29	109	1158	41	2	284	73	2532
ATI	4	103	9	7	47	81	47	122	20	123	35	12	610
Project Site Credit	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	36	384	127	126	333	110	156	1280	61	125	319	85	3142
Project Trips (Gross)	0	24	0	0	0	0	0	7	2	8	0	0	41
Project Site Credit	0	0	0	0	0	0	0	0	0	0	0	0	0
Background + Project Conditions	36	408	127	126	333	110	156	1287	63	133	319	85	3183
Existing + Project Conditions	32	305	118	119	286	29	109	1165	43	10	284	73	2573
Future Conditions													
Future Growth (1.2% per yr)	33	291	122	123	296	30	113	1200	42	2	294	76	2624
Fut Growth No Project Conditions	37	394	131	130	343	111	160	1322	62	125	329	88	3234
Fut Growth + Project Conditions	37	418	131	130	343	111	160	1329	64	133	329	88	3275

Intersection Number: 25
Traffix Node Number: 3957
Intersection Name: Almaden Boulevard & I-280 NB ramp
Peak Hour: AM
Count Date: 05/19/15

Future Growth % Per Year: 1.200
Number of Years to Buildout: 3

Scenario:	Movements North Approach RT	TH	LT	East Approach RT	TH	LT	South Approach RT	TH	LT	West Approach RT	TH	LT	Total
Existing Conditions	71	111	0	1047	499	38	0	663	0	0	0	0	2429
ATI	5	13	0	137	57	4	0	70	0	0	0	0	286
Project Site Credit	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	76	124	0	1184	556	42	0	733	0	0	0	0	2715
Project Trips (Gross)	0	32	0	9	0	0	0	0	0	0	0	0	41
Project Site Credit	0	0	0	0	0	0	0	0	0	0	0	0	0
Background + Project Conditions	76	156	0	1193	556	42	0	733	0	0	0	0	2756
Existing + Project Conditions	71	143	0	1056	499	38	0	663	0	0	0	0	2470
Future Conditions													
Future Growth (1.2% per yr)	74	115	0	1085	517	39	0	687	0	0	0	0	2517
Fut Growth No Project Conditions	79	128	0	1222	574	43	0	757	0	0	0	0	2803
Fut Growth + Project Conditions	79	160	0	1231	574	43	0	757	0	0	0	0	2844

Intersection Number: 26
Traffix Node Number: 3559
Intersection Name: Vine Street & Grant Street
Peak Hour: AM
Count Date: 05/19/15

Future Growth % Per Year: 1.200
Number of Years to Buildout: 3

Scenario:	Movements North Approach RT	TH	LT	East Approach RT	TH	LT	South Approach RT	TH	LT	West Approach RT	TH	LT	Total
Existing Conditions	0	191	20	0	0	0	0	0	0	253	120	513	1097
ATI	0	9	6	0	0	0	0	0	0	10	8	322	355
Project Site Credit	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	0	200	26	0	0	0	0	0	0	263	128	835	1452
Project Trips (Gross)	0	32	0	0	0	0	0	0	0	0	0	0	32
Project Site Credit	0	0	0	0	0	0	0	0	0	0	0	0	0
Background + Project Conditions	0	232	26	0	0	0	0	0	0	263	128	835	1484
Existing + Project Conditions	0	223	20	0	0	0	0	0	0	253	120	513	1129
Future Conditions													
Future Growth (1.2% per yr)	0	198	21	0	0	0	0	0	0	262	124	532	1137
Fut Growth No Project Conditions	0	207	27	0	0	0	0	0	0	272	132	854	1492
Fut Growth + Project Conditions	0	239	27	0	0	0	0	0	0	272	132	854	1524

Intersection Number: 27
Traffix Node Number: 3250
Intersection Name: Almaden Avenue & Reed Street
Peak Hour: AM
Count Date: 05/19/15

Future Growth % Per Year: 1.200
Number of Years to Buildout: 3

Scenario:	Movements North Approach RT	TH	LT	East Approach RT	TH	LT	South Approach RT	TH	LT	West Approach RT	TH	LT	Total
Existing Conditions	42	0	0	5	224	0	245	1385	0	0	0	0	1901
ATI	0	0	0	2	242	0	36	157	0	0	0	0	437
Project Site Credit	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	42	0	0	7	466	0	281	1542	0	0	0	0	2338
Project Trips (Gross)	0	0	0	0	0	0	0	9	0	0	0	0	9
Project Site Credit	0	0	0	0	0	0	0	0	0	0	0	0	0
Background + Project Conditions	42	0	0	7	466	0	281	1551	0	0	0	0	2347
Existing + Project Conditions	42	0	0	5	224	0	245	1394	0	0	0	0	1910
Future Conditions													
Future Growth (1.2% per yr)	44	0	0	5	232	0	254	1435	0	0	0	0	1970
Fut Growth No Project Conditions	44	0	0	7	474	0	290	1592	0	0	0	0	2407
Fut Growth + Project Conditions	44	0	0	7	474	0	290	1601	0	0	0	0	2416

Intersection Number: 28
Traffix Node Number: 3247
Intersection Name: Almaden Avenue & Grant Street
Peak Hour: AM
Count Date: 05/20/15

Future Growth % Per Year: 1.200
Number of Years to Buildout: 3

Scenario:	Movements North Approach RT	TH	LT	East Approach RT	TH	LT	South Approach RT	TH	LT	West Approach RT	TH	LT	Total
Existing Conditions	0	0	0	0	0	0	0	1545	1	0	0	133	1679
ATI	0	0	0	0	0	0	0	203	2	0	0	12	217
Project Site Credit	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	0	0	0	0	0	0	0	1748	3	0	0	145	1896
Project Trips (Gross)	0	0	0	0	0	0	0	9	0	0	0	0	9
Project Site Credit	0	0	0	0	0	0	0	0	0	0	0	0	0
Background + Project Conditions	0	0	0	0	0	0	0	1757	3	0	0	145	1905
Existing + Project Conditions	0	0	0	0	0	0	0	1554	1	0	0	133	1688
Future Conditions													
Future Growth (1.2% per yr)	0	0	0	0	0	0	0	1601	1	0	0	138	1740
Fut Growth No Project Conditions	0	0	0	0	0	0	0	1804	3	0	0	150	1957
Fut Growth + Project Conditions	0	0	0	0	0	0	0	1813	3	0	0	150	1966

Intersection Number: 29
Traffix Node Number: 3654
Intersection Name: Lincoln Avenue & Willow Street
Peak Hour: AM
Count Date: 05/19/15

Future Growth % Per Year: 1.200
Number of Years to Buildout: 3

Scenario:	Movements North Approach RT	TH	LT	East Approach RT	TH	LT	South Approach RT	TH	LT	West Approach RT	TH	LT	Total
Existing Conditions	57	206	87	167	169	64	43	570	35	44	118	142	1702
ATI	1	11	1	1	15	0	2	23	0	0	2	1	57
Project Site Credit	0	0	0	0	3	0	0	0	0	0	4	0	7
Background Conditions	58	217	88	168	187	64	45	593	35	44	124	143	1766
Project Trips (Gross)	0	6	1	1	13	0	0	1	0	0	8	0	30
Project Site Credit	0	0	0	0	-3	0	0	0	0	0	-4	0	-7
Background + Project Conditions	58	223	89	169	197	64	45	594	35	44	128	143	1789
Existing + Project Conditions	57	212	88	168	179	64	43	571	35	44	122	142	1725
Future Conditions													
Future Growth (1.2% per yr)	59	214	90	173	175	66	45	591	36	46	122	147	1764
Fut Growth No Project Conditions	60	225	91	174	193	66	47	614	36	46	128	148	1828
Fut Growth + Project Conditions	60	231	92	175	203	66	47	615	36	46	132	148	1851

Intersection Number: 30
Traffix Node Number: 3305
Intersection Name: Bird Avenue & Willow Street
Peak Hour: AM
Count Date: 04/22/14

Future Growth % Per Year: 1.200
Number of Years to Buildout: 3

Scenario:	Movements North Approach RT	TH	LT	East Approach RT	TH	LT	South Approach RT	TH	LT	West Approach RT	TH	LT	Total
Existing Conditions	79	120	24	121	224	52	62	460	54	45	160	101	1502
ATI	0	8	7	3	4	0	1	11	3	1	3	1	42
Project Site Credit	0	0	0	0	3	0	0	0	0	0	4	0	7
Background Conditions	79	128	31	124	231	52	63	471	57	46	167	102	1551
Project Trips (Gross)	0	0	15	4	14	0	0	0	0	0	10	0	43
Project Site Credit	0	0	0	0	-3	0	0	0	0	0	-4	0	-7
Background + Project Conditions	79	128	46	128	242	52	63	471	57	46	173	102	1587
Existing + Project Conditions	79	120	39	125	235	52	62	460	54	45	166	101	1538
Future Conditions													
Future Growth (1.2% per yr)	82	124	25	125	232	54	64	477	56	47	166	105	1557
Fut Growth No Project Conditions	82	132	32	128	239	54	65	488	59	48	173	106	1606
Fut Growth + Project Conditions	82	132	47	132	250	54	65	488	59	48	179	106	1642

Intersection Number: 31
Traffix Node Number: 3650
Intersection Name: Lincoln Avenue & Minnesota Avenue
Peak Hour: AM
Count Date: 05/19/15

Future Growth % Per Year: 1.200
Number of Years to Buildout: 3

Scenario:	Movements North Approach RT	TH	LT	East Approach RT	TH	LT	South Approach RT	TH	LT	West Approach RT	TH	LT	Total
Existing Conditions	47	158	38	65	356	91	154	579	243	65	226	101	2123
ATI	1	10	0	16	29	1	1	12	2	5	7	0	84
Project Site Credit	0	0	0	0	2	0	0	0	0	0	3	0	5
Background Conditions	48	168	38	81	387	92	155	591	245	70	236	101	2212
Project Trips (Gross)	0	0	6	1	3	0	0	0	0	0	14	0	24
Project Site Credit	0	0	0	0	-2	0	0	0	0	0	-3	0	-5
Background + Project Conditions	48	168	44	82	388	92	155	591	245	70	247	101	2231
Existing + Project Conditions	47	158	44	66	357	91	154	579	243	65	237	101	2142
Future Conditions													
Future Growth (1.2% per yr)	49	164	39	67	369	94	160	600	252	67	234	105	2200
Fut Growth No Project Conditions	50	174	39	83	400	95	161	612	254	72	244	105	2289
Fut Growth + Project Conditions	50	174	45	84	401	95	161	612	254	72	255	105	2308

Intersection Number: 32
Traffix Node Number: 3303
Intersection Name: Bird Avenue & Minnesota Avenue
Peak Hour: AM
Count Date: 05/19/15

Future Growth % Per Year: 1.200
Number of Years to Buildout: 3

Scenario:	Movements North Approach RT	TH	LT	East Approach RT	TH	LT	South Approach RT	TH	LT	West Approach RT	TH	LT	Total
Existing Conditions	79	161	26	124	323	110	232	567	42	36	260	144	2104
ATI	0	1	8	4	2	0	5	3	0	0	6	1	30
Project Site Credit	0	0	0	0	2	0	0	0	0	0	3	0	5
Background Conditions	79	162	34	128	327	110	237	570	42	36	269	145	2139
Project Trips (Gross)	0	0	0	0	4	4	15	0	0	0	20	0	43
Project Site Credit	0	0	0	0	-2	0	0	0	0	0	-3	0	-5
Background + Project Conditions	79	162	34	128	329	114	252	570	42	36	286	145	2177
Existing + Project Conditions	79	161	26	124	325	114	247	567	42	36	277	144	2142
Future Conditions													
Future Growth (1.2% per yr)	82	167	27	129	335	114	240	588	44	37	269	149	2181
Fut Growth No Project Conditions	82	168	35	133	339	114	245	591	44	37	278	150	2216
Fut Growth + Project Conditions	82	168	35	133	341	118	260	591	44	37	295	150	2254

Intersection Number: 33
Traffix Node Number: 3235
Intersection Name: Lelong Street & Alma Avenue
Peak Hour: AM
Count Date: 05/19/15

Future Growth % Per Year: 1.200
Number of Years to Buildout: 3

Scenario:	Movements North Approach RT	TH	LT	East Approach RT	TH	LT	South Approach RT	TH	LT	West Approach RT	TH	LT	Total
Existing Conditions	177	0	233	354	332	6	5	16	0	14	237	300	1674
ATI	13	0	13	9	23	0	0	0	0	0	34	30	122
Project Site Credit	0	0	0	0	2	0	0	0	0	0	3	0	5
Background Conditions	190	0	246	363	357	6	5	16	0	14	274	330	1801
Project Trips (Gross)	0	0	0	0	8	0	0	0	0	0	35	0	43
Project Site Credit	0	0	0	0	-2	0	0	0	0	0	-3	0	-5
Background + Project Conditions	190	0	246	363	363	6	5	16	0	14	306	330	1839
Existing + Project Conditions	177	0	233	354	338	6	5	16	0	14	269	300	1712
Future Conditions													
Future Growth (1.2% per yr)	183	0	241	367	344	6	5	17	0	15	246	311	1735
Fut Growth No Project Conditions	196	0	254	376	369	6	5	17	0	15	283	341	1862
Fut Growth + Project Conditions	196	0	254	376	375	6	5	17	0	15	315	341	1900

Intersection Number: 34
Traffix Node Number: 3236
Intersection Name: Lick Avenue & Alma Avenue
Peak Hour: AM
Count Date: 05/28/14

Future Growth % Per Year: 1.200
Number of Years to Buildout: 3

Scenario:	Movements North Approach RT	TH	LT	East Approach RT	TH	LT	South Approach RT	TH	LT	West Approach RT	TH	LT	Total
Existing Conditions	40	5	40	149	591	2	13	14	37	5	461	39	1396
ATI	0	0	0	0	3	0	0	0	0	0	4	0	7
Project Site Credit	0	0	0	0	10	0	0	0	0	0	13	0	23
Background Conditions	40	5	40	149	604	2	13	14	37	5	478	39	1426
Project Trips (Gross)	0	0	0	0	56	0	0	0	0	0	38	0	94
Project Site Credit	0	0	0	0	-10	0	0	0	0	0	-13	0	-23
Background + Project Conditions	40	5	40	149	650	2	13	14	37	5	503	39	1497
Existing + Project Conditions	40	5	40	149	637	2	13	14	37	5	486	39	1467
Future Conditions													
Future Growth (1.2% per yr)	41	5	41	154	613	2	13	15	38	5	478	40	1447
Fut Growth No Project Conditions	41	5	41	154	626	2	13	15	38	5	495	40	1477
Fut Growth + Project Conditions	41	5	41	154	672	2	13	15	38	5	520	40	1548

Intersection Number: 35
Traffix Node Number: 3040
Intersection Name: I-280 & 10th Street (N)*
Peak Hour: AM
Count Date: 05/20/15

Future Growth % Per Year: 1.200
Number of Years to Buildout: 3

Scenario:	Movements North Approach RT	TH	LT	East Approach RT	TH	LT	South Approach RT	TH	LT	West Approach RT	TH	LT	Total
Existing Conditions	480	640	0	0	654	255	0	0	0	0	0	0	2029
ATI	8	32	0	0	20	4	0	0	0	0	0	0	64
Project Site Credit	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	488	672	0	0	674	259	0	0	0	0	0	0	2093
Project Trips (Gross)	0	14	0	0	0	0	0	0	0	0	0	0	14
Project Site Credit	0	0	0	0	0	0	0	0	0	0	0	0	0
Background + Project Conditions	488	686	0	0	674	259	0	0	0	0	0	0	2107
Existing + Project Conditions	480	654	0	0	654	255	0	0	0	0	0	0	2043
Future Conditions													
Future Growth (1.2% per yr)	497	663	0	0	678	264	0	0	0	0	0	0	2103
Fut Growth No Project Conditions	505	695	0	0	698	268	0	0	0	0	0	0	2167
Fut Growth + Project Conditions	505	709	0	0	698	268	0	0	0	0	0	0	2181

Intersection Number: 36
Traffix Node Number: 3041
Intersection Name: I-280 & 10th Street (S)*
Peak Hour: AM
Count Date: 05/20/15

Future Growth % Per Year: 1.200
Number of Years to Buildout: 3

Scenario:	Movements North Approach RT	TH	LT	East Approach RT	TH	LT	South Approach RT	TH	LT	West Approach RT	TH	LT	Total
Existing Conditions	0	611	283	0	0	0	0	0	0	449	367	0	1710
ATI	0	20	8	0	0	0	0	0	0	17	16	0	61
Project Site Credit	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	0	631	291	0	0	0	0	0	0	466	383	0	1771
Project Trips (Gross)	0	14	0	0	0	0	0	0	0	0	0	0	14
Project Site Credit	0	0	0	0	0	0	0	0	0	0	0	0	0
Background + Project Conditions	0	645	291	0	0	0	0	0	0	466	383	0	1785
Existing + Project Conditions	0	625	283	0	0	0	0	0	0	449	367	0	1724
Future Conditions													
Future Growth (1.2% per yr)	0	633	293	0	0	0	0	0	0	465	380	0	1772
Fut Growth No Project Conditions	0	653	301	0	0	0	0	0	0	482	396	0	1833
Fut Growth + Project Conditions	0	667	301	0	0	0	0	0	0	482	396	0	1847

Intersection Number: 37
Traffix Node Number: 3034
Intersection Name: I-280 & 11th Street (N)*
Peak Hour: AM
Count Date: 05/19/15

Future Growth % Per Year: 1.200
Number of Years to Buildout: 3

Scenario:	Movements North Approach RT	TH	LT	East Approach RT	TH	LT	South Approach RT	TH	LT	West Approach RT	TH	LT	Total
Existing Conditions	0	0	0	375	282	0	0	1229	669	0	0	0	2555
ATI	0	0	0	24	7	0	0	110	29	0	3	9	182
Project Site Credit	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	0	0	0	399	289	0	0	1339	698	0	3	9	2737
Project Trips (Gross)	0	0	0	0	0	0	0	4	0	0	0	0	4
Project Site Credit	0	0	0	0	0	0	0	0	0	0	0	0	0
Background + Project Conditions	0	0	0	399	289	0	0	1343	698	0	3	9	2741
Existing + Project Conditions	0	0	0	375	282	0	0	1233	669	0	0	0	2559
Future Conditions													
Future Growth (1.2% per yr)	0	0	0	389	292	0	0	1274	693	0	0	0	2648
Fut Growth No Project Conditions	0	0	0	413	299	0	0	1384	722	0	3	9	2830
Fut Growth + Project Conditions	0	0	0	413	299	0	0	1388	722	0	3	9	2834

Intersection Number: 38
Traffix Node Number: 3035
Intersection Name: I-280 & 11th Street (S)*
Peak Hour: AM
Count Date: 05/19/15

Future Growth % Per Year: 1.200
Number of Years to Buildout: 3

Scenario:	Movements North Approach RT	TH	LT	East Approach RT	TH	LT	South Approach RT	TH	LT	West Approach RT	TH	LT	Total
Existing Conditions	0	0	0	0	0	0	557	1512	0	0	255	306	2630
ATI	0	0	0	0	0	0	30	111	0	0	22	27	190
Project Site Credit	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	0	0	0	0	0	0	587	1623	0	0	277	333	2820
Project Trips (Gross)	0	0	0	0	0	0	0	4	0	0	0	0	4
Project Site Credit	0	0	0	0	0	0	0	0	0	0	0	0	0
Background + Project Conditions	0	0	0	0	0	0	587	1627	0	0	277	333	2824
Existing + Project Conditions	0	0	0	0	0	0	557	1516	0	0	255	306	2634
Future Conditions													
Future Growth (1.2% per yr)	0	0	0	0	0	0	577	1567	0	0	264	317	2726
Fut Growth No Project Conditions	0	0	0	0	0	0	607	1678	0	0	286	344	2916
Fut Growth + Project Conditions	0	0	0	0	0	0	607	1682	0	0	286	344	2920

Intersection Number: 39
Traffix Node Number: 3658
Intersection Name: Lucretia Avenue & Story Road
Peak Hour: AM
Count Date: 01/12/16

Future Growth % Per Year: 1.200
Number of Years to Buildout: 3

Scenario:	Movements North Approach RT	TH	LT	East Approach RT	TH	LT	South Approach RT	TH	LT	West Approach RT	TH	LT	Total
Existing Conditions	1	17	64	102	936	230	383	51	349	82	495	5	2715
ATI	38	12	194	191	0	0	0	17	0	0	0	84	536
Project Site Credit	0	0	0	0	3	0	0	0	0	0	2	0	5
Background Conditions	39	29	258	293	939	230	383	68	349	82	497	89	3256
Project Trips (Gross)	0	0	0	0	44	0	0	0	0	0	33	0	77
Project Site Credit	0	0	0	0	-3	0	0	0	0	0	-2	0	-5
Background + Project Conditions	39	29	258	293	980	230	383	68	349	82	528	89	3328
Existing + Project Conditions	1	17	64	102	977	230	383	51	349	82	526	5	2787
Future Conditions													
Future Growth (1.2% per yr)	1	18	66	106	970	238	397	53	362	85	513	5	2814
Fut Growth No Project Conditions	39	30	260	297	973	238	397	70	362	85	515	89	3355
Fut Growth + Project Conditions	39	30	260	297	1014	238	397	70	362	85	546	89	3427

Intersection Number: 40
Traffix Node Number: 3683
Intersection Name: McLaughlin Avenue & Story Road
Peak Hour: AM
Count Date: 05/19/15

Future Growth % Per Year: 1.200
Number of Years to Buildout: 3

Scenario:	Movements North Approach RT	TH	LT	East Approach RT	TH	LT	South Approach RT	TH	LT	West Approach RT	TH	LT	Total
Existing Conditions	231	351	170	341	980	348	179	809	98	27	689	318	4541
ATI	55	0	0	1	191	0	0	5	32	24	126	37	471
Project Site Credit	0	0	0	0	3	0	0	0	0	0	2	0	5
Background Conditions	286	351	170	342	1174	348	179	814	130	51	817	355	5017
Project Trips (Gross)	9	0	0	0	28	0	0	0	8	2	28	2	77
Project Site Credit	0	0	0	0	-3	0	0	0	0	0	-2	0	-5
Background + Project Conditions	295	351	170	342	1199	348	179	814	138	53	843	357	5089
Existing + Project Conditions	240	351	170	341	1005	348	179	809	106	29	715	320	4613
Future Conditions													
Future Growth (1.2% per yr)	239	364	176	353	1016	361	186	838	102	28	714	330	4706
Fut Growth No Project Conditions	294	364	176	354	1210	361	186	843	134	52	842	367	5182
Fut Growth + Project Conditions	303	364	176	354	1235	361	186	843	142	54	868	369	5254

Intersection Number: 41
Traffix Node Number: 3628
Intersection Name: King Road & Story Road
Peak Hour: AM
Count Date: 05/19/15

Future Growth % Per Year: 1.200
Number of Years to Buildout: 3

Scenario:	Movements North Approach RT	TH	LT	East Approach RT	TH	LT	South Approach RT	TH	LT	West Approach RT	TH	LT	Total
Existing Conditions	425	549	198	224	729	79	37	703	172	188	424	667	4395
ATI	59	140	0	0	48	5	7	58	36	27	30	41	451
Project Site Credit	0	0	0	0	1	0	0	0	1	1	1	0	4
Background Conditions	484	689	198	224	778	84	44	761	209	216	455	708	4850
Project Trips (Gross)	15	0	0	0	6	0	0	0	6	12	12	4	55
Project Site Credit	0	0	0	0	-1	0	0	0	-1	-1	-1	0	-4
Background + Project Conditions	499	689	198	224	783	84	44	761	214	227	466	712	4901
Existing + Project Conditions	440	549	198	224	734	79	37	703	177	199	435	671	4446
Future Conditions													
Future Growth (1.2% per yr)	440	569	205	232	756	82	38	729	178	195	439	691	4555
Fut Growth No Project Conditions	499	709	205	232	805	87	45	787	215	223	470	732	5010
Fut Growth + Project Conditions	514	709	205	232	810	87	45	787	220	234	481	736	5061

Intersection Number: 42
Traffix Node Number: 22
Intersection Name: Alma Court & Alma Avenue
Peak Hour: AM
Count Date: 10/22/15

Future Growth % Per Year: 1.200
Number of Years to Buildout: 3

Scenario:	Movements North Approach RT	TH	LT	East Approach RT	TH	LT	South Approach RT	TH	LT	West Approach RT	TH	LT	Total
Existing Conditions	15	0	11	16	532	0	0	0	0	0	417	23	1014
ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Site Credit	0	0	0	0	0	0	0	0	0	0	10	0	10
Background Conditions	15	0	11	16	532	0	0	0	0	0	427	23	1024
Project Trips (Gross)	0	0	0	0	0	0	96	0	196	0	0	0	292
Project Site Credit	0	0	0	0	0	0	0	0	0	0	-10	0	-10
Background + Project Conditions	15	0	11	16	532	0	96	0	196	0	417	23	1306
Existing + Project Conditions	15	0	11	16	532	0	96	0	196	0	407	23	1296
Future Conditions													
Future Growth (1.2% per yr)	16	0	11	17	551	0	0	0	0	0	432	24	1051
Fut Growth No Project Conditions	16	0	11	17	551	0	0	0	0	0	442	24	1061
Fut Growth + Project Conditions	16	0	11	17	551	0	96	0	196	0	432	24	1343

Intersection Number: 1
Traffix Node Number: 3099
Intersection Name: South 1st Street & Willow Street *
Peak Hour: Afternoon
Count Date: 10/22/15

Future Growth % Per Year: 1.200
Number of Years to Buildout: 3

Scenario:	Movements North Approach RT	TH	LT	East Approach RT	TH	LT	South Approach RT	TH	LT	West Approach RT	TH	LT	Total
Existing Conditions	63	736	6	11	0	0	7	421	12	42	6	65	1369
ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Site Credit	0	8	0	0	0	0	0	7	0	0	0	0	15
Background Conditions	63	744	6	11	0	0	7	428	12	42	6	65	1384
Project Trips (Gross)	0	14	0	0	0	0	0	5	0	0	0	0	19
Project Site Credit	0	-8	0	0	0	0	0	-7	0	0	0	0	-15
Background + Project Conditions	63	750	6	11	0	0	7	426	12	42	6	65	1388
Existing + Project Conditions	63	742	6	11	0	0	7	419	12	42	6	65	1373
Future Conditions													
Future Growth (1.2% per yr)	65	763	6	11	0	0	7	436	12	44	6	67	1419
Fut Growth No Project Conditions	65	771	6	11	0	0	7	443	12	44	6	67	1434
Fut Growth + Project Conditions	65	777	6	11	0	0	7	441	12	44	6	67	1438

Intersection Number: 2
Traffix Node Number: 3097
Intersection Name: South 1st Street & Keyes Street *
Peak Hour: Afternoon
Count Date: 10/22/15

Future Growth % Per Year: 1.200
Number of Years to Buildout: 3

Scenario:	Movements North Approach RT	TH	LT	East Approach RT	TH	LT	South Approach RT	TH	LT	West Approach RT	TH	LT	Total
Existing Conditions	28	619	126	79	233	2	21	332	39	87	197	19	1782
ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Site Credit	0	8	0	0	0	0	0	7	6	7	0	0	28
Background Conditions	28	627	126	79	233	2	21	339	45	94	197	19	1810
Project Trips (Gross)	0	14	0	0	0	0	0	5	26	14	0	0	59
Project Site Credit	0	-8	0	0	0	0	0	-7	-6	-7	0	0	-28
Background + Project Conditions	28	633	126	79	233	2	21	337	65	101	197	19	1841
Existing + Project Conditions	28	625	126	79	233	2	21	330	59	94	197	19	1813
Future Conditions													
Future Growth (1.2% per yr)	29	642	131	82	241	2	22	344	40	90	204	20	1847
Fut Growth No Project Conditions	29	650	131	82	241	2	22	351	46	97	204	20	1875
Fut Growth + Project Conditions	29	656	131	82	241	2	22	349	66	104	204	20	1906

Intersection Number: 3
Traffix Node Number: 3060
Intersection Name: Monterey Highway & Alma Avenue *
Peak Hour: Afternoon
Count Date: 10/22/15

Future Growth % Per Year: 1.200
Number of Years to Buildout: 3

Scenario:	Movements North Approach RT	TH	LT	East Approach RT	TH	LT	South Approach RT	TH	LT	West Approach RT	TH	LT	Total
Existing Conditions	225	925	72	47	218	144	174	597	201	193	257	128	3181
ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Site Credit	0	0	27	14	23	32	46	0	0	0	24	0	166
Background Conditions	225	925	99	61	241	176	220	597	201	193	281	128	3347
Project Trips (Gross)	0	0	57	36	72	22	75	0	0	0	46	0	308
Project Site Credit	0	0	-27	-14	-23	-32	-46	0	0	0	-24	0	-166
Background + Project Conditions	225	925	129	83	290	166	249	597	201	193	303	128	3489
Existing + Project Conditions	225	925	102	69	267	134	203	597	201	193	279	128	3323
Future Conditions													
Future Growth (1.2% per yr)	233	959	75	49	226	149	180	619	208	200	266	133	3297
Fut Growth No Project Conditions	233	959	102	63	249	181	226	619	208	200	290	133	3463
Fut Growth + Project Conditions	233	959	132	85	298	171	255	619	208	200	312	133	3605

Intersection Number: 4
Traffix Node Number: 4104
Intersection Name: Monterey Highway & Cottage Grove Avenue
Peak Hour: Afternoon
Count Date: 10/22/15

Future Growth % Per Year: 1.200
Number of Years to Buildout: 3

Scenario:	Movements North Approach RT	TH	LT	East Approach RT	TH	LT	South Approach RT	TH	LT	West Approach RT	TH	LT	Total
Existing Conditions	25	1088	128	13	13	65	84	807	47	34	7	8	2319
ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Site Credit	0	32	0	0	0	0	0	46	0	0	0	0	78
Background Conditions	25	1120	128	13	13	65	84	853	47	34	7	8	2397
Project Trips (Gross)	0	22	0	0	0	0	0	75	0	0	0	0	97
Project Site Credit	0	-32	0	0	0	0	0	-46	0	0	0	0	-78
Background + Project Conditions	25	1110	128	13	13	65	84	882	47	34	7	8	2416
Existing + Project Conditions	25	1078	128	13	13	65	84	836	47	34	7	8	2338
Future Conditions													
Future Growth (1.2% per yr)	26	1128	133	13	13	67	87	836	49	35	7	8	2403
Fut Growth No Project Conditions	26	1160	133	13	13	67	87	882	49	35	7	8	2481
Fut Growth + Project Conditions	26	1150	133	13	13	67	87	911	49	35	7	8	2500

Intersection Number: 5
Traffix Node Number: 3705
Intersection Name: Monterey Highway & San Jose Avenue
Peak Hour: Afternoon
Count Date: 10/22/15

Future Growth % Per Year: 1.200
Number of Years to Buildout: 3

Scenario:	Movements North Approach RT	TH	LT	East Approach RT	TH	LT	South Approach RT	TH	LT	West Approach RT	TH	LT	Total
Existing Conditions	97	1124	0	0	0	0	0	785	116	136	0	141	2399
ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Site Credit	0	32	0	0	0	0	0	46	0	0	0	0	78
Background Conditions	97	1156	0	0	0	0	0	831	116	136	0	141	2477
Project Trips (Gross)	4	18	0	0	0	0	0	73	0	0	0	2	97
Project Site Credit	0	-32	0	0	0	0	0	-46	0	0	0	0	-78
Background + Project Conditions	101	1142	0	0	0	0	0	858	116	136	0	143	2496
Existing + Project Conditions	101	1110	0	0	0	0	0	812	116	136	0	143	2418
Future Conditions													
Future Growth (1.2% per yr)	101	1165	0	0	0	0	0	814	120	141	0	146	2486
Fut Growth No Project Conditions	101	1197	0	0	0	0	0	860	120	141	0	146	2564
Fut Growth + Project Conditions	105	1183	0	0	0	0	0	887	120	141	0	148	2583

Intersection Number: 6
Traffix Node Number: 3704
Intersection Name: Monterey Highway & Phelan Avenue
Peak Hour: Afternoon
Count Date: 10/22/15

Future Growth % Per Year: 1.200
Number of Years to Buildout: 3

Scenario:	Movements North Approach RT	TH	LT	East Approach RT	TH	LT	South Approach RT	TH	LT	West Approach RT	TH	LT	Total
Existing Conditions	1	1136	180	132	2	181	236	759	36	42	0	0	2705
ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Site Credit	0	32	0	12	0	0	0	34	0	0	0	0	78
Background Conditions	1	1168	180	144	2	181	236	793	36	42	0	0	2783
Project Trips (Gross)	0	18	0	29	0	0	0	44	0	0	0	0	91
Project Site Credit	0	-32	0	-12	0	0	0	-34	0	0	0	0	-78
Background + Project Conditions	1	1154	180	161	2	181	236	803	36	42	0	0	2796
Existing + Project Conditions	1	1122	180	149	2	181	236	769	36	42	0	0	2718
Future Conditions													
Future Growth (1.2% per yr)	1	1177	187	137	2	188	245	787	37	44	0	0	2804
Fut Growth No Project Conditions	1	1209	187	149	2	188	245	821	37	44	0	0	2882
Fut Growth + Project Conditions	1	1195	187	166	2	188	245	831	37	44	0	0	2895

Intersection Number: 7
Traffix Node Number: 3616
Intersection Name: South 2nd Street & Keyes Street
Peak Hour: Afternoon
Count Date: 10/22/15

Future Growth % Per Year: 1.200
Number of Years to Buildout: 3

Scenario:	Movements North Approach RT	TH	LT	East Approach RT	TH	LT	South Approach RT	TH	LT	West Approach RT	TH	LT	Total
Existing Conditions	40	298	101	0	273	159	0	0	0	16	312	0	1199
ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Site Credit	0	0	0	0	0	12	0	0	0	0	0	0	12
Background Conditions	40	298	101	0	273	171	0	0	0	16	312	0	1211
Project Trips (Gross)	0	1	0	0	0	28	0	0	0	0	0	0	29
Project Site Credit	0	0	0	0	0	-12	0	0	0	0	0	0	-12
Background + Project Conditions	40	299	101	0	273	187	0	0	0	16	312	0	1228
Existing + Project Conditions	40	299	101	0	273	175	0	0	0	16	312	0	1216
Future Conditions													
Future Growth (1.2% per yr)	41	309	105	0	283	165	0	0	0	17	323	0	1243
Fut Growth No Project Conditions	41	309	105	0	283	177	0	0	0	17	323	0	1255
Fut Growth + Project Conditions	41	310	105	0	283	193	0	0	0	17	323	0	1272

Intersection Number: 8
Traffix Node Number: 3620
Intersection Name: South 3rd Street & Keyes Street
Peak Hour: Afternoon
Count Date: 10/22/15

Future Growth % Per Year: 1.200
Number of Years to Buildout: 3

Scenario:	Movements North Approach RT	TH	LT	East Approach RT	TH	LT	South Approach RT	TH	LT	West Approach RT	TH	LT	Total
Existing Conditions	1	0	0	109	409	0	146	229	11	0	391	43	1339
ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Site Credit	0	0	0	0	12	0	0	0	0	0	0	0	12
Background Conditions	1	0	0	109	421	0	146	229	11	0	391	43	1351
Project Trips (Gross)	0	0	0	0	28	0	0	5	0	0	0	0	33
Project Site Credit	0	0	0	0	-12	0	0	0	0	0	0	0	-12
Background + Project Conditions	1	0	0	109	437	0	146	234	11	0	391	43	1372
Existing + Project Conditions	1	0	0	109	425	0	146	234	11	0	391	43	1360
Future Conditions													
Future Growth (1.2% per yr)	1	0	0	113	424	0	151	237	11	0	405	45	1388
Fut Growth No Project Conditions	1	0	0	113	436	0	151	237	11	0	405	45	1400
Fut Growth + Project Conditions	1	0	0	113	452	0	151	242	11	0	405	45	1421

Intersection Number: 9
Traffix Node Number: 3618
Intersection Name: South 7th Street & Keyes Street
Peak Hour: Afternoon
Count Date: 10/22/15

Future Growth % Per Year: 1.200
Number of Years to Buildout: 3

Scenario:	Movements North Approach RT	TH	LT	East Approach RT	TH	LT	South Approach RT	TH	LT	West Approach RT	TH	LT	Total
Existing Conditions	91	399	95	48	378	47	48	358	32	39	460	63	2058
ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Site Credit	10	10	0	0	2	1	2	18	0	0	0	0	43
Background Conditions	101	409	95	48	380	48	50	376	32	39	460	63	2101
Project Trips (Gross)	16	16	0	0	12	5	9	12	0	0	0	0	70
Project Site Credit	-10	-10	0	0	-2	-1	-2	-18	0	0	0	0	-43
Background + Project Conditions	107	415	95	48	390	52	57	370	32	39	460	63	2128
Existing + Project Conditions	97	405	95	48	388	51	55	352	32	39	460	63	2085
Future Conditions													
Future Growth (1.2% per yr)	94	414	98	50	392	49	50	371	33	40	477	65	2133
Fut Growth No Project Conditions	104	424	98	50	394	50	52	389	33	40	477	65	2176
Fut Growth + Project Conditions	110	430	98	50	404	54	59	383	33	40	477	65	2203

Intersection Number: 10
Traffix Node Number: 3238
Intersection Name: South 7th Street & Alma Avenue
Peak Hour: Afternoon
Count Date: 10/22/15

Future Growth % Per Year: 1.200
Number of Years to Buildout: 3

Scenario:	Movements North Approach RT	TH	LT	East Approach RT	TH	LT	South Approach RT	TH	LT	West Approach RT	TH	LT	Total
Existing Conditions	163	324	42	25	206	25	32	257	41	24	327	130	1596
ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Site Credit	0	11	0	0	0	0	0	0	0	0	2	20	33
Background Conditions	163	335	42	25	206	25	32	257	41	24	329	150	1629
Project Trips (Gross)	0	20	0	0	0	0	0	0	0	4	40	21	85
Project Site Credit	0	-11	0	0	0	0	0	0	0	0	-2	-20	-33
Background + Project Conditions	163	344	42	25	206	25	32	257	41	28	367	151	1681
Existing + Project Conditions	163	333	42	25	206	25	32	257	41	28	365	131	1648
Future Conditions													
Future Growth (1.2% per yr)	169	336	44	26	214	26	33	266	42	25	339	135	1654
Fut Growth No Project Conditions	169	347	44	26	214	26	33	266	42	25	341	155	1687
Fut Growth + Project Conditions	169	356	44	26	214	26	33	266	42	29	379	156	1739

Intersection Number: 11
Traffix Node Number: 3901
Intersection Name: South 7th Street & Phelan Avenue
Peak Hour: Afternoon
Count Date: 10/22/15

Future Growth % Per Year: 1.200
Number of Years to Buildout: 3

Scenario:	Movements North Approach RT	TH	LT	East Approach RT	TH	LT	South Approach RT	TH	LT	West Approach RT	TH	LT	Total
Existing Conditions	100	211	52	44	174	59	62	146	43	78	228	78	1275
ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Site Credit	11	0	0	0	1	0	0	0	0	0	0	0	12
Background Conditions	111	211	52	44	175	59	62	146	43	78	228	78	1287
Project Trips (Gross)	20	4	0	0	8	0	0	0	0	0	0	0	32
Project Site Credit	-11	0	0	0	-1	0	0	0	0	0	0	0	-12
Background + Project Conditions	120	215	52	44	182	59	62	146	43	78	228	78	1307
Existing + Project Conditions	109	215	52	44	181	59	62	146	43	78	228	78	1295
Future Conditions													
Future Growth (1.2% per yr)	104	219	54	46	180	61	64	151	45	81	236	81	1321
Fut Growth No Project Conditions	115	219	54	46	181	61	64	151	45	81	236	81	1333
Fut Growth + Project Conditions	124	223	54	46	188	61	64	151	45	81	236	81	1353

Intersection Number: 12
Traffix Node Number: 3619
Intersection Name: South 10th Street & Keyes Street
Peak Hour: Afternoon
Count Date: 10/22/15

Future Growth % Per Year: 1.200
Number of Years to Buildout: 3

Scenario:	Movements North Approach RT	TH	LT	East Approach RT	TH	LT	South Approach RT	TH	LT	West Approach RT	TH	LT	Total
Existing Conditions	68	872	604	0	404	36	0	0	0	54	548	0	2586
ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Site Credit	0	0	0	0	4	0	0	0	0	0	2	0	6
Background Conditions	68	872	604	0	408	36	0	0	0	54	550	0	2592
Project Trips (Gross)	2	2	0	0	15	1	0	0	0	0	9	0	29
Project Site Credit	0	0	0	0	-4	0	0	0	0	0	-2	0	-6
Background + Project Conditions	70	874	604	0	419	37	0	0	0	54	557	0	2615
Existing + Project Conditions	70	874	604	0	415	37	0	0	0	54	555	0	2609
Future Conditions													
Future Growth (1.2% per yr)	70	904	626	0	419	37	0	0	0	56	568	0	2680
Fut Growth No Project Conditions	70	904	626	0	423	37	0	0	0	56	570	0	2686
Fut Growth + Project Conditions	72	906	626	0	434	38	0	0	0	56	577	0	2709

Intersection Number: 13
Traffix Node Number: 3239
Intersection Name: South 10th Street & Alma Avenue
Peak Hour: Afternoon
Count Date: 10/22/15

Future Growth % Per Year: 1.200
Number of Years to Buildout: 3

Scenario:	Movements North Approach RT	TH	LT	East Approach RT	TH	LT	South Approach RT	TH	LT	West Approach RT	TH	LT	Total
Existing Conditions	86	746	55	27	79	7	20	442	78	87	217	82	1926
ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Site Credit	0	0	0	0	0	0	0	0	0	0	2	0	2
Background Conditions	86	746	55	27	79	7	20	442	78	87	219	82	1928
Project Trips (Gross)	0	3	0	0	0	0	0	0	0	4	17	19	43
Project Site Credit	0	0	0	0	0	0	0	0	0	0	-2	0	-2
Background + Project Conditions	86	749	55	27	79	7	20	442	78	91	234	101	1969
Existing + Project Conditions	86	749	55	27	79	7	20	442	78	91	232	101	1967
Future Conditions													
Future Growth (1.2% per yr)	89	773	57	28	82	7	21	458	81	90	225	85	1996
Fut Growth No Project Conditions	89	773	57	28	82	7	21	458	81	90	227	85	1998
Fut Growth + Project Conditions	89	776	57	28	82	7	21	458	81	94	242	104	2039

Intersection Number: 14
Traffix Node Number: 3740
Intersection Name: South 10th Street & Phelan Avenue
Peak Hour: Afternoon
Count Date: 10/22/15

Future Growth % Per Year: 1.200
Number of Years to Buildout: 3

Scenario:	Movements North Approach RT	TH	LT	East Approach RT	TH	LT	South Approach RT	TH	LT	West Approach RT	TH	LT	Total
Existing Conditions	97	611	55	51	94	18	37	431	92	100	158	92	1836
ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Site Credit	0	0	0	0	1	0	0	0	0	0	0	0	1
Background Conditions	97	611	55	51	95	18	37	431	92	100	158	92	1837
Project Trips (Gross)	3	4	0	0	5	0	0	0	0	0	0	0	12
Project Site Credit	0	0	0	0	-1	0	0	0	0	0	0	0	-1
Background + Project Conditions	100	615	55	51	99	18	37	431	92	100	158	92	1848
Existing + Project Conditions	100	615	55	51	98	18	37	431	92	100	158	92	1847
Future Conditions													
Future Growth (1.2% per yr)	101	633	57	53	97	19	38	447	95	104	164	95	1903
Fut Growth No Project Conditions	101	633	57	53	98	19	38	447	95	104	164	95	1904
Fut Growth + Project Conditions	104	637	57	53	102	19	38	447	95	104	164	95	1915

Intersection Number: 15
Traffix Node Number: 3472
Intersection Name: South 11th Street & Keyes Street
Peak Hour: Afternoon
Count Date: 10/22/15

Future Growth % Per Year: 1.200
Number of Years to Buildout: 3

Scenario:	Movements North Approach RT	TH	LT	East Approach RT	TH	LT	South Approach RT	TH	LT	West Approach RT	TH	LT	Total
Existing Conditions	0	0	0	673	407	1	36	510	20	0	1043	100	2790
ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Site Credit	0	0	0	0	4	0	0	0	0	0	2	0	6
Background Conditions	0	0	0	673	411	1	36	510	20	0	1045	100	2796
Project Trips (Gross)	0	0	0	0	15	0	4	14	0	0	9	0	42
Project Site Credit	0	0	0	0	-4	0	0	0	0	0	-2	0	-6
Background + Project Conditions	0	0	0	673	422	1	40	524	20	0	1052	100	2832
Existing + Project Conditions	0	0	0	673	418	1	40	524	20	0	1050	100	2826
Future Conditions													
Future Growth (1.2% per yr)	0	0	0	698	422	1	37	529	21	0	1081	104	2892
Fut Growth No Project Conditions	0	0	0	698	426	1	37	529	21	0	1083	104	2898
Fut Growth + Project Conditions	0	0	0	698	437	1	41	543	21	0	1090	104	2934

Intersection Number: 16
Traffix Node Number: 3617
Intersection Name: Senter Road & Keyes Street
Peak Hour: Afternoon
Count Date: 10/22/15

Future Growth % Per Year: 1.200
Number of Years to Buildout: 3

Scenario:	Movements North Approach RT	TH	LT	East Approach RT	TH	LT	South Approach RT	TH	LT	West Approach RT	TH	LT	Total
Existing Conditions	0	0	0	0	619	382	578	0	492	367	662	0	3100
ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Site Credit	0	0	0	0	4	1	2	0	0	0	2	0	9
Background Conditions	0	0	0	0	623	383	580	0	492	367	664	0	3109
Project Trips (Gross)	0	0	0	0	15	5	13	0	0	0	13	0	46
Project Site Credit	0	0	0	0	-4	-1	-2	0	0	0	-2	0	-9
Background + Project Conditions	0	0	0	0	634	387	591	0	492	367	675	0	3146
Existing + Project Conditions	0	0	0	0	630	386	589	0	492	367	673	0	3137
Future Conditions													
Future Growth (1.2% per yr)	0	0	0	0	642	396	599	0	510	380	686	0	3213
Fut Growth No Project Conditions	0	0	0	0	646	397	601	0	510	380	688	0	3222
Fut Growth + Project Conditions	0	0	0	0	657	401	612	0	510	380	699	0	3259

Intersection Number: 17
Traffix Node Number: 3237
Intersection Name: Senter Road & Alma Avenue
Peak Hour: Afternoon
Count Date: 10/22/15

Future Growth % Per Year: 1.200
Number of Years to Buildout: 3

Scenario:	Movements North Approach RT	TH	LT	East Approach RT	TH	LT	South Approach RT	TH	LT	West Approach RT	TH	LT	Total
Existing Conditions	52	720	0	0	0	0	0	915	51	140	0	137	2015
ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Site Credit	0	1	0	0	0	0	0	0	0	0	0	2	3
Background Conditions	52	721	0	0	0	0	0	915	51	140	0	139	2018
Project Trips (Gross)	0	5	0	0	0	0	0	0	0	4	0	13	22
Project Site Credit	0	-1	0	0	0	0	0	0	0	0	0	-2	-3
Background + Project Conditions	52	725	0	0	0	0	0	915	51	144	0	150	2037
Existing + Project Conditions	52	724	0	0	0	0	0	915	51	144	0	148	2034
Future Conditions													
Future Growth (1.2% per yr)	54	746	0	0	0	0	0	948	53	145	0	142	2088
Fut Growth No Project Conditions	54	747	0	0	0	0	0	948	53	145	0	144	2091
Fut Growth + Project Conditions	54	751	0	0	0	0	0	948	53	149	0	155	2110

Intersection Number: 18
Traffix Node Number: 3739
Intersection Name: Senter Road & Phelan Avenue
Peak Hour: Afternoon
Count Date: 10/22/15

Future Growth % Per Year: 1.200
Number of Years to Buildout: 3

Scenario:	Movements North Approach RT	TH	LT	East Approach RT	TH	LT	South Approach RT	TH	LT	West Approach RT	TH	LT	Total
Existing Conditions	54	761	33	34	8	15	7	782	57	103	22	107	1983
ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Site Credit	1	0	0	0	0	0	0	0	0	0	0	0	1
Background Conditions	55	761	33	34	8	15	7	782	57	103	22	107	1984
Project Trips (Gross)	5	4	0	0	0	0	0	0	0	0	0	0	9
Project Site Credit	-1	0	0	0	0	0	0	0	0	0	0	0	-1
Background + Project Conditions	59	765	33	34	8	15	7	782	57	103	22	107	1992
Existing + Project Conditions	58	765	33	34	8	15	7	782	57	103	22	107	1991
Future Conditions													
Future Growth (1.2% per yr)	56	789	34	35	8	16	7	810	59	107	23	111	2055
Fut Growth No Project Conditions	57	789	34	35	8	16	7	810	59	107	23	111	2056
Fut Growth + Project Conditions	61	793	34	35	8	16	7	810	59	107	23	111	2064

Intersection Number: 19
Traffix Node Number: 3835
Intersection Name: Vine Street & Willow Street
Peak Hour: Afternoon
Count Date: 10/22/15

Future Growth % Per Year: 1.200
Number of Years to Buildout: 3

Scenario:	Movements North Approach RT	TH	LT	East Approach RT	TH	LT	South Approach RT	TH	LT	West Approach RT	TH	LT	Total
Existing Conditions	46	422	105	0	185	38	0	0	0	68	257	0	1121
ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Site Credit	0	0	0	0	6	0	0	0	0	0	7	0	13
Background Conditions	46	422	105	0	191	38	0	0	0	68	264	0	1134
Project Trips (Gross)	0	5	4	0	17	0	0	0	0	0	10	0	36
Project Site Credit	0	0	0	0	-6	0	0	0	0	0	-7	0	-13
Background + Project Conditions	46	427	109	0	202	38	0	0	0	68	267	0	1157
Existing + Project Conditions	46	427	109	0	196	38	0	0	0	68	260	0	1144
Future Conditions													
Future Growth (1.2% per yr)	48	437	109	0	192	39	0	0	0	70	266	0	1162
Fut Growth No Project Conditions	48	437	109	0	198	39	0	0	0	70	273	0	1175
Fut Growth + Project Conditions	48	442	113	0	209	39	0	0	0	70	276	0	1198

Intersection Number: 20
Traffix Node Number: 3240
Intersection Name: Vine Street & Alma Avenue
Peak Hour: Afternoon
Count Date: 10/22/15

Future Growth % Per Year: 1.200
Number of Years to Buildout: 3

Scenario:	Movements North Approach RT	TH	LT	East Approach RT	TH	LT	South Approach RT	TH	LT	West Approach RT	TH	LT	Total
Existing Conditions	42	317	165	0	502	2	0	0	0	244	457	0	1729
ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Site Credit	0	0	0	0	23	0	0	0	0	0	24	0	47
Background Conditions	42	317	165	0	525	2	0	0	0	244	481	0	1776
Project Trips (Gross)	0	0	9	0	22	0	0	0	0	0	35	0	66
Project Site Credit	0	0	0	0	-23	0	0	0	0	0	-24	0	-47
Background + Project Conditions	42	317	174	0	524	2	0	0	0	244	492	0	1795
Existing + Project Conditions	42	317	174	0	501	2	0	0	0	244	468	0	1748
Future Conditions													
Future Growth (1.2% per yr)	44	329	171	0	520	2	0	0	0	253	474	0	1792
Fut Growth No Project Conditions	44	329	171	0	543	2	0	0	0	253	498	0	1839
Fut Growth + Project Conditions	44	329	180	0	542	2	0	0	0	253	509	0	1858

Intersection Number: 21
Traffix Node Number: 3254
Intersection Name: Almaden Avenue & Willow Street
Peak Hour: Afternoon
Count Date: 10/22/15

Future Growth % Per Year: 1.200
Number of Years to Buildout: 3

Scenario:	Movements North Approach RT	TH	LT	East Approach RT	TH	LT	South Approach RT	TH	LT	West Approach RT	TH	LT	Total
Existing Conditions	0	0	0	65	160	0	41	269	83	0	270	42	930
ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Site Credit	0	0	0	0	6	0	0	0	0	0	7	0	13
Background Conditions	0	0	0	65	166	0	41	269	83	0	277	42	943
Project Trips (Gross)	0	0	0	13	13	0	0	19	4	0	14	0	63
Project Site Credit	0	0	0	0	-6	0	0	0	0	0	-7	0	-13
Background + Project Conditions	0	0	0	78	173	0	41	288	87	0	284	42	993
Existing + Project Conditions	0	0	0	78	167	0	41	288	87	0	277	42	980
Future Conditions													
Future Growth (1.2% per yr)	0	0	0	67	166	0	42	279	86	0	280	44	964
Fut Growth No Project Conditions	0	0	0	67	172	0	42	279	86	0	287	44	977
Fut Growth + Project Conditions	0	0	0	80	179	0	42	298	90	0	294	44	1027

Intersection Number: 22
Traffix Node Number: 3234
Intersection Name: Almaden Avenue & Alma Avenue
Peak Hour: Afternoon
Count Date: 10/22/15

Future Growth % Per Year: 1.200
Number of Years to Buildout: 3

Scenario:	Movements North Approach RT	TH	LT	East Approach RT	TH	LT	South Approach RT	TH	LT	West Approach RT	TH	LT	Total
Existing Conditions	0	0	0	0	339	187	209	230	180	5	603	21	1774
ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Site Credit	0	0	0	0	23	0	0	0	0	0	24	0	47
Background Conditions	0	0	0	0	362	187	209	230	180	5	627	21	1821
Project Trips (Gross)	0	0	0	37	22	4	0	0	0	0	44	0	107
Project Site Credit	0	0	0	0	-23	0	0	0	0	0	-24	0	-47
Background + Project Conditions	0	0	0	37	361	191	209	230	180	5	647	21	1881
Existing + Project Conditions	0	0	0	37	338	191	209	230	180	5	623	21	1834
Future Conditions													
Future Growth (1.2% per yr)	0	0	0	0	351	194	217	238	187	5	625	22	1839
Fut Growth No Project Conditions	0	0	0	0	374	194	217	238	187	5	649	22	1886
Fut Growth + Project Conditions	0	0	0	37	373	198	217	238	187	5	669	22	1946

Intersection Number: 23
Traffix Node Number: 3241
Intersection Name: Almaden Expressway & San Jose Avenue
Peak Hour: Afternoon
Count Date: 10/22/15

Future Growth % Per Year: 1.200
Number of Years to Buildout: 3

Scenario:	Movements North Approach RT	TH	LT	East Approach RT	TH	LT	South Approach RT	TH	LT	West Approach RT	TH	LT	Total
Existing Conditions	4	457	0	111	81	57	76	259	0	11	204	2	1262
ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Site Credit	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	4	457	0	111	81	57	76	259	0	11	204	2	1262
Project Trips (Gross)	0	4	0	0	0	0	0	0	0	0	0	0	4
Project Site Credit	0	0	0	0	0	0	0	0	0	0	0	0	0
Background + Project Conditions	4	461	0	111	81	57	76	259	0	11	204	2	1266
Existing + Project Conditions	4	461	0	111	81	57	76	259	0	11	204	2	1266
Future Conditions													
Future Growth (1.2% per yr)	4	474	0	115	84	59	79	268	0	11	211	2	1308
Fut Growth No Project Conditions	4	474	0	115	84	59	79	268	0	11	211	2	1308
Fut Growth + Project Conditions	4	478	0	115	84	59	79	268	0	11	211	2	1312

Intersection Number: 42
Traffix Node Number: 22
Intersection Name: Alma Court & Alma Avenue
Peak Hour: Afternoon
Count Date: 10/22/15

Future Growth % Per Year: 1.200
Number of Years to Buildout: 3

Scenario:	Movements North Approach RT	TH	LT	East Approach RT	TH	LT	South Approach RT	TH	LT	West Approach RT	TH	LT	Total
Existing Conditions	22	0	9	12	374	0	0	0	0	0	455	21	893
ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Site Credit	0	0	0	0	0	0	0	0	0	0	23	0	23
Background Conditions	22	0	9	12	374	0	0	0	0	0	478	21	916
Project Trips (Gross)	0	0	0	0	0	0	64	0	131	0	0	0	195
Project Site Credit	0	0	0	0	0	0	0	0	0	0	-23	0	-23
Background + Project Conditions	22	0	9	12	374	0	64	0	131	0	455	21	1088
Existing + Project Conditions	22	0	9	12	374	0	64	0	131	0	432	21	1065
Future Conditions													
Future Growth (1.2% per yr)	23	0	9	12	388	0	0	0	0	0	472	22	926
Fut Growth No Project Conditions	23	0	9	12	388	0	0	0	0	0	495	22	949
Fut Growth + Project Conditions	23	0	9	12	388	0	64	0	131	0	472	22	1121

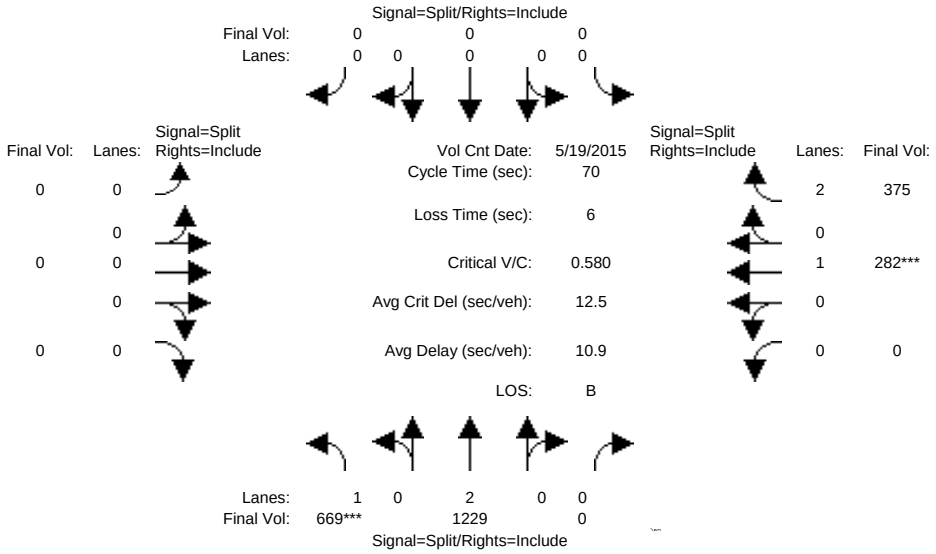
Appendix D

Intersection Level of Service Calculations

Downtown College Prep
San Jose

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

Intersection #3034: 280/11TH (N)



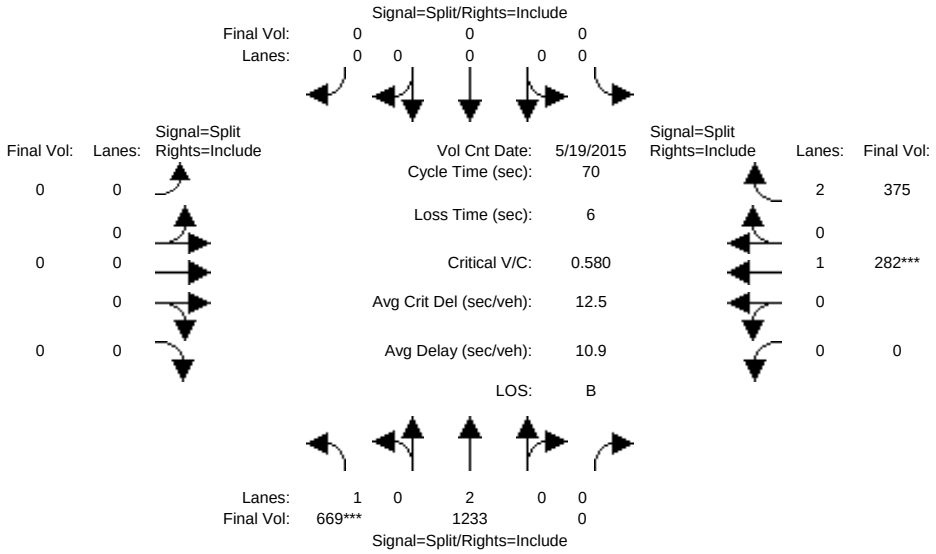
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	0	0	0	0	0	0	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 7:30-8:30AM												
Base Vol:	669	1229	0	0	0	0	0	0	0	0	282	375
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	669	1229	0	0	0	0	0	0	0	0	282	375
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	669	1229	0	0	0	0	0	0	0	0	282	375
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	669	1229	0	0	0	0	0	0	0	0	282	375
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	669	1229	0	0	0	0	0	0	0	0	282	375
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	669	1229	0	0	0	0	0	0	0	0	282	375
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	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	0.83
Lanes:	1.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	2.00
Final Sat.:	1750	3800	0	0	0	0	0	0	0	0	1900	3150
Capacity Analysis Module:												
Vol/Sat:	0.38	0.32	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.15	0.12
Crit Moves:	****										****	
Green Time:	46.1	46.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17.9	17.9
Volume/Cap:	0.58	0.49	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.58	0.47
Delay/Veh:	7.4	6.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	24.5	22.4
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:	7.4	6.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	24.5	22.4
LOS by Move:	A	A	A	A	A	A	A	A	A	A	C	C
HCM2kAvgQ:	9	7	0	0	0	0	0	0	0	0	6	5

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

Downtown College Prep
San Jose

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

Intersection #3034: 280/11TH (N)



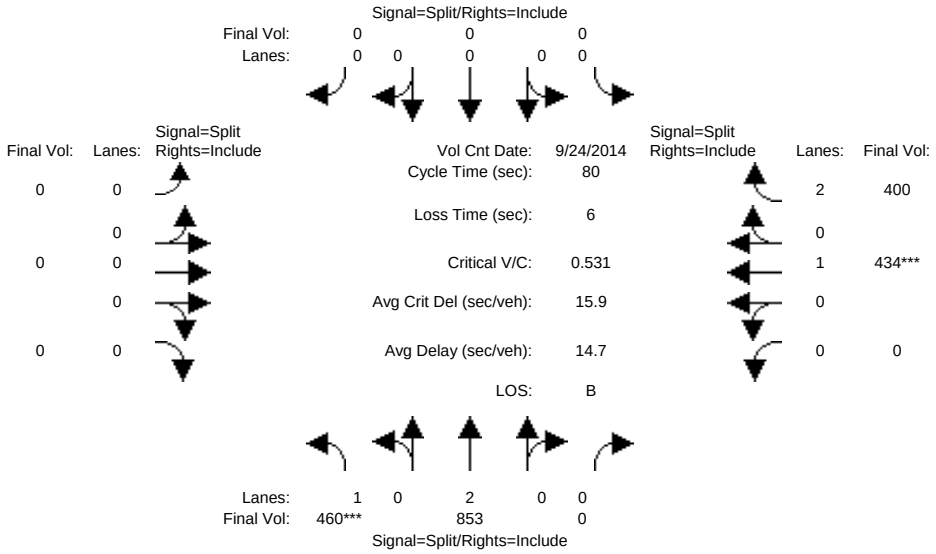
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	0	0	0	0	0	0	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 7:30-8:30AM												
Base Vol:	669	1229	0	0	0	0	0	0	0	0	282	375
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	669	1229	0	0	0	0	0	0	0	0	282	375
Added Vol:	0	4	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	669	1233	0	0	0	0	0	0	0	0	282	375
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	669	1233	0	0	0	0	0	0	0	0	282	375
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	669	1233	0	0	0	0	0	0	0	0	282	375
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	669	1233	0	0	0	0	0	0	0	0	282	375
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	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	0.83
Lanes:	1.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	2.00
Final Sat.:	1750	3800	0	0	0	0	0	0	0	0	1900	3150
Capacity Analysis Module:												
Vol/Sat:	0.38	0.32	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.15	0.12
Crit Moves:	****										****	
Green Time:	46.1	46.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17.9	17.9
Volume/Cap:	0.58	0.49	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.58	0.47
Delay/Veh:	7.4	6.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	24.5	22.4
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:	7.4	6.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	24.5	22.4
LOS by Move:	A	A	A	A	A	A	A	A	A	A	C	C
HCM2kAvgQ:	9	7	0	0	0	0	0	0	0	0	6	5

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

Downtown College Prep
San Jose

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

Intersection #3034: 280/11TH (N)



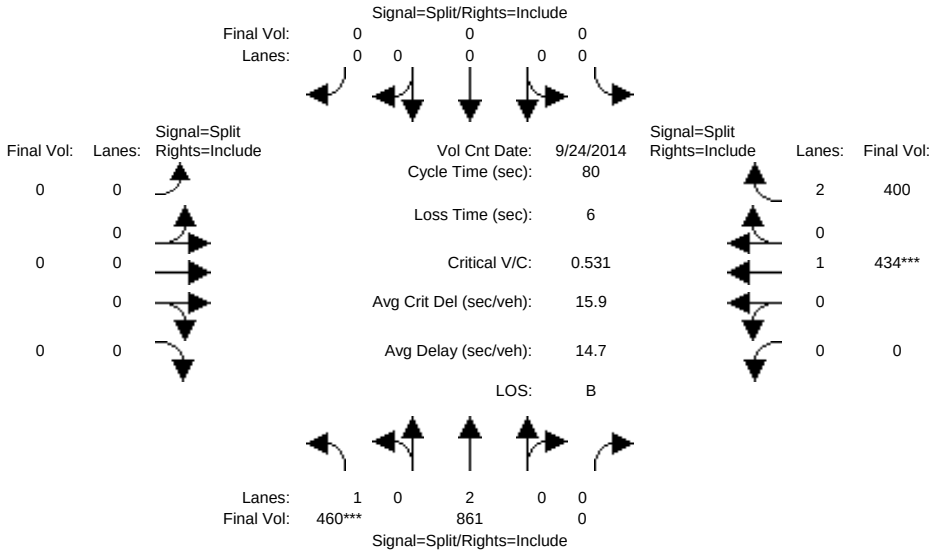
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10	10	0	0	0	0	0	0	0	0	0	0	0	10	10	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Volume Module: >> Count Date: 24 Sep 2014 << 5:00-6:00PM																
Base Vol:	460	853	0	0	0	0	0	0	0	0	0	0	0	434	400	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	460	853	0	0	0	0	0	0	0	0	0	0	0	434	400	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
ATI:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	460	853	0	0	0	0	0	0	0	0	0	0	0	434	400	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	460	853	0	0	0	0	0	0	0	0	0	0	0	434	400	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	460	853	0	0	0	0	0	0	0	0	0	0	0	434	400	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	460	853	0	0	0	0	0	0	0	0	0	0	0	434	400	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	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	0.83				
Lanes:	1.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	2.00				
Final Sat.:	1750	3800	0	0	0	0	0	0	0	0	1900	3150				
Capacity Analysis Module:																
Vol/Sat:	0.26	0.22	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.23	0.13				
Crit Moves:	****										****					
Green Time:	39.6	39.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	34.4	34.4				
Volume/Cap:	0.53	0.45	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.53	0.30				
Delay/Veh:	14.5	13.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17.5	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:	14.5	13.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17.5	15.0				
LOS by Move:	B	B	A	A	A	A	A	A	A	A	B	B				
HCM2kAvgQ:	8	7	0	0	0	0	0	0	0	0	8	4				

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

Downtown College Prep
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex + P PM

Intersection #3034: 280/11TH (N)



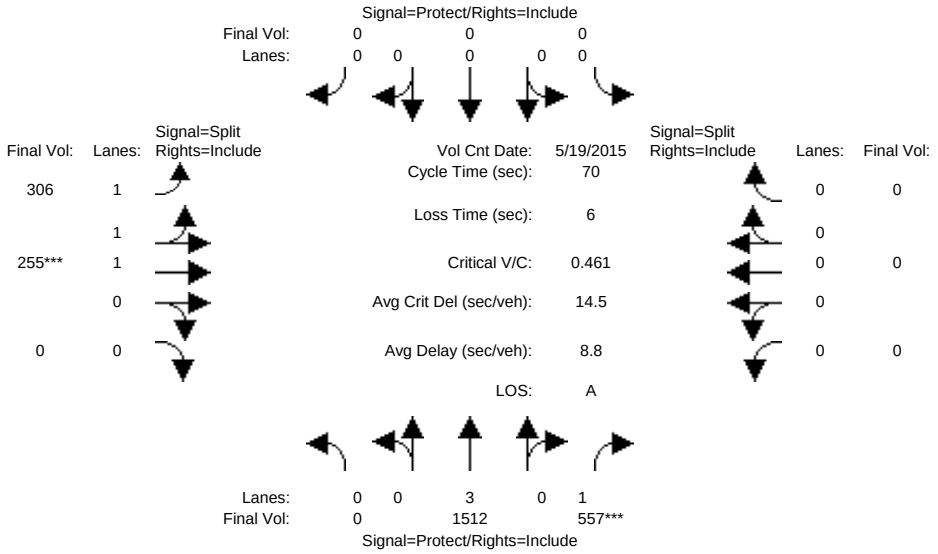
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	0	0	0	0	0	0	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Sep 2014 << 5:00-6:00PM												
Base Vol:	460	853	0	0	0	0	0	0	0	0	434	400
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	460	853	0	0	0	0	0	0	0	0	434	400
Added Vol:	0	8	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	460	861	0	0	0	0	0	0	0	0	434	400
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	460	861	0	0	0	0	0	0	0	0	434	400
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	460	861	0	0	0	0	0	0	0	0	434	400
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	460	861	0	0	0	0	0	0	0	0	434	400
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	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	0.83
Lanes:	1.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	2.00
Final Sat.:	1750	3800	0	0	0	0	0	0	0	0	1900	3150
Capacity Analysis Module:												
Vol/Sat:	0.26	0.23	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.23	0.13
Crit Moves:	****										****	
Green Time:	39.6	39.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	34.4	34.4
Volume/Cap:	0.53	0.46	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.53	0.30
Delay/Veh:	14.5	13.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17.5	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:	14.5	13.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17.5	15.0
LOS by Move:	B	B	A	A	A	A	A	A	A	A	B	B
HCM2kAvgQ:	8	7	0	0	0	0	0	0	0	0	8	4

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

Downtown College Prep
San Jose

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

Intersection #3035: 280/11TH (S)



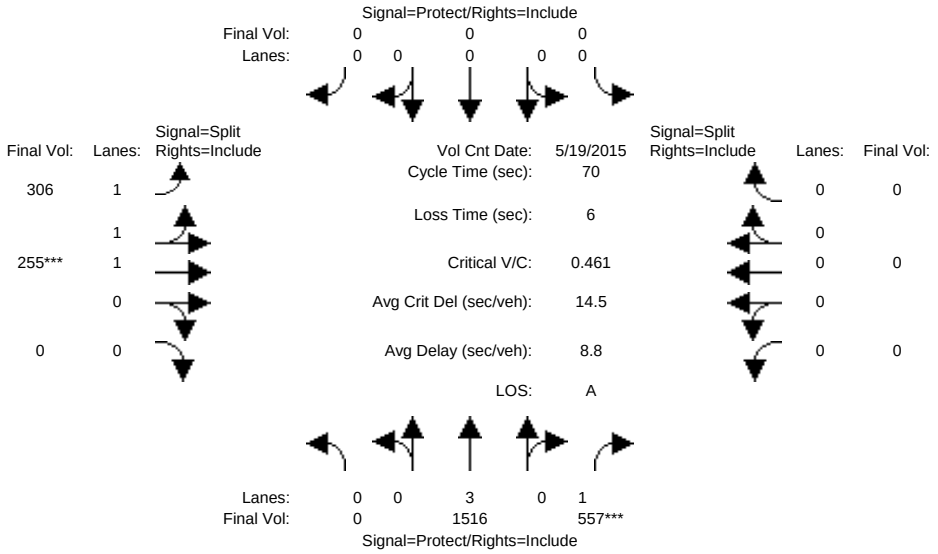
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	0	0	10	10	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 7:15-8:15AM												
Base Vol:	0	1512	557	0	0	0	306	255	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1512	557	0	0	0	306	255	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1512	557	0	0	0	306	255	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1512	557	0	0	0	306	255	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1512	557	0	0	0	306	255	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1512	557	0	0	0	306	255	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.99	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	0.00	0.00	0.00	1.68	1.32	0.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	0	0	0	2970	2475	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.32	0.00	0.00	0.00	0.10	0.10	0.00	0.00	0.00	0.00
Crit Moves:			****					****				
Green Time:	0.0	48.4	48.4	0.0	0.0	0.0	15.6	15.6	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.38	0.46	0.00	0.00	0.00	0.46	0.46	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	4.6	5.2	0.0	0.0	0.0	23.8	23.8	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	4.6	5.2	0.0	0.0	0.0	23.8	23.8	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	C	C	A	A	A	A
HCM2kAvgQ:	0	5	6	0	0	0	4	4	0	0	0	0

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

Downtown College Prep
San Jose

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

Intersection #3035: 280/11TH (S)



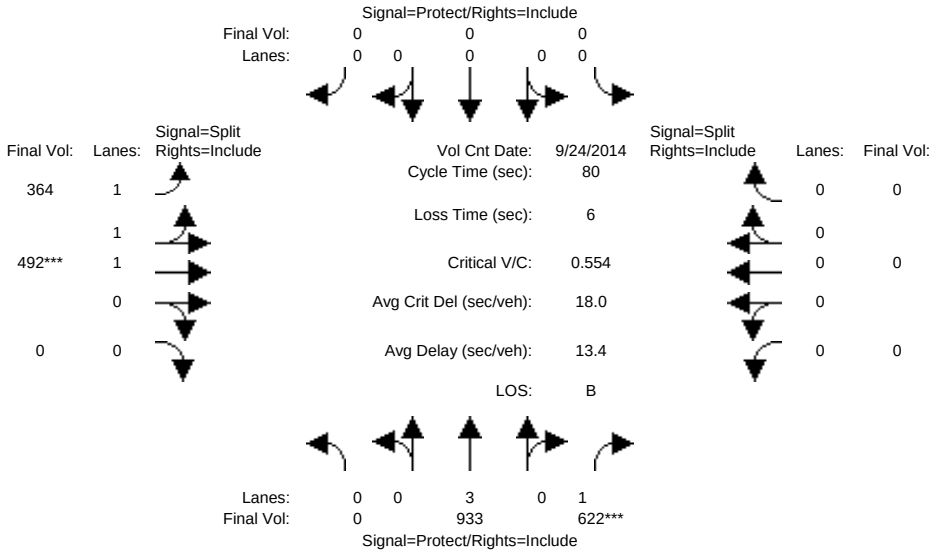
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	0	0	10	10	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 7:15-8:15AM												
Base Vol:	0	1512	557	0	0	0	306	255	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1512	557	0	0	0	306	255	0	0	0	0
Added Vol:	0	4	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1516	557	0	0	0	306	255	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1516	557	0	0	0	306	255	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1516	557	0	0	0	306	255	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1516	557	0	0	0	306	255	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.99	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	0.00	0.00	0.00	1.68	1.32	0.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	0	0	0	2970	2475	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.32	0.00	0.00	0.00	0.10	0.10	0.00	0.00	0.00	0.00
Crit Moves:			****					****				
Green Time:	0.0	48.4	48.4	0.0	0.0	0.0	15.6	15.6	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.39	0.46	0.00	0.00	0.00	0.46	0.46	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	4.6	5.2	0.0	0.0	0.0	23.8	23.8	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	4.6	5.2	0.0	0.0	0.0	23.8	23.8	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	C	C	A	A	A	A
HCM2kAvgQ:	0	5	6	0	0	0	4	4	0	0	0	0

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

Downtown College Prep
San Jose

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

Intersection #3035: 280/11TH (S)



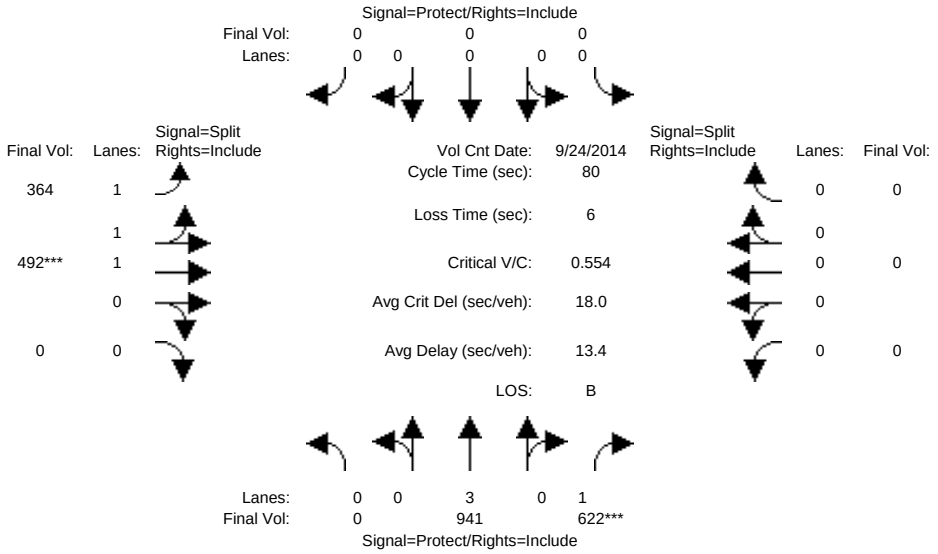
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	0	0	10	10	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Sep 2014 << 4:30-5:30PM												
Base Vol:	0	933	622	0	0	0	364	492	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	933	622	0	0	0	364	492	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	933	622	0	0	0	364	492	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	933	622	0	0	0	364	492	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	933	622	0	0	0	364	492	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	933	622	0	0	0	364	492	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.98	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	0.00	0.00	0.00	1.32	1.68	0.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	0	0	0	2316	3130	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.36	0.00	0.00	0.00	0.16	0.16	0.00	0.00	0.00	0.00
Crit Moves:			****					****				
Green Time:	0.0	51.3	51.3	0.0	0.0	0.0	22.7	22.7	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.26	0.55	0.00	0.00	0.00	0.55	0.55	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	6.2	8.6	0.0	0.0	0.0	24.8	24.8	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	6.2	8.6	0.0	0.0	0.0	24.8	24.8	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	C	C	A	A	A	A
HCM2kAvgQ:	0	3	10	0	0	0	6	6	0	0	0	0

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

Downtown College Prep
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex + P PM

Intersection #3035: 280/11TH (S)



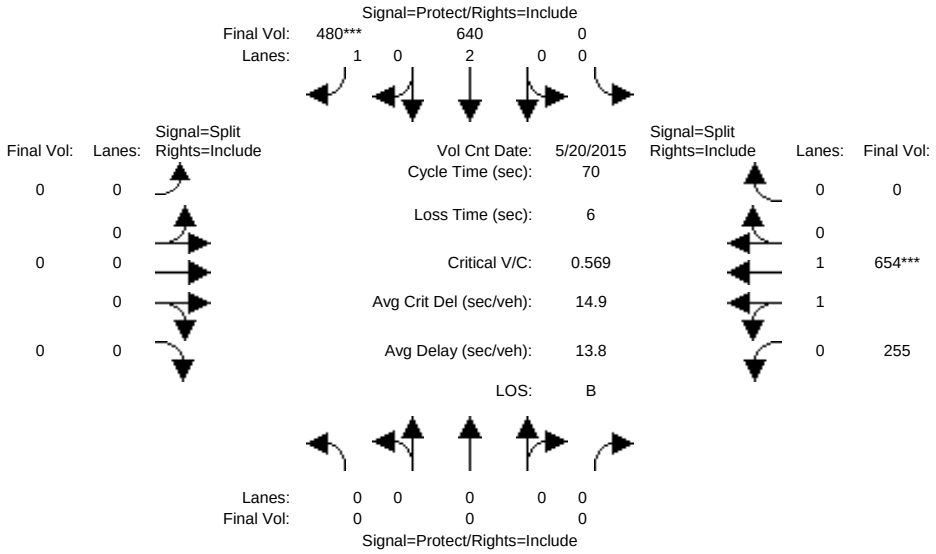
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	0	0	10	10	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Sep 2014 << 4:30-5:30PM												
Base Vol:	0	933	622	0	0	0	364	492	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	933	622	0	0	0	364	492	0	0	0	0
Added Vol:	0	8	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	941	622	0	0	0	364	492	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	941	622	0	0	0	364	492	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	941	622	0	0	0	364	492	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	941	622	0	0	0	364	492	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.98	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	0.00	0.00	0.00	1.32	1.68	0.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	0	0	0	2316	3130	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.36	0.00	0.00	0.00	0.16	0.16	0.00	0.00	0.00	0.00
Crit Moves:			****					****				
Green Time:	0.0	51.3	51.3	0.0	0.0	0.0	22.7	22.7	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.26	0.55	0.00	0.00	0.00	0.55	0.55	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	6.2	8.6	0.0	0.0	0.0	24.8	24.8	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	6.2	8.6	0.0	0.0	0.0	24.8	24.8	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	C	C	A	A	A	A
HCM2kAvgQ:	0	3	10	0	0	0	6	6	0	0	0	0

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

Downtown College Prep
San Jose

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

Intersection #3040: 280/10TH (N)



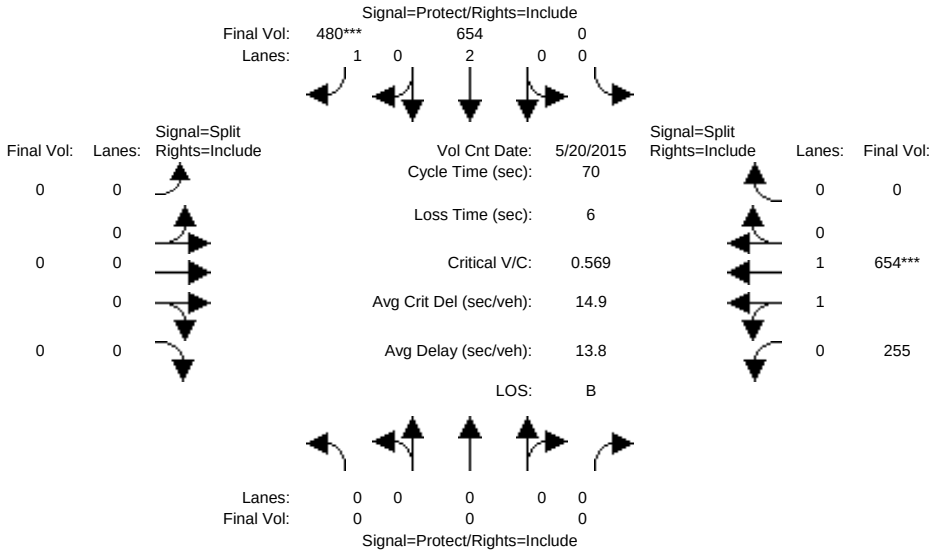
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	10	10	0	0	0	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 May 2015 << 7:15-8:15AM												
Base Vol:	0	0	0	0	640	480	0	0	0	255	654	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	640	480	0	0	0	255	654	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	640	480	0	0	0	255	654	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	0	640	480	0	0	0	255	654	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	640	480	0	0	0	255	654	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	0	640	480	0	0	0	255	654	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	0.95	0.98	0.92
Lanes:	0.00	0.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.58	1.42	0.00
Final Sat.:	0	0	0	0	3800	1750	0	0	0	1038	2661	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.17	0.27	0.00	0.00	0.00	0.25	0.25	0.00
Crit Moves:						****					****	
Green Time:	0.0	0.0	0.0	0.0	33.8	33.8	0.0	0.0	0.0	30.2	30.2	0.0
Volume/Cap:	0.00	0.00	0.00	0.00	0.35	0.57	0.00	0.00	0.00	0.57	0.57	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	11.4	13.9	0.0	0.0	0.0	15.5	15.5	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	0.0	11.4	13.9	0.0	0.0	0.0	15.5	15.5	0.0
LOS by Move:	A	A	A	A	B	B	A	A	A	B	B	A
HCM2kAvgQ:	0	0	0	0	4	9	0	0	0	7	7	0

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

Downtown College Prep
San Jose

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

Intersection #3040: 280/10TH (N)



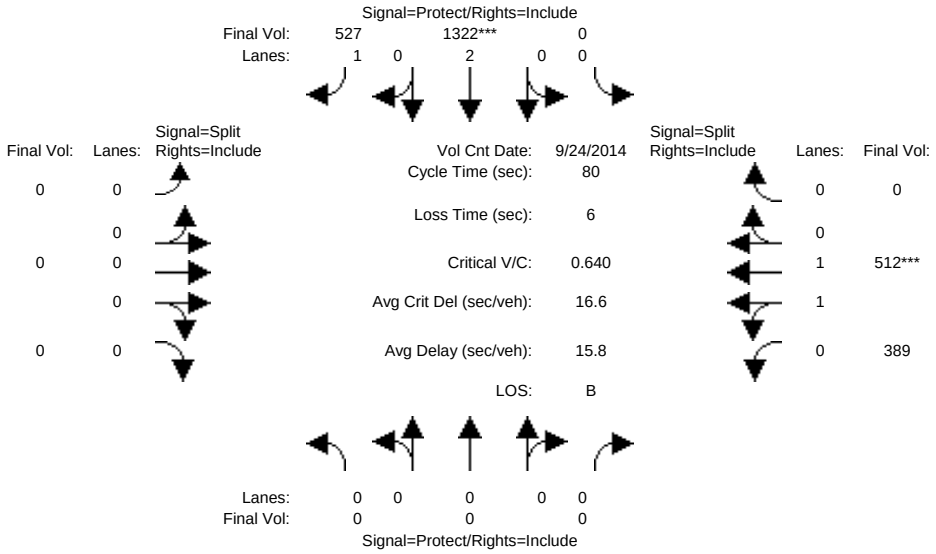
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	10	10	0	0	0	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 May 2015 << 7:15-8:15AM												
Base Vol:	0	0	0	0	640	480	0	0	0	255	654	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	640	480	0	0	0	255	654	0
Added Vol:	0	0	0	0	14	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	654	480	0	0	0	255	654	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	0	654	480	0	0	0	255	654	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	654	480	0	0	0	255	654	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	0	654	480	0	0	0	255	654	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	0.95	0.98	0.92
Lanes:	0.00	0.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.58	1.42	0.00
Final Sat.:	0	0	0	0	3800	1750	0	0	0	1038	2661	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.17	0.27	0.00	0.00	0.00	0.25	0.25	0.00
Crit Moves:						****					****	
Green Time:	0.0	0.0	0.0	0.0	33.8	33.8	0.0	0.0	0.0	30.2	30.2	0.0
Volume/Cap:	0.00	0.00	0.00	0.00	0.36	0.57	0.00	0.00	0.00	0.57	0.57	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	11.5	13.9	0.0	0.0	0.0	15.5	15.5	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	0.0	11.5	13.9	0.0	0.0	0.0	15.5	15.5	0.0
LOS by Move:	A	A	A	A	B	B	A	A	A	B	B	A
HCM2kAvgQ:	0	0	0	0	5	9	0	0	0	7	7	0

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

Downtown College Prep
San Jose

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

Intersection #3040: 280/10TH (N)



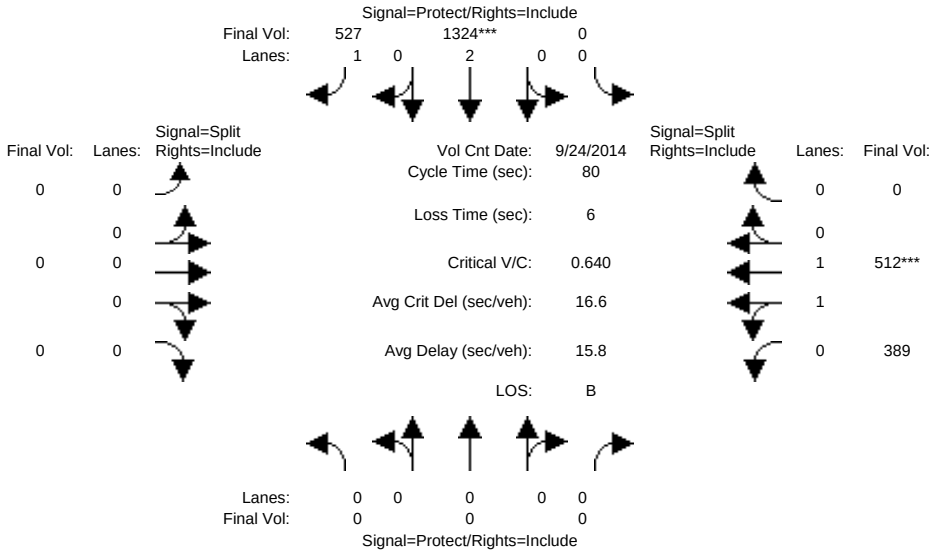
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	10	10	0	0	0	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Sep 2014 << 4:30-5:30PM												
Base Vol:	0	0	0	0	1322	527	0	0	0	389	512	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	1322	527	0	0	0	389	512	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	1322	527	0	0	0	389	512	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	0	1322	527	0	0	0	389	512	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	1322	527	0	0	0	389	512	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	0	1322	527	0	0	0	389	512	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	0.95	0.99	0.92
Lanes:	0.00	0.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.89	1.11	0.00
Final Sat.:	0	0	0	0	3800	1750	0	0	0	1597	2101	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.35	0.30	0.00	0.00	0.00	0.24	0.24	0.00
Crit Moves:					****						****	
Green Time:	0.0	0.0	0.0	0.0	43.5	43.5	0.0	0.0	0.0	30.5	30.5	0.0
Volume/Cap:	0.00	0.00	0.00	0.00	0.64	0.55	0.00	0.00	0.00	0.64	0.64	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	13.4	12.6	0.0	0.0	0.0	21.3	21.3	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:	0.0	0.0	0.0	0.0	13.4	12.6	0.0	0.0	0.0	21.3	21.3	0.0
LOS by Move:	A	A	A	A	B	B	A	A	A	C	C	A
HCM2kAvgQ:	0	0	0	0	12	10	0	0	0	9	9	0

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

Downtown College Prep
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex + P PM

Intersection #3040: 280/10TH (N)



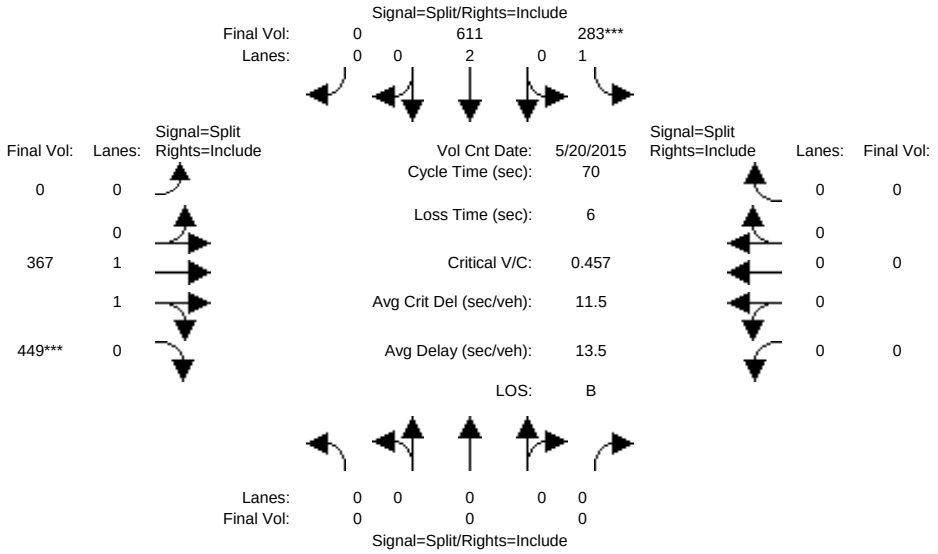
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	10	10	0	0	0	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Sep 2014 << 4:30-5:30PM												
Base Vol:	0	0	0	0	1322	527	0	0	0	389	512	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	1322	527	0	0	0	389	512	0
Added Vol:	0	0	0	0	2	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	1324	527	0	0	0	389	512	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	0	1324	527	0	0	0	389	512	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	1324	527	0	0	0	389	512	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	0	1324	527	0	0	0	389	512	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	0.95	0.99	0.92
Lanes:	0.00	0.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.89	1.11	0.00
Final Sat.:	0	0	0	0	3800	1750	0	0	0	1597	2101	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.35	0.30	0.00	0.00	0.00	0.24	0.24	0.00
Crit Moves:					****						****	
Green Time:	0.0	0.0	0.0	0.0	43.5	43.5	0.0	0.0	0.0	30.5	30.5	0.0
Volume/Cap:	0.00	0.00	0.00	0.00	0.64	0.55	0.00	0.00	0.00	0.64	0.64	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	13.4	12.6	0.0	0.0	0.0	21.3	21.3	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:	0.0	0.0	0.0	0.0	13.4	12.6	0.0	0.0	0.0	21.3	21.3	0.0
LOS by Move:	A	A	A	A	B	B	A	A	A	C	C	A
HCM2kAvgQ:	0	0	0	0	12	10	0	0	0	9	9	0

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

Downtown College Prep
San Jose

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

Intersection #3041: 280/10TH (S)



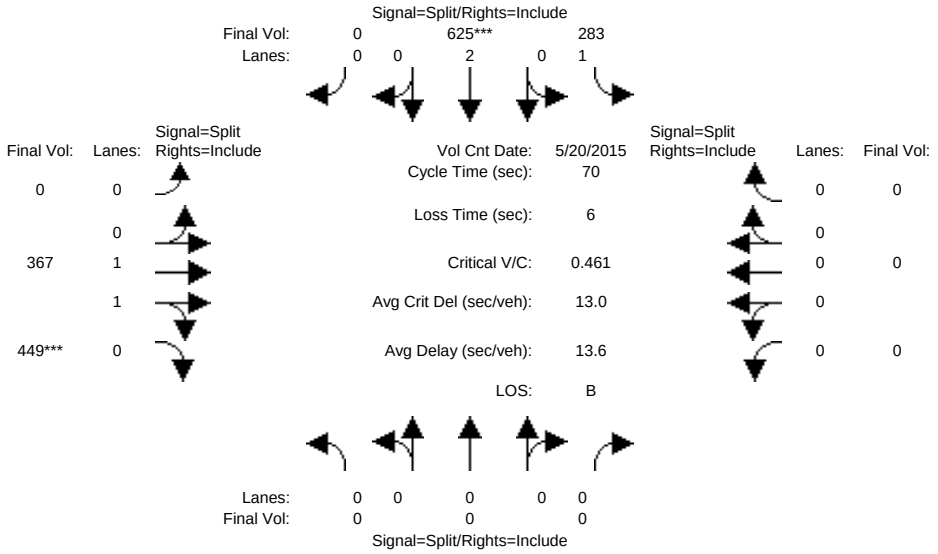
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	0	0	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 May 2015 << 7:15-8:15AM												
Base Vol:	0	0	0	283	611	0	0	367	449	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	283	611	0	0	367	449	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	283	611	0	0	367	449	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	0	0	283	611	0	0	367	449	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	283	611	0	0	367	449	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	0	0	283	611	0	0	367	449	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	0.00	0.00	1.00	2.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00
Final Sat.:	0	0	0	1750	3800	0	0	1900	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.16	0.00	0.00	0.19	0.26	0.00	0.00	0.00
Crit Moves:				****					****			
Green Time:	0.0	0.0	0.0	24.7	24.7	0.0	0.0	39.3	39.3	0.0	0.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.46	0.45	0.00	0.00	0.34	0.46	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	18.0	17.7	0.0	0.0	8.5	9.3	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	0.0	0.0	18.0	17.7	0.0	0.0	8.5	9.3	0.0	0.0	0.0
LOS by Move:	A	A	A	B	B	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	5	5	0	0	4	6	0	0	0

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

Downtown College Prep
San Jose

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

Intersection #3041: 280/10TH (S)



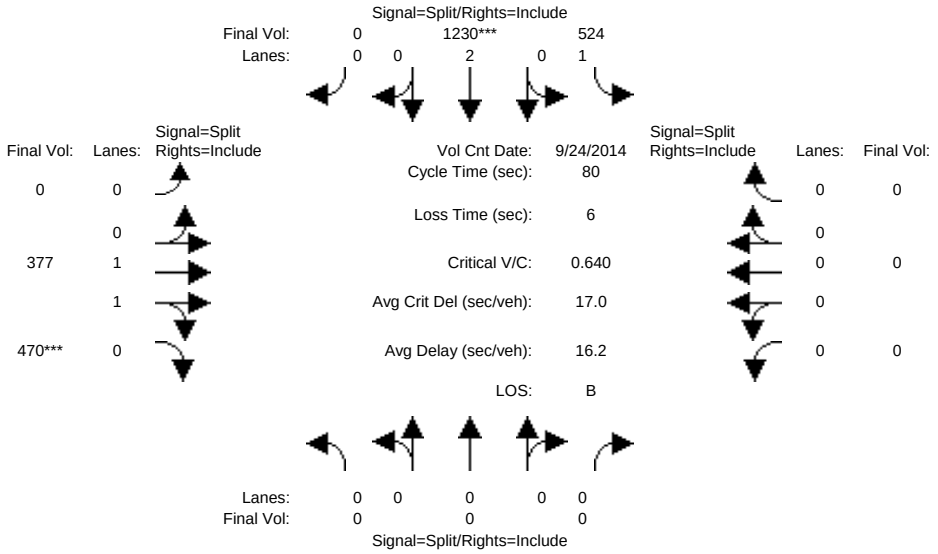
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	0	0	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 May 2015 << 7:15-8:15AM												
Base Vol:	0	0	0	283	611	0	0	367	449	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	283	611	0	0	367	449	0	0	0
Added Vol:	0	0	0	0	14	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	283	625	0	0	367	449	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	0	0	283	625	0	0	367	449	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	283	625	0	0	367	449	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	0	0	283	625	0	0	367	449	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	0.00	0.00	1.00	2.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00
Final Sat.:	0	0	0	1750	3800	0	0	1900	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.16	0.00	0.00	0.19	0.26	0.00	0.00	0.00
Crit Moves:					****				****			
Green Time:	0.0	0.0	0.0	25.0	25.0	0.0	0.0	39.0	39.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.45	0.46	0.00	0.00	0.35	0.46	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	17.8	17.6	0.0	0.0	8.6	9.4	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	0.0	0.0	17.8	17.6	0.0	0.0	8.6	9.4	0.0	0.0	0.0
LOS by Move:	A	A	A	B	B	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	5	5	0	0	4	6	0	0	0

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

Downtown College Prep
San Jose

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

Intersection #3041: 280/10TH (S)



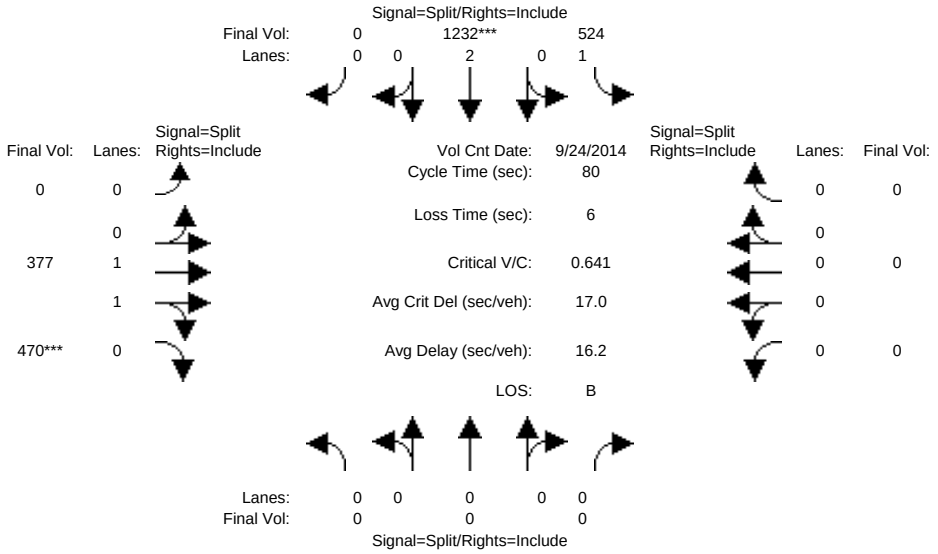
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	0	0	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Sep 2014 << 5:00-6:00PM												
Base Vol:	0	0	0	524	1230	0	0	377	470	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	524	1230	0	0	377	470	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	524	1230	0	0	377	470	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	0	0	524	1230	0	0	377	470	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	524	1230	0	0	377	470	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	524	1230	0	0	377	470	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	0.00	0.00	1.00	2.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00
Final Sat.:	0	0	0	1750	3800	0	0	1900	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.30	0.32	0.00	0.00	0.20	0.27	0.00	0.00	0.00
Crit Moves:					****				****			
Green Time:	0.0	0.0	0.0	40.4	40.4	0.0	0.0	33.6	33.6	0.0	0.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.59	0.64	0.00	0.00	0.47	0.64	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	15.0	15.2	0.0	0.0	17.0	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	0.0	0.0	15.0	15.2	0.0	0.0	17.0	19.5	0.0	0.0	0.0
LOS by Move:	A	A	A	B	B	A	A	B	B	A	A	A
HCM2kAvgQ:	0	0	0	10	11	0	0	7	11	0	0	0

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

Downtown College Prep
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex + P PM

Intersection #3041: 280/10TH (S)



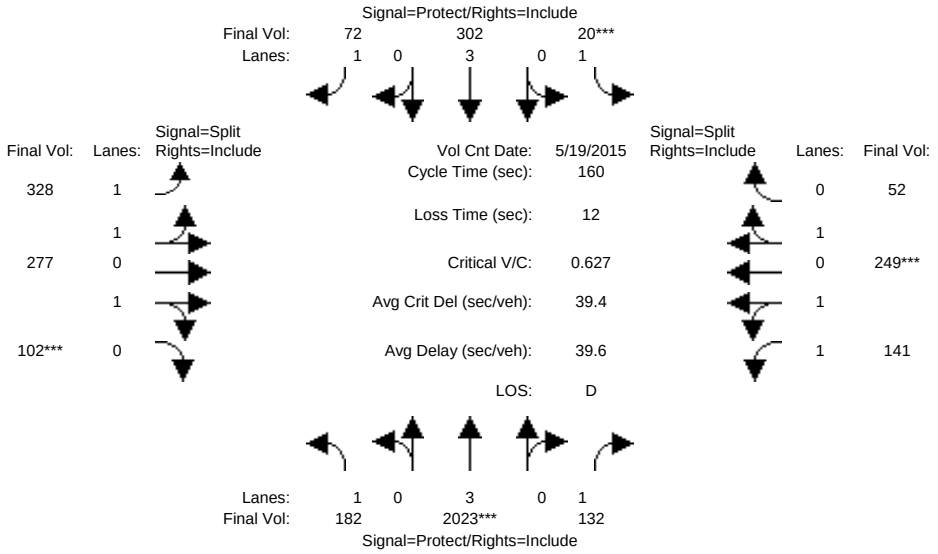
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	0	0	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Sep 2014 << 5:00-6:00PM												
Base Vol:	0	0	0	524	1230	0	0	377	470	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	524	1230	0	0	377	470	0	0	0
Added Vol:	0	0	0	0	2	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	524	1232	0	0	377	470	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	0	0	524	1232	0	0	377	470	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	524	1232	0	0	377	470	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	524	1232	0	0	377	470	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	0.00	0.00	1.00	2.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00
Final Sat.:	0	0	0	1750	3800	0	0	1900	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.30	0.32	0.00	0.00	0.20	0.27	0.00	0.00	0.00
Crit Moves:					****				****			
Green Time:	0.0	0.0	0.0	40.5	40.5	0.0	0.0	33.5	33.5	0.0	0.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.59	0.64	0.00	0.00	0.47	0.64	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	15.0	15.2	0.0	0.0	17.0	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	0.0	0.0	15.0	15.2	0.0	0.0	17.0	19.5	0.0	0.0	0.0
LOS by Move:	A	A	A	B	B	A	A	B	B	A	A	A
HCM2kAvgQ:	0	0	0	10	11	0	0	7	11	0	0	0

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

Downtown College Prep
San Jose

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

Intersection #3060: ALMA/FIRST



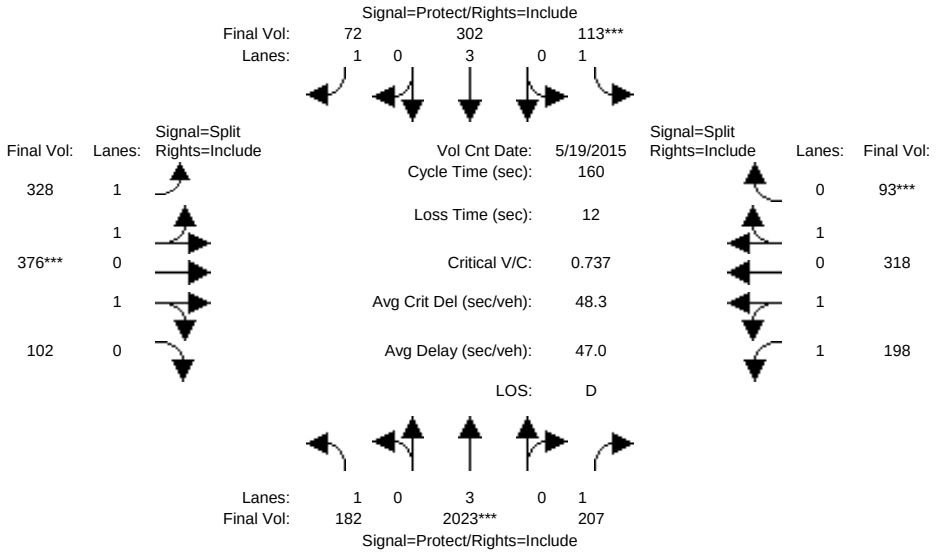
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 7:30-8:30AM												
Base Vol:	182	2023	132	20	302	72	328	277	102	141	249	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	182	2023	132	20	302	72	328	277	102	141	249	52
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	182	2023	132	20	302	72	328	277	102	141	249	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	182	2023	132	20	302	72	328	277	102	141	249	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	182	2023	132	20	302	72	328	277	102	141	249	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	182	2023	132	20	302	72	328	277	102	141	249	52
Saturation Flow Module:												
Sat/Lane:	1900	1900	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	0.95	0.92	0.98	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.41	1.16	0.43	1.00	1.64	0.36
Final Sat.:	1750	5700	1750	1750	5700	1750	2482	2096	772	1750	3060	639
Capacity Analysis Module:												
Vol/Sat:	0.10	0.35	0.08	0.01	0.05	0.04	0.13	0.13	0.13	0.08	0.08	0.08
Crit Moves:		****		****					****		****	
Green Time:	59.4	88.0	88.0	7.0	35.7	35.7	32.8	32.8	32.8	20.2	20.2	20.2
Volume/Cap:	0.28	0.65	0.14	0.26	0.24	0.18	0.65	0.65	0.65	0.64	0.65	0.65
Delay/Veh:	35.6	25.6	17.6	75.8	51.1	50.6	59.6	59.6	59.6	68.5	68.6	68.6
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:	35.6	25.6	17.6	75.8	51.1	50.6	59.6	59.6	59.6	68.5	68.6	68.6
LOS by Move:	D	C	B	E	D	D	E	E	E	E	E	E
HCM2kAvgQ:	7	23	3	1	4	3	12	12	12	8	8	8

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

Downtown College Prep
San Jose

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

Intersection #3060: ALMA/FIRST



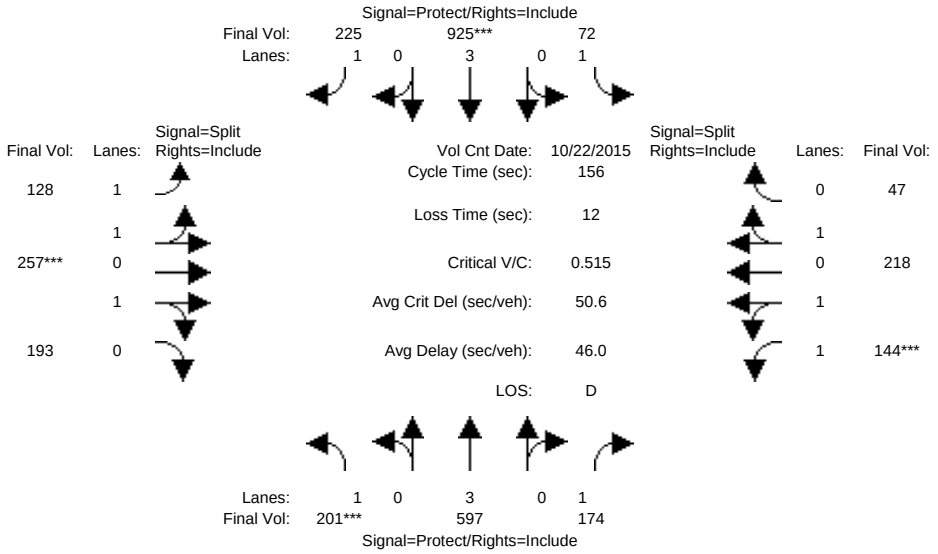
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 7:30-8:30AM												
Base Vol:	182	2023	132	20	302	72	328	277	102	141	249	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	182	2023	132	20	302	72	328	277	102	141	249	52
Added Vol:	0	0	75	93	0	0	0	99	0	57	69	41
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	182	2023	207	113	302	72	328	376	102	198	318	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:	182	2023	207	113	302	72	328	376	102	198	318	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	182	2023	207	113	302	72	328	376	102	198	318	93
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	182	2023	207	113	302	72	328	376	102	198	318	93
Saturation Flow Module:												
Sat/Lane:	1900	1900	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	0.95	0.92	0.98	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.24	1.39	0.37	1.01	1.53	0.46
Final Sat.:	1750	5700	1750	1750	5700	1750	2177	2495	677	1771	2845	832
Capacity Analysis Module:												
Vol/Sat:	0.10	0.35	0.12	0.06	0.05	0.04	0.15	0.15	0.15	0.11	0.11	0.11
Crit Moves:		****		****				****				****
Green Time:	56.9	77.0	77.0	14.0	34.2	34.2	32.7	32.7	32.7	24.3	24.3	24.3
Volume/Cap:	0.29	0.74	0.25	0.74	0.25	0.19	0.74	0.74	0.74	0.74	0.74	0.74
Delay/Veh:	37.4	34.4	24.6	88.2	52.4	51.9	62.3	62.3	62.3	68.3	68.3	68.3
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	34.4	24.6	88.2	52.4	51.9	62.3	62.3	62.3	68.3	68.3	68.3
LOS by Move:	D	C	C	F	D	D	E	E	E	E	E	E
HCM2kAvgQ:	7	27	6	7	4	3	14	14	14	11	11	11

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

Downtown College Prep
San Jose

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

Intersection #3060: ALMA/FIRST



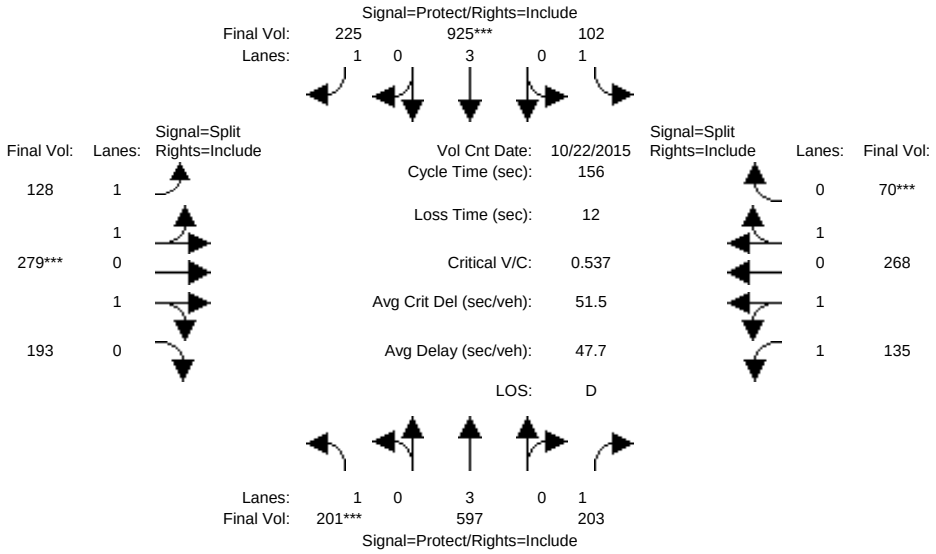
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Oct 2015 <<												
Base Vol:	201	597	174	72	925	225	128	257	193	144	218	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:	201	597	174	72	925	225	128	257	193	144	218	47
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	201	597	174	72	925	225	128	257	193	144	218	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:	201	597	174	72	925	225	128	257	193	144	218	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	201	597	174	72	925	225	128	257	193	144	218	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	201	597	174	72	925	225	128	257	193	144	218	47
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95	0.92	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.12	0.88	1.07	1.59	0.34
Final Sat.:	1750	5700	1750	1750	5700	1750	1750	2112	1586	1883	2851	615
Capacity Analysis Module:												
Vol/Sat:	0.11	0.10	0.10	0.04	0.16	0.13	0.07	0.12	0.12	0.08	0.08	0.08
Crit Moves:	****				****			****		****		
Green Time:	34.8	58.8	58.8	25.2	49.2	49.2	36.9	36.9	36.9	23.2	23.2	23.2
Volume/Cap:	0.51	0.28	0.26	0.25	0.51	0.41	0.31	0.51	0.51	0.51	0.51	0.51
Delay/Veh:	54.4	33.9	33.9	57.7	43.9	42.5	49.2	52.2	52.2	61.8	61.8	61.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.4	33.9	33.9	57.7	43.9	42.5	49.2	52.2	52.2	61.8	61.8	61.8
LOS by Move:	D	C	C	E	D	D	D	D	D	E	E	E
HCM2kAvgQ:	9	6	6	3	12	9	5	10	10	7	7	7

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

Downtown College Prep
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex + P PM

Intersection #3060: ALMA/FIRST



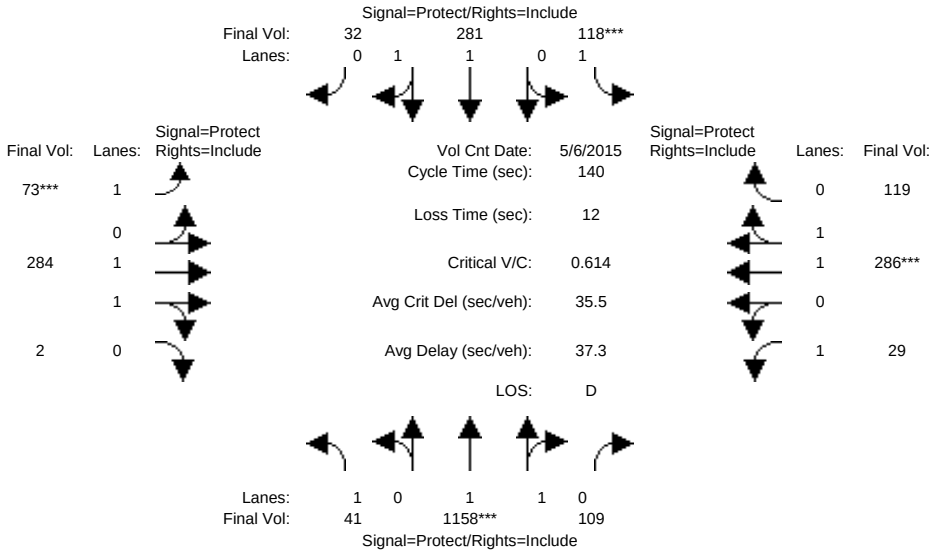
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Oct 2015 <<												
Base Vol:	201	597	174	72	925	225	128	257	193	144	218	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:	201	597	174	72	925	225	128	257	193	144	218	47
Added Vol:	0	0	29	30	0	0	0	22	0	-9	50	23
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	201	597	203	102	925	225	128	279	193	135	268	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:	201	597	203	102	925	225	128	279	193	135	268	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	201	597	203	102	925	225	128	279	193	135	268	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	201	597	203	102	925	225	128	279	193	135	268	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	1.00	0.92	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.16	0.84	1.00	1.57	0.43
Final Sat.:	1750	5700	1750	1750	5700	1750	1750	2186	1512	1750	2933	766
Capacity Analysis Module:												
Vol/Sat:	0.11	0.10	0.12	0.06	0.16	0.13	0.07	0.13	0.13	0.08	0.09	0.09
Crit Moves:	****				****			****				****
Green Time:	33.3	53.5	53.5	26.9	47.1	47.1	37.0	37.0	37.0	26.5	26.5	26.5
Volume/Cap:	0.54	0.31	0.34	0.34	0.54	0.43	0.31	0.54	0.54	0.45	0.54	0.54
Delay/Veh:	56.0	37.7	38.4	57.4	45.7	44.2	49.0	52.5	52.5	58.5	59.8	59.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.0	37.7	38.4	57.4	45.7	44.2	49.0	52.5	52.5	58.5	59.8	59.8
LOS by Move:	E	D	D	E	D	D	D	D	D	E	E	E
HCM2kAvgQ:	10	7	8	5	12	9	5	10	10	7	8	8

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

Downtown College Prep
San Jose

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

Intersection #3061: ALMADEN/SAN CARLOS



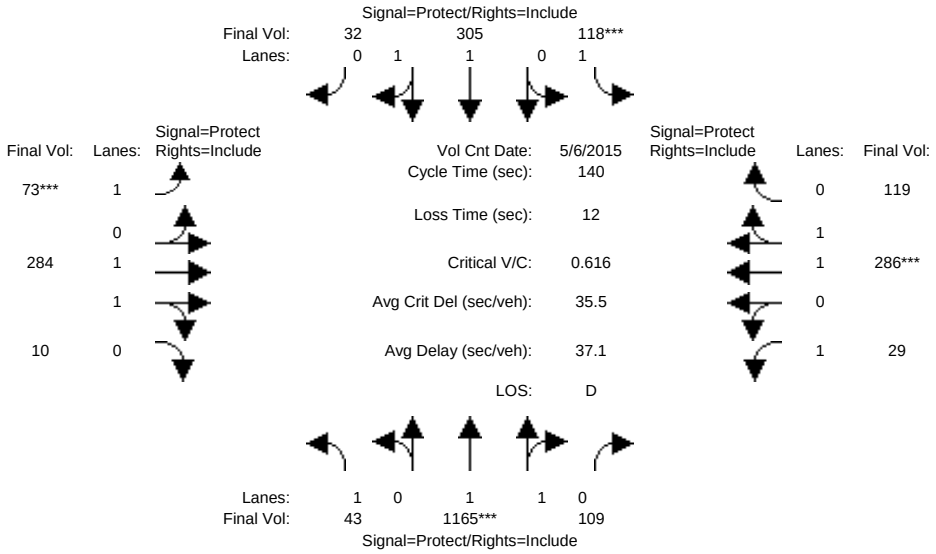
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 May 2015 << 7:30-8:30AM												
Base Vol:	41	1158	109	118	281	32	73	284	2	29	286	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:	41	1158	109	118	281	32	73	284	2	29	286	119
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	41	1158	109	118	281	32	73	284	2	29	286	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:	41	1158	109	118	281	32	73	284	2	29	286	119
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	1158	109	118	281	32	73	284	2	29	286	119
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	41	1158	109	118	281	32	73	284	2	29	286	119
Saturation Flow 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	0.97	0.95	0.92	0.98	0.95
Lanes:	1.00	1.82	0.18	1.00	1.79	0.21	1.00	1.99	0.01	1.00	1.40	0.60
Final Sat.:	1750	3381	318	1750	3321	378	1750	3674	26	1750	2612	1087
Capacity Analysis Module:												
Vol/Sat:	0.02	0.34	0.34	0.07	0.08	0.08	0.04	0.08	0.08	0.02	0.11	0.11
Crit Moves:		****		****			****				****	
Green Time:	34.7	78.1	78.1	15.4	58.8	58.8	9.5	20.9	20.9	13.5	25.0	25.0
Volume/Cap:	0.09	0.61	0.61	0.61	0.20	0.20	0.61	0.52	0.52	0.17	0.61	0.61
Delay/Veh:	41.0	22.2	22.2	73.3	26.0	26.0	84.9	58.3	58.3	60.3	57.3	57.3
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:	41.0	22.2	22.2	73.3	26.0	26.0	84.9	58.3	58.3	60.3	57.3	57.3
LOS by Move:	D	C	C	E	C	C	F	E	E	E	E	E
HCM2kAvgQ:	1	19	19	6	4	4	4	6	6	1	9	9

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

Downtown College Prep
San Jose

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

Intersection #3061: ALMADEN/SAN CARLOS



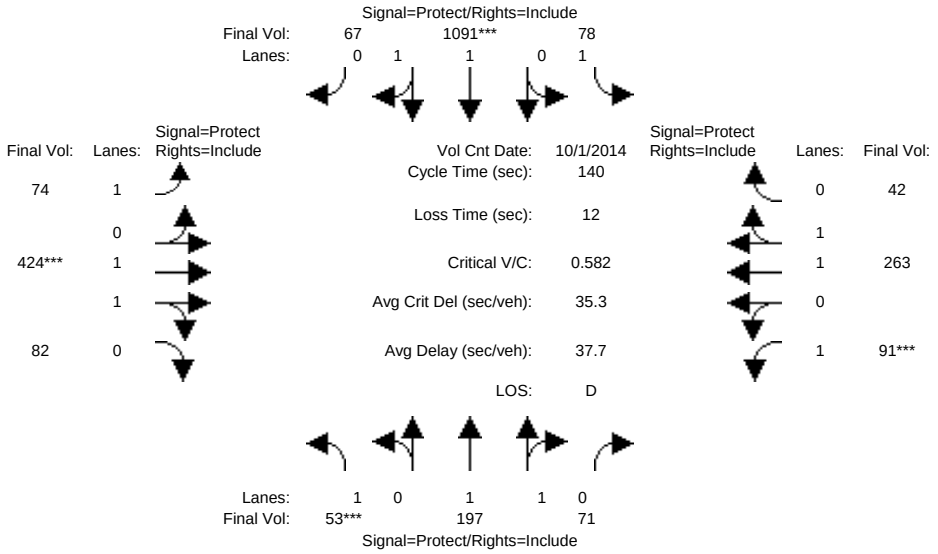
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 May 2015 << 7:30-8:30AM												
Base Vol:	41	1158	109	118	281	32	73	284	2	29	286	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:	41	1158	109	118	281	32	73	284	2	29	286	119
Added Vol:	2	7	0	0	24	0	0	0	8	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	1165	109	118	305	32	73	284	10	29	286	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:	43	1165	109	118	305	32	73	284	10	29	286	119
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	1165	109	118	305	32	73	284	10	29	286	119
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	1165	109	118	305	32	73	284	10	29	286	119
Saturation Flow 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	0.97	0.95	0.92	0.98	0.95
Lanes:	1.00	1.82	0.18	1.00	1.80	0.20	1.00	1.93	0.07	1.00	1.40	0.60
Final Sat.:	1750	3383	317	1750	3348	351	1750	3574	126	1750	2612	1087
Capacity Analysis Module:												
Vol/Sat:	0.02	0.34	0.34	0.07	0.09	0.09	0.04	0.08	0.08	0.02	0.11	0.11
Crit Moves:		****			****			****			****	
Green Time:	33.2	78.3	78.3	15.3	60.4	60.4	9.5	21.1	21.1	13.3	24.9	24.9
Volume/Cap:	0.10	0.62	0.62	0.62	0.21	0.21	0.62	0.53	0.53	0.17	0.62	0.62
Delay/Veh:	42.3	22.1	22.1	73.5	25.2	25.2	85.1	58.4	58.4	60.6	57.4	57.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.3	22.1	22.1	73.5	25.2	25.2	85.1	58.4	58.4	60.6	57.4	57.4
LOS by Move:	D	C	C	E	C	C	F	E	E	E	E	E
HCM2kAvgQ:	2	19	19	6	5	5	4	6	6	1	9	9

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

Downtown College Prep
San Jose

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

Intersection #3061: ALMADEN/SAN CARLOS



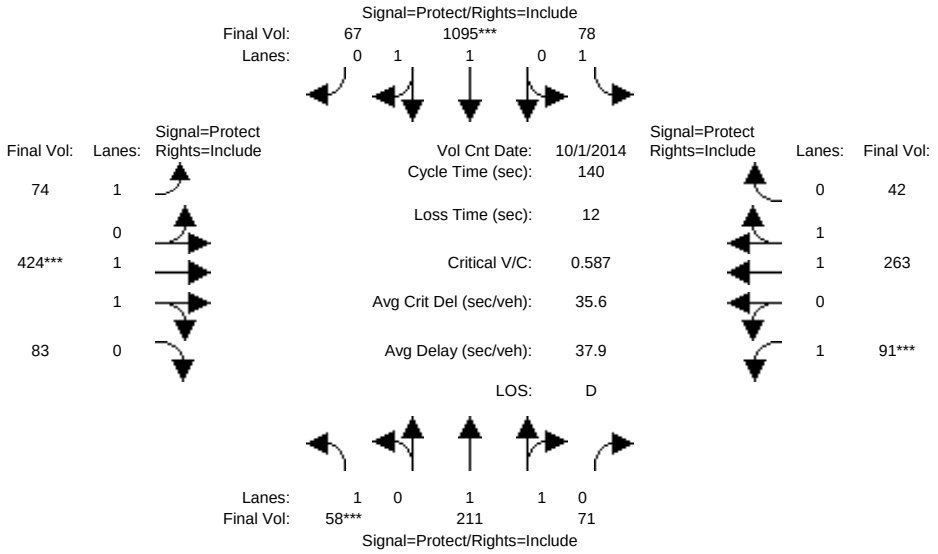
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Oct 2014 << 5:00-6:00PM												
Base Vol:	53	197	71	78	1091	67	74	424	82	91	263	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:	53	197	71	78	1091	67	74	424	82	91	263	42
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	53	197	71	78	1091	67	74	424	82	91	263	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:	53	197	71	78	1091	67	74	424	82	91	263	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	197	71	78	1091	67	74	424	82	91	263	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:	53	197	71	78	1091	67	74	424	82	91	263	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	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.46	0.54	1.00	1.88	0.12	1.00	1.67	0.33	1.00	1.72	0.28
Final Sat.:	1750	2719	980	1750	3486	214	1750	3100	600	1750	3190	509
Capacity Analysis Module:												
Vol/Sat:	0.03	0.07	0.07	0.04	0.31	0.31	0.04	0.14	0.14	0.05	0.08	0.08
Crit Moves:	****				****			****			****	
Green Time:	7.3	48.9	48.9	33.7	75.3	75.3	17.1	32.9	32.9	12.5	28.3	28.3
Volume/Cap:	0.58	0.21	0.21	0.19	0.58	0.58	0.35	0.58	0.58	0.58	0.41	0.41
Delay/Veh:	89.2	32.3	32.3	43.2	23.0	23.0	60.6	50.3	50.3	76.1	50.2	50.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	89.2	32.3	32.3	43.2	23.0	23.0	60.6	50.3	50.3	76.1	50.2	50.2
LOS by Move:	F	C	C	D	C	C	E	D	D	E	D	D
HCM2kAvgQ:	3	4	4	3	18	18	3	10	10	4	6	6

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

Downtown College Prep
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex + P PM

Intersection #3061: ALMADEN/SAN CARLOS



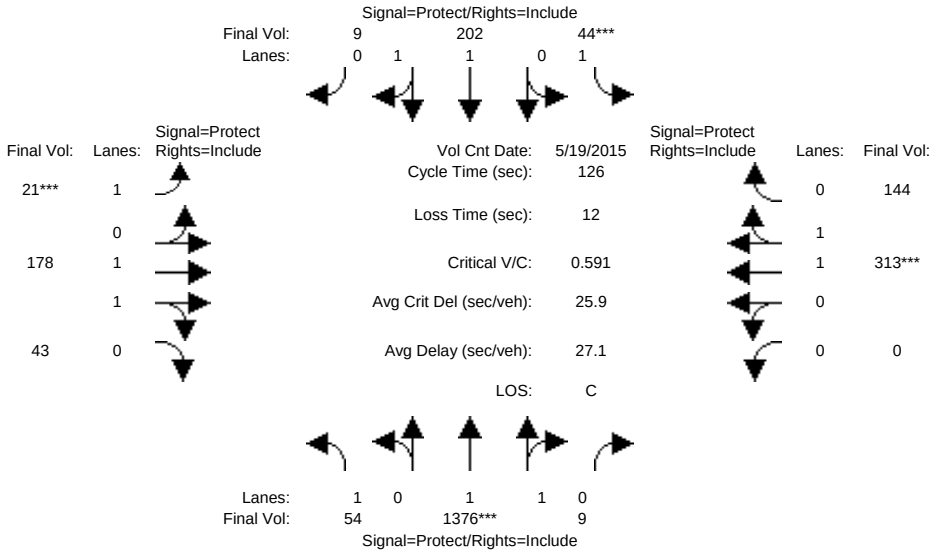
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Oct 2014 << 5:00-6:00PM												
Base Vol:	53	197	71	78	1091	67	74	424	82	91	263	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:	53	197	71	78	1091	67	74	424	82	91	263	42
Added Vol:	5	14	0	0	4	0	0	0	1	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	58	211	71	78	1095	67	74	424	83	91	263	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:	58	211	71	78	1095	67	74	424	83	91	263	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	211	71	78	1095	67	74	424	83	91	263	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:	58	211	71	78	1095	67	74	424	83	91	263	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	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.48	0.52	1.00	1.88	0.12	1.00	1.66	0.34	1.00	1.72	0.28
Final Sat.:	1750	2768	931	1750	3487	213	1750	3094	606	1750	3190	509
Capacity Analysis Module:												
Vol/Sat:	0.03	0.08	0.08	0.04	0.31	0.31	0.04	0.14	0.14	0.05	0.08	0.08
Crit Moves:	****				****			****			****	
Green Time:	7.9	50.1	50.1	32.8	75.0	75.0	17.0	32.7	32.7	12.4	28.1	28.1
Volume/Cap:	0.59	0.21	0.21	0.19	0.59	0.59	0.35	0.59	0.59	0.59	0.41	0.41
Delay/Veh:	87.4	31.6	31.6	44.0	23.3	23.3	60.8	50.5	50.5	76.5	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:	87.4	31.6	31.6	44.0	23.3	23.3	60.8	50.5	50.5	76.5	50.4	50.4
LOS by Move:	F	C	C	D	C	C	E	D	D	E	D	D
HCM2kAvgQ:	4	4	4	3	18	18	3	10	10	4	6	6

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

Downtown College Prep
San Jose

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

Intersection #3097: FIRST/KEYES



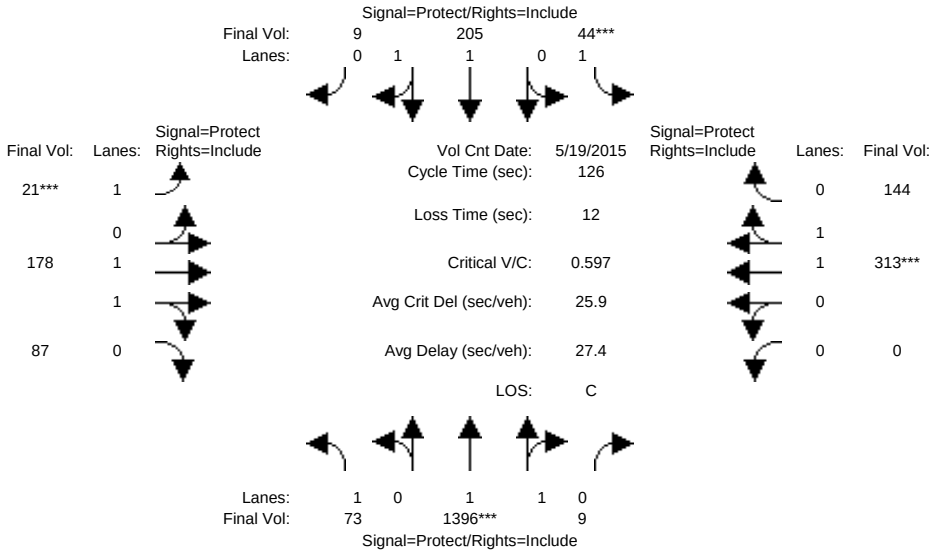
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 7:30-8:30AM												
Base Vol:	54	1376	9	44	202	9	21	178	43	0	313	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:	54	1376	9	44	202	9	21	178	43	0	313	144
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	54	1376	9	44	202	9	21	178	43	0	313	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:	54	1376	9	44	202	9	21	178	43	0	313	144
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	1376	9	44	202	9	21	178	43	0	313	144
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	54	1376	9	44	202	9	21	178	43	0	313	144
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	0.98	0.95	0.92	0.99	0.95
Lanes:	1.00	1.99	0.01	1.00	1.91	0.09	1.00	1.60	0.40	0.00	1.35	0.65
Final Sat.:	1750	3676	24	1750	3542	158	1750	2980	720	0	2533	1165
Capacity Analysis Module:												
Vol/Sat:	0.03	0.37	0.37	0.03	0.06	0.06	0.01	0.06	0.06	0.00	0.12	0.12
Crit Moves:		****		****			****				****	
Green Time:	33.8	75.2	75.2	7.0	48.3	48.3	7.0	31.8	31.8	0.0	24.8	24.8
Volume/Cap:	0.11	0.63	0.63	0.45	0.15	0.15	0.22	0.24	0.24	0.00	0.63	0.63
Delay/Veh:	34.9	17.0	17.0	61.0	25.4	25.4	58.0	37.6	37.6	0.0	48.1	48.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.9	17.0	17.0	61.0	25.4	25.4	58.0	37.6	37.6	0.0	48.1	48.1
LOS by Move:	C	B	B	E	C	C	E	D	D	A	D	D
HCM2kAvgQ:	2	18	18	2	3	3	1	3	3	0	8	8

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

Downtown College Prep
San Jose

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

Intersection #3097: FIRST/KEYES



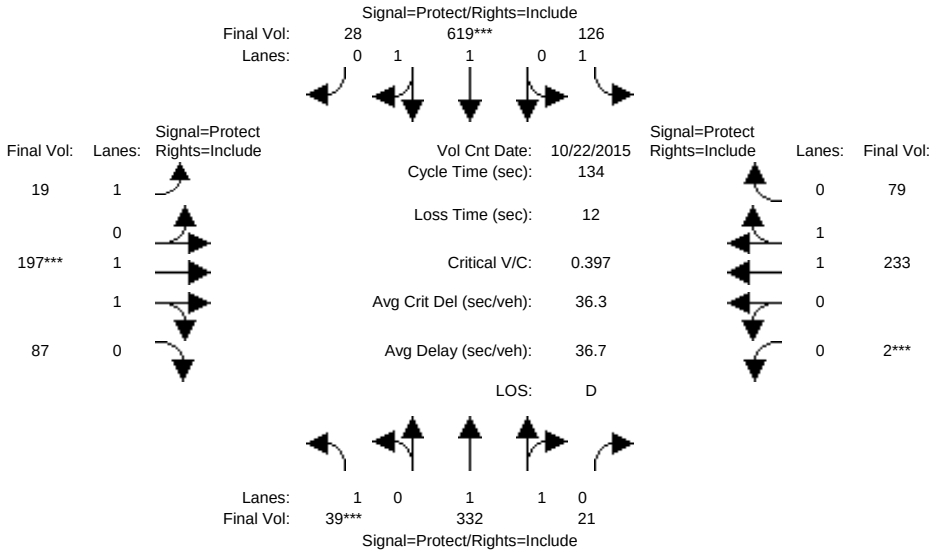
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 7:30-8:30AM												
Base Vol:	54	1376	9	44	202	9	21	178	43	0	313	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:	54	1376	9	44	202	9	21	178	43	0	313	144
Added Vol:	19	20	0	0	3	0	0	0	44	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	73	1396	9	44	205	9	21	178	87	0	313	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:	73	1396	9	44	205	9	21	178	87	0	313	144
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	1396	9	44	205	9	21	178	87	0	313	144
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	73	1396	9	44	205	9	21	178	87	0	313	144
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	0.99	0.95	0.92	0.99	0.95
Lanes:	1.00	1.99	0.01	1.00	1.91	0.09	1.00	1.33	0.67	0.00	1.35	0.65
Final Sat.:	1750	3676	24	1750	3544	156	1750	2484	1214	0	2533	1165
Capacity Analysis Module:												
Vol/Sat:	0.04	0.38	0.38	0.03	0.06	0.06	0.01	0.07	0.07	0.00	0.12	0.12
Crit Moves:		****		****			****				****	
Green Time:	34.0	75.5	75.5	7.0	48.5	48.5	7.0	31.5	31.5	0.0	24.5	24.5
Volume/Cap:	0.15	0.63	0.63	0.45	0.15	0.15	0.22	0.29	0.29	0.00	0.63	0.63
Delay/Veh:	35.2	17.0	17.0	61.0	25.3	25.3	58.0	38.3	38.3	0.0	48.5	48.5
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:	35.2	17.0	17.0	61.0	25.3	25.3	58.0	38.3	38.3	0.0	48.5	48.5
LOS by Move:	D	B	B	E	C	C	E	D	D	A	D	D
HCM2kAvgQ:	2	18	18	2	3	3	1	4	4	0	8	8

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

Downtown College Prep
San Jose

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

Intersection #3097: FIRST/KEYES



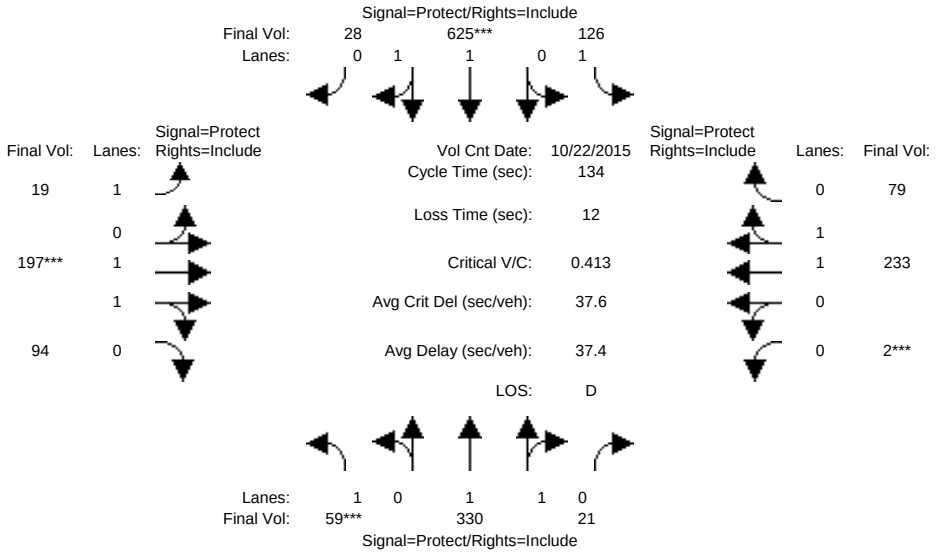
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Oct 2015 <<												
Base Vol:	39	332	21	126	619	28	19	197	87	2	233	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:	39	332	21	126	619	28	19	197	87	2	233	79
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	39	332	21	126	619	28	19	197	87	2	233	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:	39	332	21	126	619	28	19	197	87	2	233	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	332	21	126	619	28	19	197	87	2	233	79
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	39	332	21	126	619	28	19	197	87	2	233	79
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.97	0.95	0.92	0.99	0.95	0.95	0.95	0.95
Lanes:	1.00	1.88	0.12	1.00	1.91	0.09	1.00	1.37	0.63	0.01	1.49	0.50
Final Sat.:	1750	3480	220	1750	3540	160	1750	2566	1133	23	2671	906
Capacity Analysis Module:												
Vol/Sat:	0.02	0.10	0.10	0.07	0.17	0.17	0.01	0.08	0.08	0.09	0.09	0.09
Crit Moves:	****				****			****		****		
Green Time:	7.5	38.0	38.0	28.6	59.1	59.1	20.8	25.9	25.9	29.5	34.6	34.6
Volume/Cap:	0.40	0.34	0.34	0.34	0.40	0.40	0.07	0.40	0.40	0.40	0.34	0.34
Delay/Veh:	63.7	38.2	38.2	45.2	25.5	25.5	48.5	47.6	47.6	45.0	40.6	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:	63.7	38.2	38.2	45.2	25.5	25.5	48.5	47.6	47.6	45.0	40.6	40.6
LOS by Move:	E	D	D	D	C	C	D	D	D	D	D	D
HCM2kAvgQ:	2	6	6	5	9	9	1	5	5	6	5	5

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

Downtown College Prep
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex + P PM

Intersection #3097: FIRST/KEYES



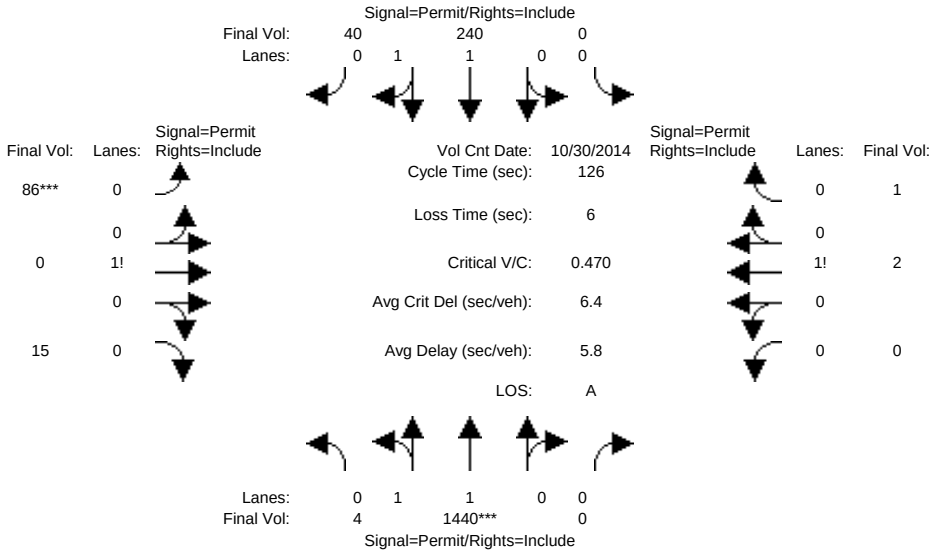
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Oct 2015 <<												
Base Vol:	39	332	21	126	619	28	19	197	87	2	233	79
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:	39	332	21	126	619	28	19	197	87	2	233	79
Added Vol:	20	-2	0	0	6	0	0	0	7	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	59	330	21	126	625	28	19	197	94	2	233	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:	59	330	21	126	625	28	19	197	94	2	233	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	330	21	126	625	28	19	197	94	2	233	79
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	59	330	21	126	625	28	19	197	94	2	233	79
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.97	0.95	0.92	0.99	0.95	0.95	0.95	0.95
Lanes:	1.00	1.88	0.12	1.00	1.91	0.09	1.00	1.34	0.66	0.01	1.49	0.50
Final Sat.:	1750	3478	221	1750	3541	159	1750	2504	1195	23	2671	906
Capacity Analysis Module:												
Vol/Sat:	0.03	0.09	0.09	0.07	0.18	0.18	0.01	0.08	0.08	0.09	0.09	0.09
Crit Moves:	****				****			****		****		
Green Time:	10.9	38.8	38.8	29.4	57.3	57.3	20.2	25.5	25.5	28.3	33.7	33.7
Volume/Cap:	0.41	0.33	0.33	0.33	0.41	0.41	0.07	0.41	0.41	0.41	0.35	0.35
Delay/Veh:	60.4	37.6	37.6	44.5	26.9	26.9	49.0	48.1	48.1	46.0	41.4	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:	60.4	37.6	37.6	44.5	26.9	26.9	49.0	48.1	48.1	46.0	41.4	41.4
LOS by Move:	E	D	D	D	C	C	D	D	D	D	D	D
HCM2kAvgQ:	3	6	6	5	9	9	1	6	6	6	5	5

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

Downtown College Prep
San Jose

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

Intersection #3099: FIRST/WILLOW



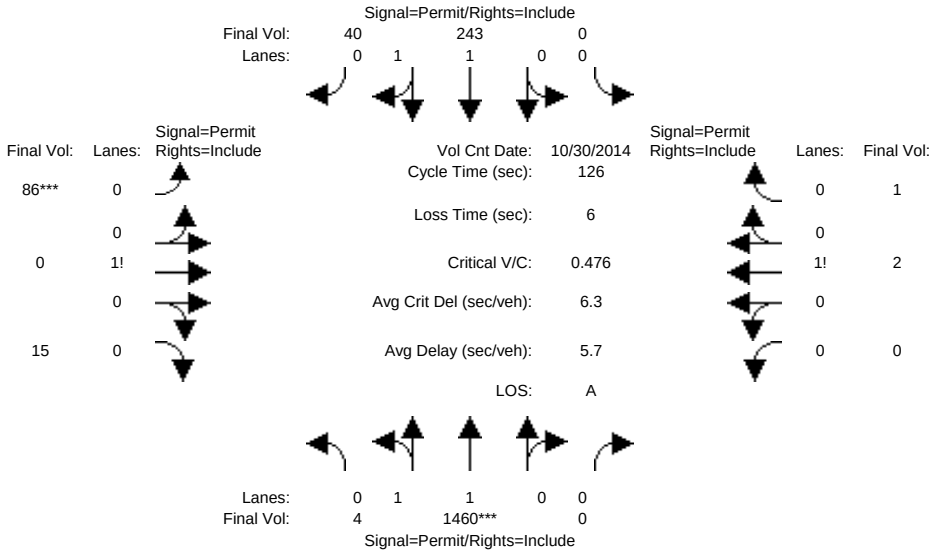
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10	10	0	0	10	10	0	0	10	0	10	0	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 30 Oct 2014 << 7:30-8:30AM																
Base Vol:	4	1440	0	0	240	40	86	0	15	0	2	1				
Growth Adj:	1.00	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	1440	0	0	240	40	86	0	15	0	2	1				
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
ATI:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	4	1440	0	0	240	40	86	0	15	0	2	1				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	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	1440	0	0	240	40	86	0	15	0	2	1				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	4	1440	0	0	240	40	86	0	15	0	2	1				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	4	1440	0	0	240	40	86	0	15	0	2	1				
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	0.98	0.95	0.92	0.92	0.92	0.92	0.95	0.95				
Lanes:	0.01	1.99	0.00	0.00	1.71	0.29	0.85	0.00	0.15	0.00	0.67	0.33				
Final Sat.:	10	3690	0	0	3171	529	1490	0	260	0	1200	600				
Capacity Analysis Module:																
Vol/Sat:	0.39	0.39	0.00	0.00	0.08	0.08	0.06	0.00	0.06	0.00	0.00	0.00				
Crit Moves:		****					****									
Green Time:	104.5	105	0.0	0.0	105	104.5	15.5	0.0	15.5	0.0	15.5	15.5				
Volume/Cap:	0.47	0.47	0.00	0.00	0.09	0.09	0.47	0.00	0.47	0.00	0.01	0.01				
Delay/Veh:	3.1	3.1	0.0	0.0	2.0	2.0	53.1	0.0	53.1	0.0	48.6	48.6				
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:	3.1	3.1	0.0	0.0	2.0	2.0	53.1	0.0	53.1	0.0	48.6	48.6				
LOS by Move:	A	A	A	A	A	A	D	A	D	A	D	D				
HCM2kAvgQ:	8	8	0	0	1	1	4	0	4	0	0	0				

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

Downtown College Prep
San Jose

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

Intersection #3099: FIRST/WILLOW



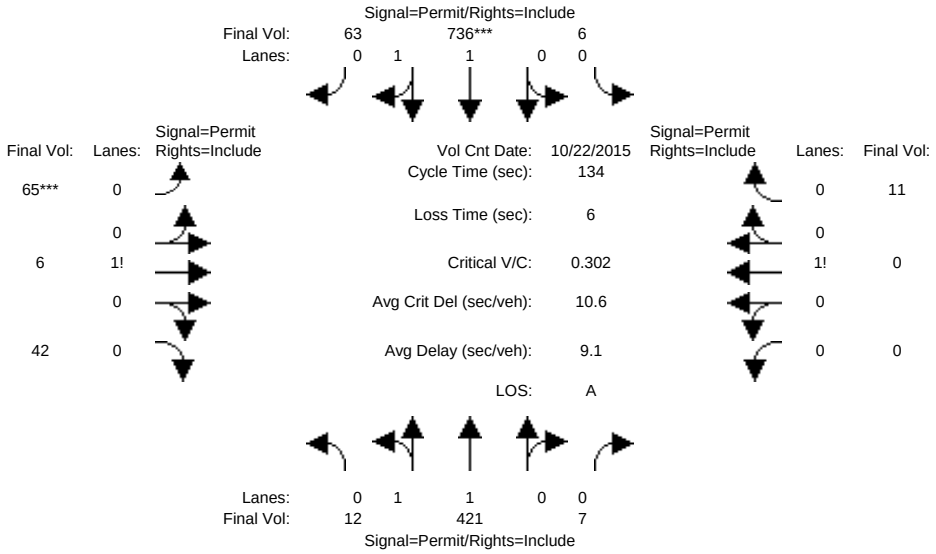
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10	10	0		0	10	10		10	0	10		10	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 30 Oct 2014 << 7:30-8:30AM																
Base Vol:	4	1440	0		0	240	40		86	0	15		0	2	1	
Growth Adj:	1.00	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	1440	0		0	240	40		86	0	15		0	2	1	
Added Vol:	0	20	0		0	3	0		0	0	0		0	0	0	
ATI:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	4	1460	0		0	243	40		86	0	15		0	2	1	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	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	1460	0		0	243	40		86	0	15		0	2	1	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	4	1460	0		0	243	40		86	0	15		0	2	1	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	4	1460	0		0	243	40		86	0	15		0	2	1	
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	0.98	0.95		0.92	0.92	0.92		0.92	0.95	0.95	
Lanes:	0.01	1.99	0.00		0.00	1.71	0.29		0.85	0.00	0.15		0.00	0.67	0.33	
Final Sat.:	10	3690	0		0	3177	523		1490	0	260		0	1200	600	
Capacity Analysis Module:																
Vol/Sat:	0.40	0.40	0.00		0.00	0.08	0.08		0.06	0.00	0.06		0.00	0.00	0.00	
Crit Moves:		****							****							
Green Time:	104.7	105	0.0		0.0	105	104.7		15.3	0.0	15.3		0.0	15.3	15.3	
Volume/Cap:	0.48	0.48	0.00		0.00	0.09	0.09		0.48	0.00	0.48		0.00	0.01	0.01	
Delay/Veh:	3.1	3.1	0.0		0.0	2.0	2.0		53.3	0.0	53.3		0.0	48.8	48.8	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	3.1	3.1	0.0		0.0	2.0	2.0		53.3	0.0	53.3		0.0	48.8	48.8	
LOS by Move:	A	A	A		A	A	A		D	A	D		A	D	D	
HCM2kAvgQ:	8	8	0		0	1	1		4	0	4		0	0	0	

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

Downtown College Prep
San Jose

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

Intersection #3099: FIRST/WILLOW



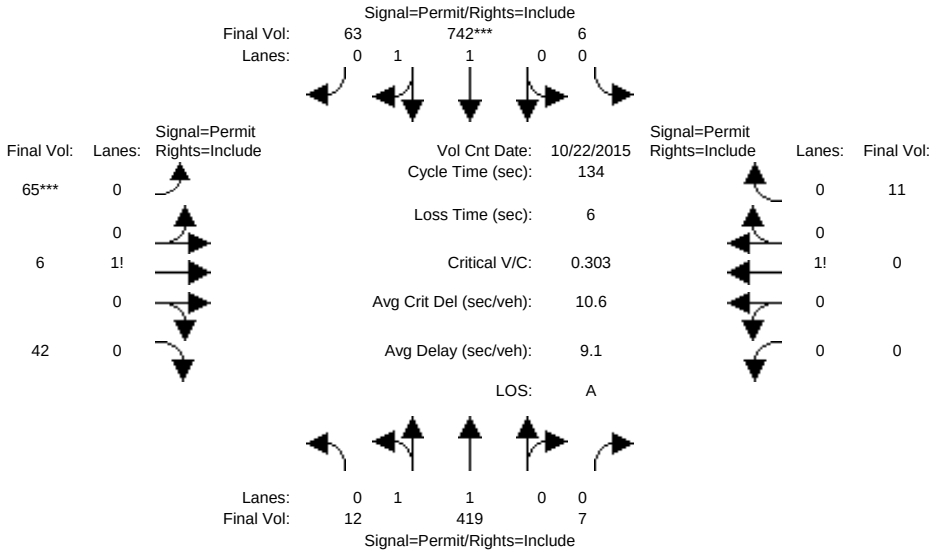
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	0	0	10	10	10	0	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Oct 2015 <<												
Base Vol:	12	421	7	6	736	63	65	6	42	0	0	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:	12	421	7	6	736	63	65	6	42	0	0	11
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	421	7	6	736	63	65	6	42	0	0	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:	12	421	7	6	736	63	65	6	42	0	0	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	421	7	6	736	63	65	6	42	0	0	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:	12	421	7	6	736	63	65	6	42	0	0	11
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	0.92	1.00	0.92
Lanes:	0.05	1.92	0.03	0.01	1.83	0.16	0.58	0.05	0.37	0.00	0.00	1.00
Final Sat.:	98	3445	57	27	3291	282	1007	93	650	0	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.12	0.22	0.22	0.22	0.06	0.06	0.06	0.00	0.00	0.01
Crit Moves:					****		****					
Green Time:	99.3	99.3	99.3	99.3	99.3	99.3	28.7	28.7	28.7	0.0	0.0	28.7
Volume/Cap:	0.16	0.16	0.16	0.30	0.30	0.30	0.30	0.30	0.30	0.00	0.00	0.03
Delay/Veh:	5.1	5.1	5.1	5.8	5.8	5.8	44.7	44.7	44.7	0.0	0.0	41.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	5.1	5.1	5.1	5.8	5.8	5.8	44.7	44.7	44.7	0.0	0.0	41.7
LOS by Move:	A	A	A	A	A	A	D	D	D	A	A	D
HCM2kAvgQ:	3	3	3	6	6	6	4	4	4	0	0	0

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

Downtown College Prep
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex + P PM

Intersection #3099: FIRST/WILLOW



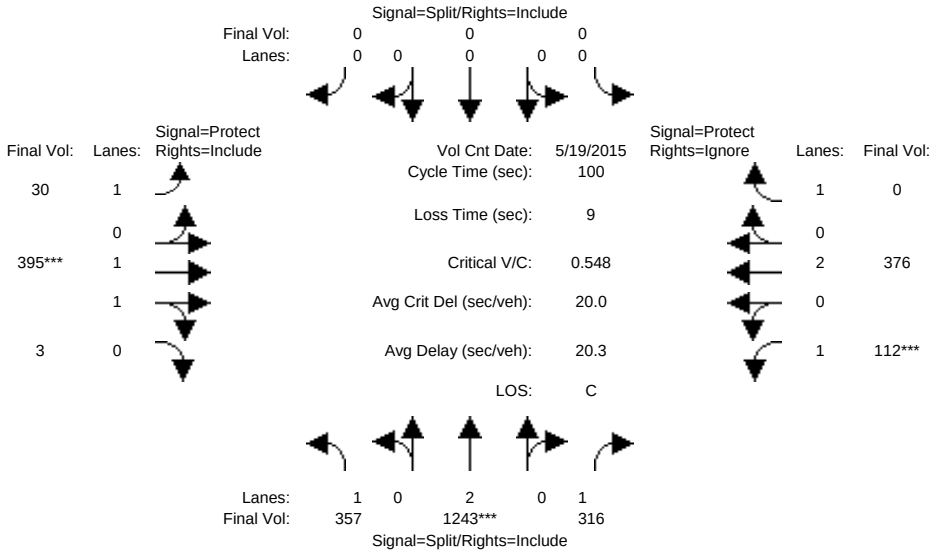
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	0	0	10	10	10	0	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Oct 2015 <<												
Base Vol:	12	421	7	6	736	63	65	6	42	0	0	11
Growth 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:	12	421	7	6	736	63	65	6	42	0	0	11
Added Vol:	0	-2	0	0	6	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	419	7	6	742	63	65	6	42	0	0	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:	12	419	7	6	742	63	65	6	42	0	0	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	419	7	6	742	63	65	6	42	0	0	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:	12	419	7	6	742	63	65	6	42	0	0	11
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	0.92	1.00	0.92
Lanes:	0.05	1.92	0.03	0.01	1.83	0.16	0.58	0.05	0.37	0.00	0.00	1.00
Final Sat.:	99	3444	58	27	3294	280	1007	93	650	0	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.12	0.23	0.23	0.23	0.06	0.06	0.06	0.00	0.00	0.01
Crit Moves:					****		****					
Green Time:	99.5	99.5	99.5	99.5	99.5	99.5	28.5	28.5	28.5	0.0	0.0	28.5
Volume/Cap:	0.16	0.16	0.16	0.30	0.30	0.30	0.30	0.30	0.30	0.00	0.00	0.03
Delay/Veh:	5.1	5.1	5.1	5.8	5.8	5.8	44.8	44.8	44.8	0.0	0.0	41.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	5.1	5.1	5.1	5.8	5.8	5.8	44.8	44.8	44.8	0.0	0.0	41.8
LOS by Move:	A	A	A	A	A	A	D	D	D	A	A	D
HCM2kAvgQ:	3	3	3	6	6	6	4	4	4	0	0	0

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

Downtown College Prep
San Jose

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

Intersection #3234: ALMA/ALMADEN



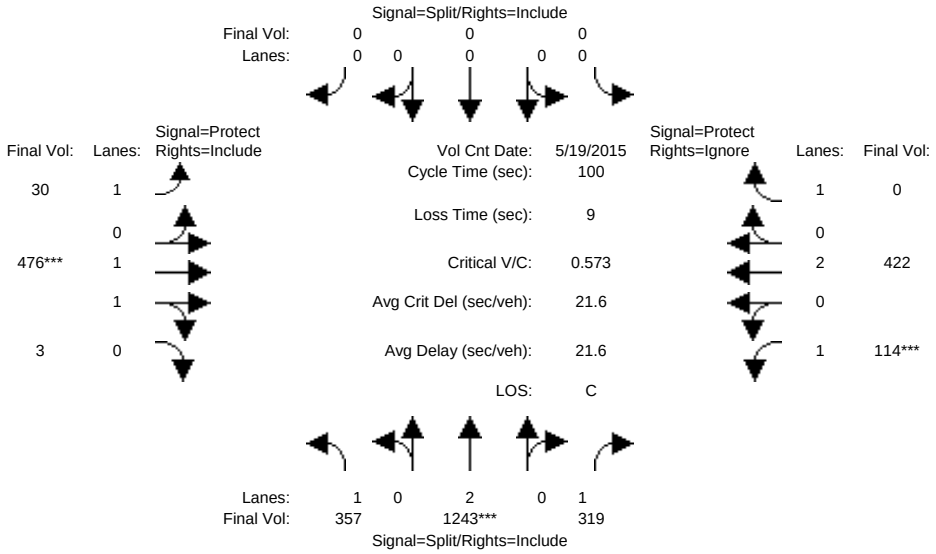
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 7:30-8:30AM												
Base Vol:	357	1243	316	0	0	0	30	395	3	112	376	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:	357	1243	316	0	0	0	30	395	3	112	376	2
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	357	1243	316	0	0	0	30	395	3	112	376	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	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:	357	1243	316	0	0	0	30	395	3	112	376	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	357	1243	316	0	0	0	30	395	3	112	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:	357	1243	316	0	0	0	30	395	3	112	376	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	0.97	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	0.00	0.00	0.00	1.00	1.98	0.02	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	0	0	0	1750	3672	28	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.20	0.33	0.18	0.00	0.00	0.00	0.02	0.11	0.11	0.06	0.10	0.00
Crit Moves:		****						****		****		
Green Time:	59.7	59.7	59.7	0.0	0.0	0.0	12.9	19.6	19.6	11.7	18.4	0.0
Volume/Cap:	0.34	0.55	0.30	0.00	0.00	0.00	0.13	0.55	0.55	0.55	0.54	0.00
Delay/Veh:	10.4	12.4	10.1	0.0	0.0	0.0	38.9	37.1	37.1	44.8	37.8	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:	10.4	12.4	10.1	0.0	0.0	0.0	38.9	37.1	37.1	44.8	37.8	0.0
LOS by Move:	B	B	B	A	A	A	D	D	D	D	D	A
HCM2kAvgQ:	6	12	5	0	0	0	1	6	6	4	6	0

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

Downtown College Prep
San Jose

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

Intersection #3234: ALMA/ALMADEN



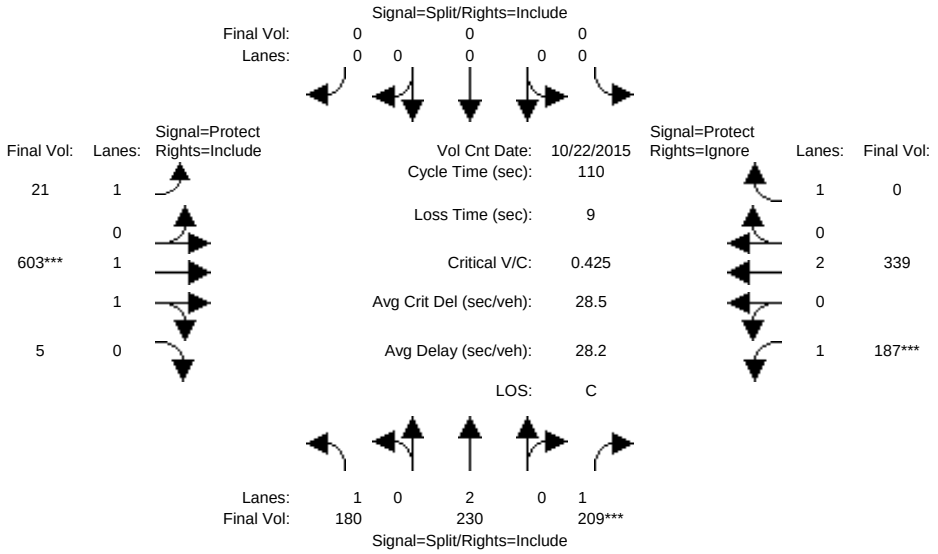
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 7:30-8:30AM												
Base Vol:	357	1243	316	0	0	0	30	395	3	112	376	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:	357	1243	316	0	0	0	30	395	3	112	376	2
Added Vol:	0	0	3	0	0	0	0	81	0	2	46	17
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	357	1243	319	0	0	0	30	476	3	114	422	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	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:	357	1243	319	0	0	0	30	476	3	114	422	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	357	1243	319	0	0	0	30	476	3	114	422	0
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:	357	1243	319	0	0	0	30	476	3	114	422	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	0.97	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	0.00	0.00	0.00	1.00	1.99	0.01	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	0	0	0	1750	3677	23	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.20	0.33	0.18	0.00	0.00	0.00	0.02	0.13	0.13	0.07	0.11	0.00
Crit Moves:		****						****		****		
Green Time:	57.1	57.1	57.1	0.0	0.0	0.0	13.1	22.6	22.6	11.4	20.8	0.0
Volume/Cap:	0.36	0.57	0.32	0.00	0.00	0.00	0.13	0.57	0.57	0.57	0.53	0.00
Delay/Veh:	11.8	14.1	11.5	0.0	0.0	0.0	38.7	35.4	35.4	46.0	36.0	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:	11.8	14.1	11.5	0.0	0.0	0.0	38.7	35.4	35.4	46.0	36.0	0.0
LOS by Move:	B	B	B	A	A	A	D	D	D	D	D	A
HCM2kAvgQ:	6	12	6	0	0	0	1	7	7	4	6	0

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

Downtown College Prep
San Jose

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

Intersection #3234: ALMA/ALMADEN



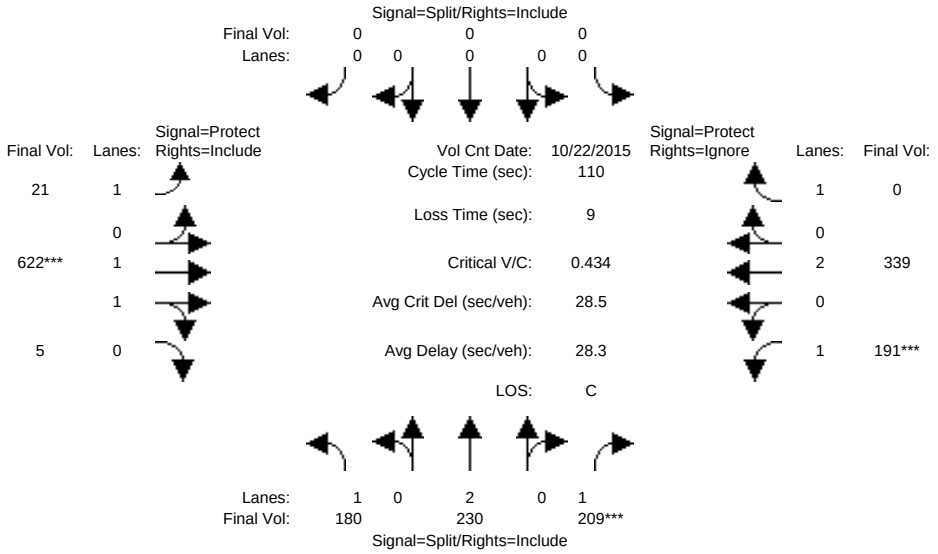
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Oct 2015 <<												
Base Vol:	180	230	209	0	0	0	21	603	5	187	339	0
Growth Adj:	1.00	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	230	209	0	0	0	21	603	5	187	339	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	180	230	209	0	0	0	21	603	5	187	339	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:	180	230	209	0	0	0	21	603	5	187	339	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	230	209	0	0	0	21	603	5	187	339	0
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:	180	230	209	0	0	0	21	603	5	187	339	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	0.97	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	0.00	0.00	0.00	1.00	1.98	0.02	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	0	0	0	1750	3670	30	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.06	0.12	0.00	0.00	0.00	0.01	0.16	0.16	0.11	0.09	0.00
Crit Moves:			****					****		****		
Green Time:	30.9	30.9	30.9	0.0	0.0	0.0	28.9	42.5	42.5	27.6	41.2	0.0
Volume/Cap:	0.37	0.22	0.43	0.00	0.00	0.00	0.05	0.43	0.43	0.43	0.24	0.00
Delay/Veh:	32.2	30.4	32.9	0.0	0.0	0.0	30.3	25.0	25.0	35.2	23.7	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:	32.2	30.4	32.9	0.0	0.0	0.0	30.3	25.0	25.0	35.2	23.7	0.0
LOS by Move:	C	C	C	A	A	A	C	C	C	D	C	A
HCM2kAvgQ:	5	3	6	0	0	0	1	7	7	6	4	0

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

Downtown College Prep
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex + P PM

Intersection #3234: ALMA/ALMADEN



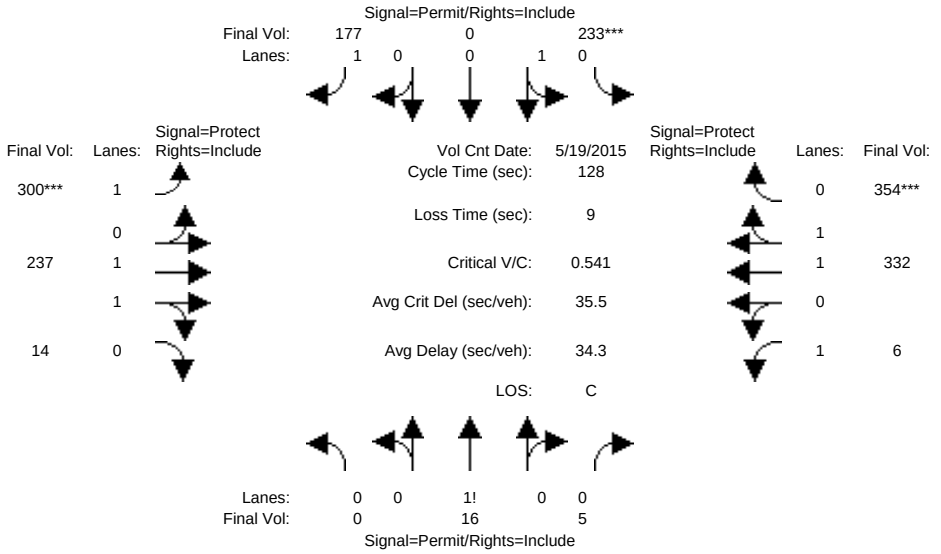
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Oct 2015 <<												
Base Vol:	180	230	209	0	0	0	21	603	5	187	339	0
Growth Adj:	1.00	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	230	209	0	0	0	21	603	5	187	339	0
Added Vol:	0	0	0	0	0	0	0	19	0	4	0	37
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	180	230	209	0	0	0	21	622	5	191	339	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	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:	180	230	209	0	0	0	21	622	5	191	339	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	230	209	0	0	0	21	622	5	191	339	0
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:	180	230	209	0	0	0	21	622	5	191	339	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	0.97	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	0.00	0.00	0.00	1.00	1.98	0.02	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	0	0	0	1750	3670	30	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.06	0.12	0.00	0.00	0.00	0.01	0.17	0.17	0.11	0.09	0.00
Crit Moves:			****					****		****		
Green Time:	30.3	30.3	30.3	0.0	0.0	0.0	29.1	43.0	43.0	27.7	41.6	0.0
Volume/Cap:	0.37	0.22	0.43	0.00	0.00	0.00	0.05	0.43	0.43	0.43	0.24	0.00
Delay/Veh:	32.7	30.8	33.4	0.0	0.0	0.0	30.1	24.8	24.8	35.2	23.4	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:	32.7	30.8	33.4	0.0	0.0	0.0	30.1	24.8	24.8	35.2	23.4	0.0
LOS by Move:	C	C	C	A	A	A	C	C	C	D	C	A
HCM2kAvgQ:	5	3	6	0	0	0	1	8	8	6	4	0

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

Downtown College Prep
San Jose

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

Intersection #3235: ALMA/LELONG



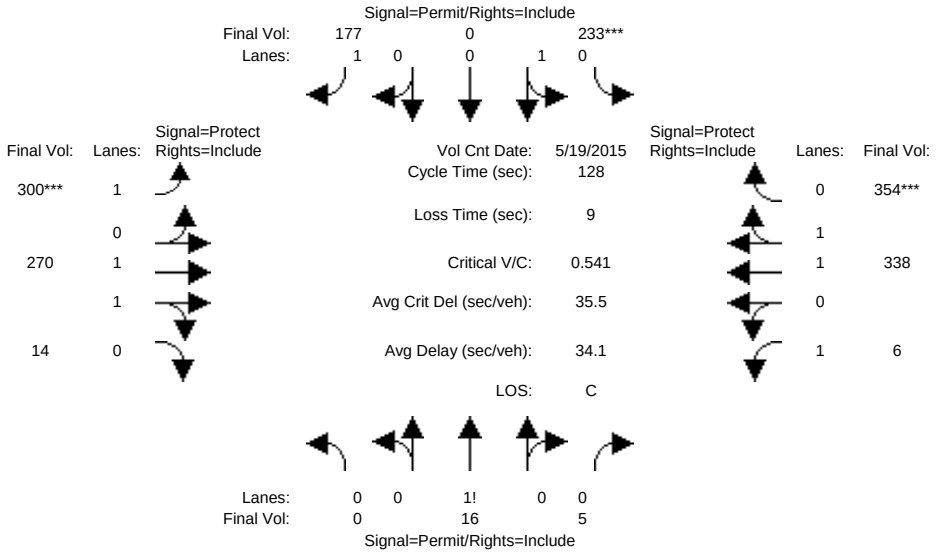
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 7:30-8:30AM												
Base Vol:	0	16	5	233	0	177	300	237	14	6	332	354
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	16	5	233	0	177	300	237	14	6	332	354
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	16	5	233	0	177	300	237	14	6	332	354
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	16	5	233	0	177	300	237	14	6	332	354
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	16	5	233	0	177	300	237	14	6	332	354
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	16	5	233	0	177	300	237	14	6	332	354
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.95	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	0.00	0.76	0.24	1.00	0.00	1.00	1.00	1.89	0.11	1.00	1.00	1.00
Final Sat.:	0	1371	429	1800	0	1750	1750	3493	206	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.01	0.01	0.13	0.00	0.10	0.17	0.07	0.07	0.00	0.17	0.20
Crit Moves:				****			****					****
Green Time:	0.0	30.6	30.6	30.6	0.0	30.6	40.5	52.0	52.0	36.4	47.8	47.8
Volume/Cap:	0.00	0.05	0.05	0.54	0.00	0.42	0.54	0.17	0.17	0.01	0.47	0.54
Delay/Veh:	0.0	37.5	37.5	44.0	0.0	41.9	37.1	24.3	24.3	32.9	30.7	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:	0.0	37.5	37.5	44.0	0.0	41.9	37.1	24.3	24.3	32.9	30.7	31.9
LOS by Move:	A	D	D	D	A	D	D	C	C	C	C	C
HCM2kAvgQ:	0	1	1	9	0	7	10	3	3	0	10	12

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

Downtown College Prep
San Jose

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

Intersection #3235: ALMA/LELONG



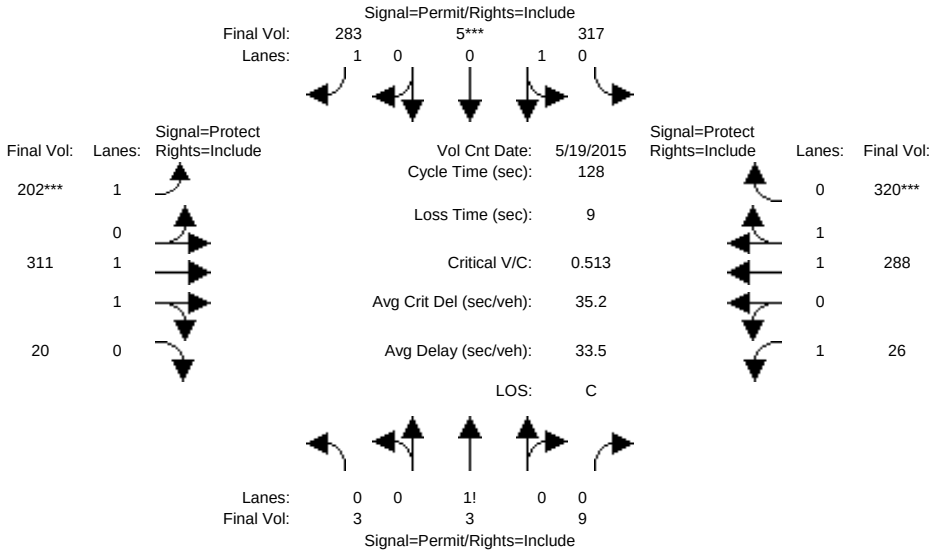
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 7:30-8:30AM												
Base Vol:	0	16	5	233	0	177	300	237	14	6	332	354
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	16	5	233	0	177	300	237	14	6	332	354
Added Vol:	0	0	0	0	0	0	0	33	0	0	6	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	16	5	233	0	177	300	270	14	6	338	354
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	16	5	233	0	177	300	270	14	6	338	354
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	16	5	233	0	177	300	270	14	6	338	354
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	16	5	233	0	177	300	270	14	6	338	354
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.95	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	0.00	0.76	0.24	1.00	0.00	1.00	1.00	1.90	0.10	1.00	1.00	1.00
Final Sat.:	0	1371	429	1800	0	1750	1750	3517	182	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.01	0.01	0.13	0.00	0.10	0.17	0.08	0.08	0.00	0.18	0.20
Crit Moves:				****			****					****
Green Time:	0.0	30.6	30.6	30.6	0.0	30.6	40.5	52.0	52.0	36.4	47.8	47.8
Volume/Cap:	0.00	0.05	0.05	0.54	0.00	0.42	0.54	0.19	0.19	0.01	0.48	0.54
Delay/Veh:	0.0	37.5	37.5	44.0	0.0	41.9	37.1	24.5	24.5	32.9	30.8	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:	0.0	37.5	37.5	44.0	0.0	41.9	37.1	24.5	24.5	32.9	30.8	31.9
LOS by Move:	A	D	D	D	A	D	D	C	C	C	C	C
HCM2kAvgQ:	0	1	1	9	0	7	10	3	3	0	10	12

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

Downtown College Prep
San Jose

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

Intersection #3235: ALMA/LELONG



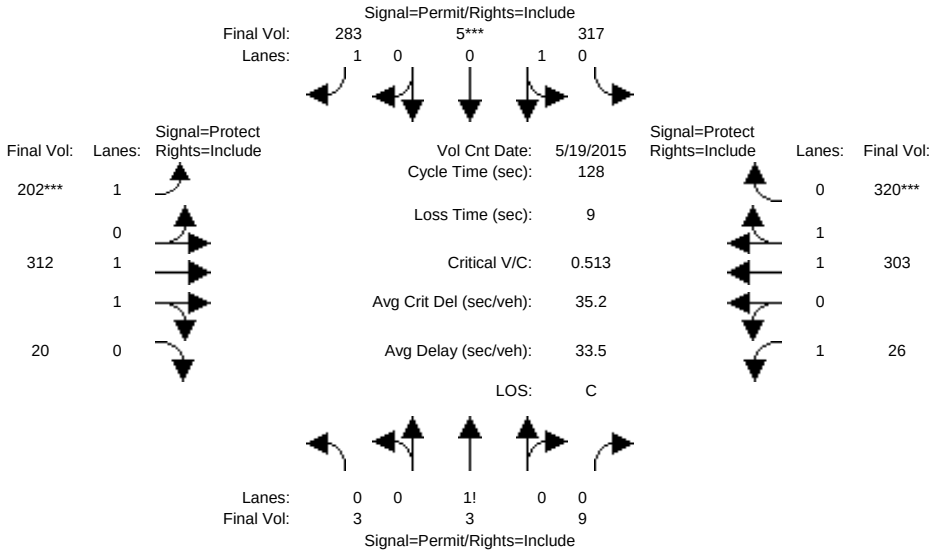
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 5:00-6:00PM												
Base Vol:	3	3	9	317	5	283	202	311	20	26	288	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:	3	3	9	317	5	283	202	311	20	26	288	320
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	3	9	317	5	283	202	311	20	26	288	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:	3	3	9	317	5	283	202	311	20	26	288	320
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	3	9	317	5	283	202	311	20	26	288	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:	3	3	9	317	5	283	202	311	20	26	288	320
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	1.00	0.92
Lanes:	0.20	0.20	0.60	0.98	0.02	1.00	1.00	1.88	0.12	1.00	1.00	1.00
Final Sat.:	350	350	1050	1772	28	1750	1750	3476	224	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.18	0.18	0.16	0.12	0.09	0.09	0.01	0.15	0.18
Crit Moves:					****		****					****
Green Time:	44.6	44.6	44.6	44.6	44.6	44.6	28.8	46.2	46.2	28.2	45.6	45.6
Volume/Cap:	0.02	0.02	0.02	0.51	0.51	0.46	0.51	0.25	0.25	0.07	0.43	0.51
Delay/Veh:	27.4	27.4	27.4	33.8	33.8	33.0	44.6	28.8	28.8	39.6	31.5	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:	27.4	27.4	27.4	33.8	33.8	33.0	44.6	28.8	28.8	39.6	31.5	32.8
LOS by Move:	C	C	C	C	C	C	D	C	C	D	C	C
HCM2kAvgQ:	0	0	0	11	11	9	7	4	4	1	8	11

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

Downtown College Prep
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex + P PM

Intersection #3235: ALMA/LELONG



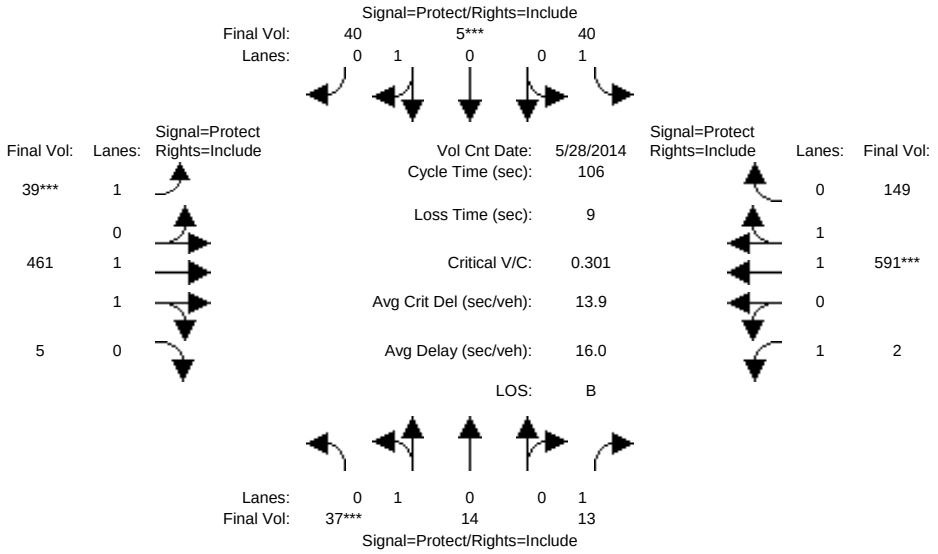
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 5:00-6:00PM												
Base Vol:	3	3	9	317	5	283	202	311	20	26	288	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:	3	3	9	317	5	283	202	311	20	26	288	320
Added Vol:	0	0	0	0	0	0	0	1	0	0	15	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	3	9	317	5	283	202	312	20	26	303	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:	3	3	9	317	5	283	202	312	20	26	303	320
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	3	9	317	5	283	202	312	20	26	303	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:	3	3	9	317	5	283	202	312	20	26	303	320
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	1.00	0.92
Lanes:	0.20	0.20	0.60	0.98	0.02	1.00	1.00	1.88	0.12	1.00	1.00	1.00
Final Sat.:	350	350	1050	1772	28	1750	1750	3477	223	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.18	0.18	0.16	0.12	0.09	0.09	0.01	0.16	0.18
Crit Moves:					****		****					****
Green Time:	44.6	44.6	44.6	44.6	44.6	44.6	28.8	46.2	46.2	28.2	45.6	45.6
Volume/Cap:	0.02	0.02	0.02	0.51	0.51	0.46	0.51	0.25	0.25	0.07	0.45	0.51
Delay/Veh:	27.4	27.4	27.4	33.8	33.8	33.0	44.6	28.8	28.8	39.6	31.8	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:	27.4	27.4	27.4	33.8	33.8	33.0	44.6	28.8	28.8	39.6	31.8	32.8
LOS by Move:	C	C	C	C	C	C	D	C	C	D	C	C
HCM2kAvgQ:	0	0	0	11	11	9	7	4	4	1	9	11

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

Downtown College Prep
San Jose

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

Intersection #3236: ALMA/LICK



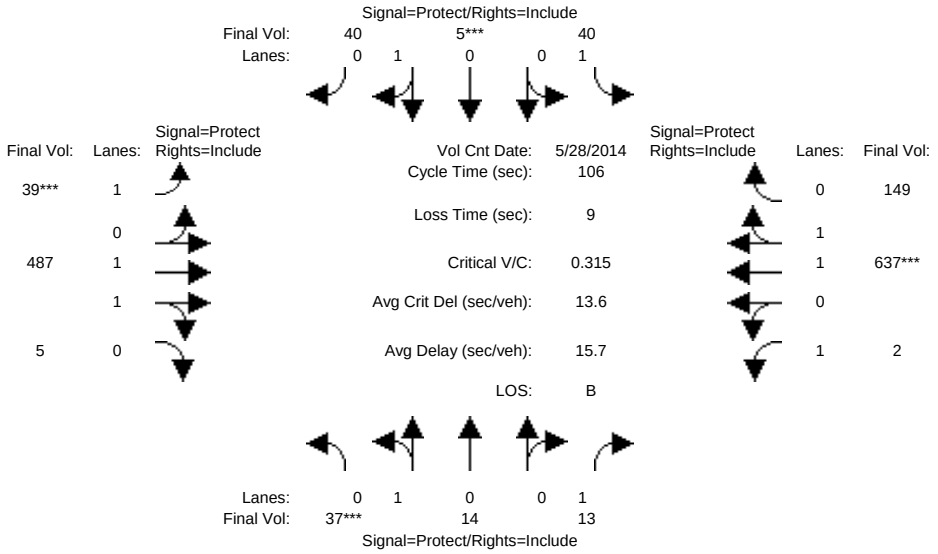
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 May 2014 <<												
Base Vol:	37	14	13	40	5	40	39	461	5	2	591	149
Growth 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:	37	14	13	40	5	40	39	461	5	2	591	149
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	37	14	13	40	5	40	39	461	5	2	591	149
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	37	14	13	40	5	40	39	461	5	2	591	149
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	14	13	40	5	40	39	461	5	2	591	149
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	37	14	13	40	5	40	39	461	5	2	591	149
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	0.97	0.95	0.92	0.98	0.95
Lanes:	0.73	0.27	1.00	1.00	0.11	0.89	1.00	1.98	0.02	1.00	1.59	0.41
Final Sat.:	1306	494	1750	1750	200	1600	1750	3660	40	1750	2954	745
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.01	0.02	0.03	0.03	0.02	0.13	0.13	0.00	0.20	0.20
Crit Moves:	****				****		****				****	
Green Time:	10.0	10.0	10.0	10.0	10.0	10.0	7.7	50.5	50.5	26.5	69.3	69.3
Volume/Cap:	0.30	0.30	0.08	0.24	0.27	0.27	0.31	0.26	0.26	0.00	0.31	0.31
Delay/Veh:	45.7	45.7	44.0	45.3	45.4	45.4	48.0	16.7	16.7	29.9	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:	45.7	45.7	44.0	45.3	45.4	45.4	48.0	16.7	16.7	29.9	8.0	8.0
LOS by Move:	D	D	D	D	D	D	D	B	B	C	A	A
HCM2kAvgQ:	2	2	0	1	2	2	2	5	5	0	5	5

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

Downtown College Prep
San Jose

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

Intersection #3236: ALMA/LICK



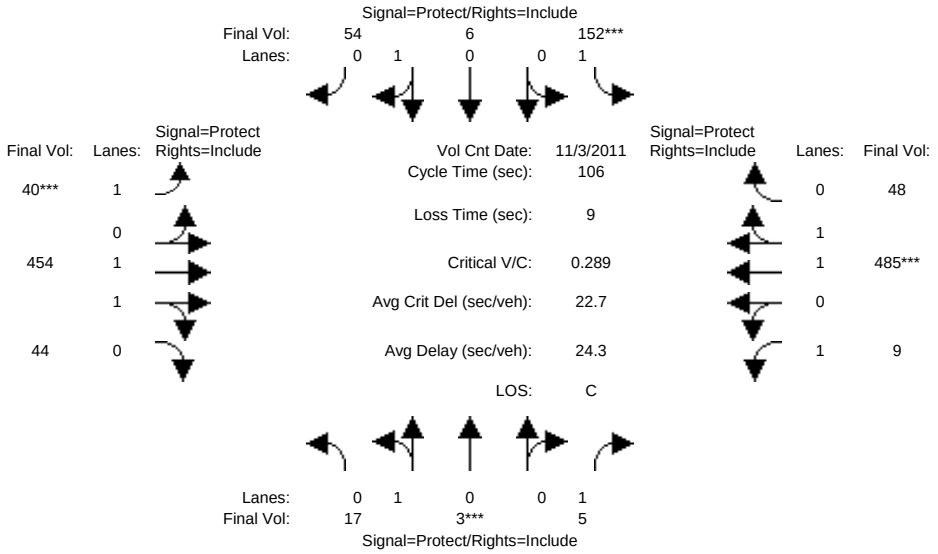
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 May 2014 <<												
Base Vol:	37	14	13	40	5	40	39	461	5	2	591	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:	37	14	13	40	5	40	39	461	5	2	591	149
Added Vol:	0	0	0	0	0	0	0	26	0	0	46	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	37	14	13	40	5	40	39	487	5	2	637	149
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	37	14	13	40	5	40	39	487	5	2	637	149
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	14	13	40	5	40	39	487	5	2	637	149
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	37	14	13	40	5	40	39	487	5	2	637	149
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	0.97	0.95	0.92	0.98	0.95
Lanes:	0.73	0.27	1.00	1.00	0.11	0.89	1.00	1.98	0.02	1.00	1.61	0.39
Final Sat.:	1306	494	1750	1750	200	1600	1750	3662	38	1750	2998	701
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.01	0.02	0.03	0.03	0.02	0.13	0.13	0.00	0.21	0.21
Crit Moves:	****				****		****				****	
Green Time:	10.0	10.0	10.0	10.0	10.0	10.0	7.3	51.4	51.4	25.6	69.7	69.7
Volume/Cap:	0.30	0.30	0.08	0.24	0.27	0.27	0.32	0.27	0.27	0.00	0.32	0.32
Delay/Veh:	45.7	45.7	44.0	45.3	45.4	45.4	48.5	16.3	16.3	30.6	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:	45.7	45.7	44.0	45.3	45.4	45.4	48.5	16.3	16.3	30.6	8.0	8.0
LOS by Move:	D	D	D	D	D	D	D	B	B	C	A	A
HCM2kAvgQ:	2	2	0	1	2	2	2	5	5	0	6	6

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

Downtown College Prep
San Jose

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

Intersection #3236: ALMA/LICK



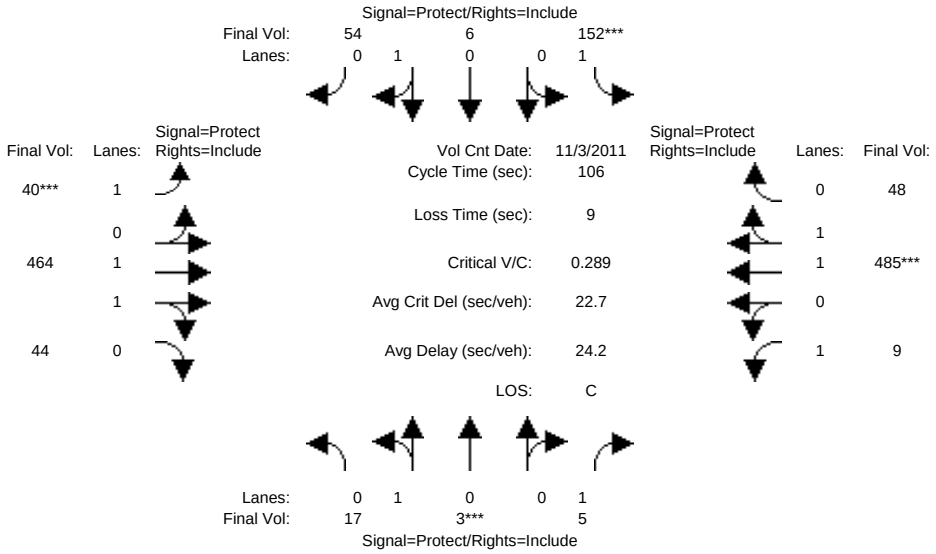
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Nov 2011 << 5:00-6:00PM												
Base Vol:	17	3	5	152	6	54	40	454	44	9	485	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:	17	3	5	152	6	54	40	454	44	9	485	48
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	3	5	152	6	54	40	454	44	9	485	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:	17	3	5	152	6	54	40	454	44	9	485	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	3	5	152	6	54	40	454	44	9	485	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:	17	3	5	152	6	54	40	454	44	9	485	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	0.92	0.95	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.85	0.15	1.00	1.00	0.10	0.90	1.00	1.82	0.18	1.00	1.81	0.19
Final Sat.:	1530	270	1750	1750	180	1620	1750	3373	327	1750	3367	333
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.00	0.09	0.03	0.03	0.02	0.13	0.13	0.01	0.14	0.14
Crit Moves:		****		****			****				****	
Green Time:	19.9	10.0	10.0	29.8	19.9	19.9	7.8	38.4	38.4	18.8	49.4	49.4
Volume/Cap:	0.06	0.12	0.03	0.31	0.18	0.18	0.31	0.37	0.37	0.03	0.31	0.31
Delay/Veh:	35.4	44.3	43.7	30.4	36.4	36.4	47.9	25.1	25.1	36.1	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:	35.4	44.3	43.7	30.4	36.4	36.4	47.9	25.1	25.1	36.1	17.8	17.8
LOS by Move:	D	D	D	C	D	D	D	C	C	D	B	B
HCM2kAvgQ:	1	1	0	4	2	2	2	6	6	0	5	5

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

Downtown College Prep
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex + P PM

Intersection #3236: ALMA/LICK



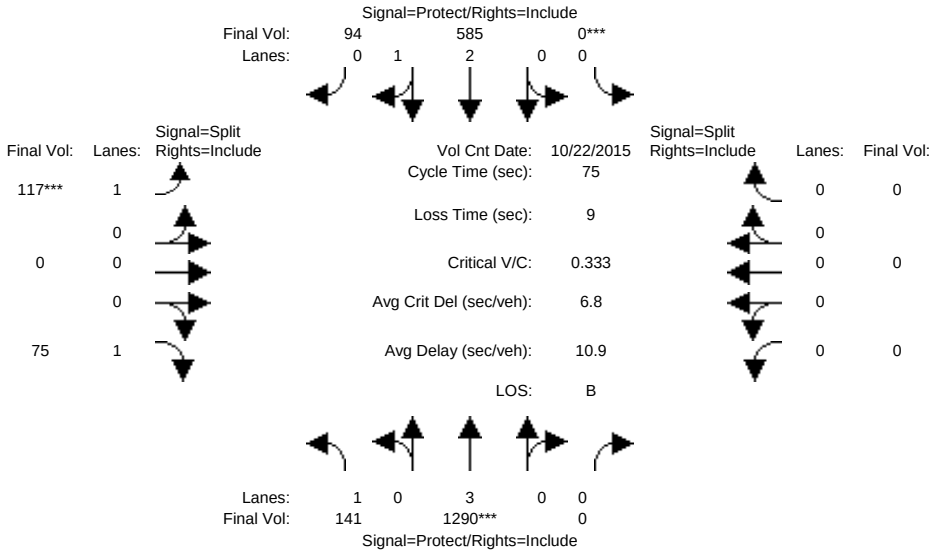
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Nov 2011 << 5:00-6:00PM												
Base Vol:	17	3	5	152	6	54	40	454	44	9	485	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:	17	3	5	152	6	54	40	454	44	9	485	48
Added Vol:	0	0	0	0	0	0	0	10	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	3	5	152	6	54	40	464	44	9	485	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:	17	3	5	152	6	54	40	464	44	9	485	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	3	5	152	6	54	40	464	44	9	485	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:	17	3	5	152	6	54	40	464	44	9	485	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	0.92	0.95	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.85	0.15	1.00	1.00	0.10	0.90	1.00	1.82	0.18	1.00	1.81	0.19
Final Sat.:	1530	270	1750	1750	180	1620	1750	3379	320	1750	3367	333
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.00	0.09	0.03	0.03	0.02	0.14	0.14	0.01	0.14	0.14
Crit Moves:		****		****			****				****	
Green Time:	19.9	10.0	10.0	29.8	19.9	19.9	7.8	38.6	38.6	18.6	49.4	49.4
Volume/Cap:	0.06	0.12	0.03	0.31	0.18	0.18	0.31	0.38	0.38	0.03	0.31	0.31
Delay/Veh:	35.4	44.3	43.7	30.4	36.4	36.4	47.9	25.0	25.0	36.3	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:	35.4	44.3	43.7	30.4	36.4	36.4	47.9	25.0	25.0	36.3	17.8	17.8
LOS by Move:	D	D	D	C	D	D	D	C	C	D	B	B
HCM2kAvgQ:	1	1	0	4	2	2	2	6	6	0	5	5

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

Downtown College Prep
San Jose

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

Intersection #3237: ALMA/SENTER



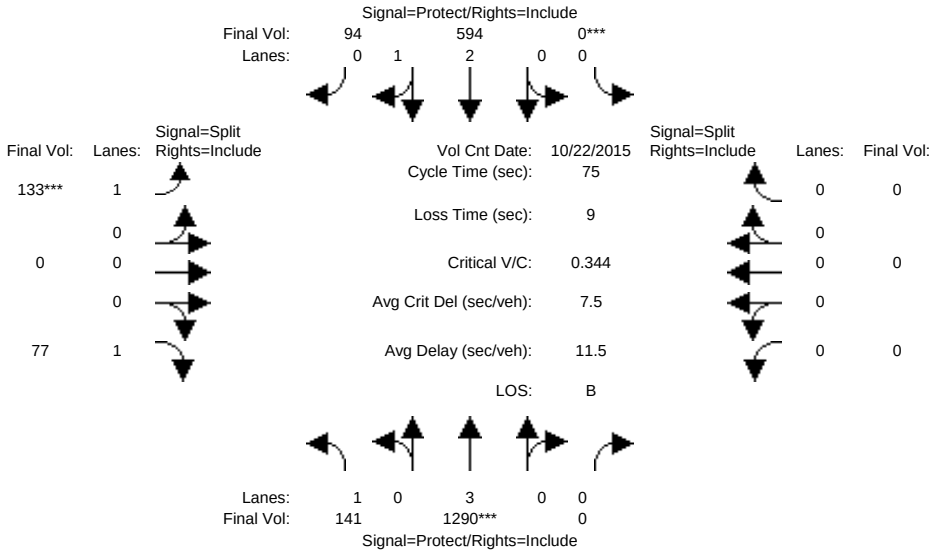
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Oct 2015 <<												
Base Vol:	141	1290	0	0	585	94	117	0	75	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:	141	1290	0	0	585	94	117	0	75	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	141	1290	0	0	585	94	117	0	75	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:	141	1290	0	0	585	94	117	0	75	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	141	1290	0	0	585	94	117	0	75	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:	141	1290	0	0	585	94	117	0	75	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	0.00	0.00	2.57	0.43	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	5700	0	0	4824	775	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.08	0.23	0.00	0.00	0.12	0.12	0.07	0.00	0.04	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green Time:	21.0	50.9	0.0	0.0	30.0	30.0	15.1	0.0	15.1	0.0	0.0	0.0
Volume/Cap:	0.29	0.33	0.00	0.00	0.30	0.30	0.33	0.00	0.21	0.00	0.00	0.00
Delay/Veh:	21.5	5.0	0.0	0.0	15.5	15.5	26.2	0.0	25.3	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:	21.5	5.0	0.0	0.0	15.5	15.5	26.2	0.0	25.3	0.0	0.0	0.0
LOS by Move:	C	A	A	A	B	B	C	A	C	A	A	A
HCM2kAvgQ:	3	4	0	0	4	4	2	0	2	0	0	0

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

Downtown College Prep
San Jose

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

Intersection #3237: ALMA/SENTER



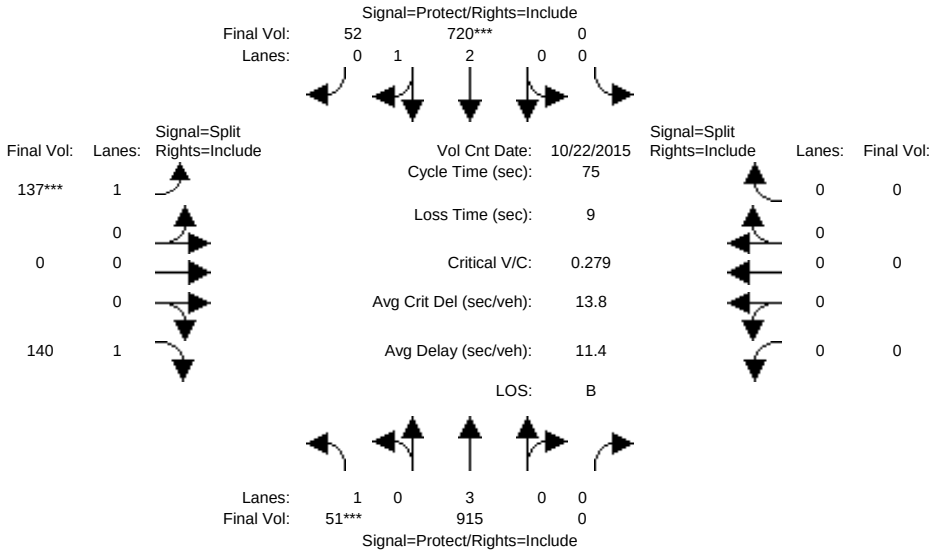
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Oct 2015 <<												
Base Vol:	141	1290	0	0	585	94	117	0	75	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:	141	1290	0	0	585	94	117	0	75	0	0	0
Added Vol:	0	0	0	0	9	0	16	0	2	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	141	1290	0	0	594	94	133	0	77	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:	141	1290	0	0	594	94	133	0	77	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	141	1290	0	0	594	94	133	0	77	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:	141	1290	0	0	594	94	133	0	77	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	0.00	0.00	2.58	0.42	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	5700	0	0	4834	765	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.08	0.23	0.00	0.00	0.12	0.12	0.08	0.00	0.04	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green Time:	20.3	49.4	0.0	0.0	29.1	29.1	16.6	0.0	16.6	0.0	0.0	0.0
Volume/Cap:	0.30	0.34	0.00	0.00	0.32	0.32	0.34	0.00	0.20	0.00	0.00	0.00
Delay/Veh:	22.0	5.7	0.0	0.0	16.1	16.1	25.1	0.0	24.0	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:	22.0	5.7	0.0	0.0	16.1	16.1	25.1	0.0	24.0	0.0	0.0	0.0
LOS by Move:	C	A	A	A	B	B	C	A	C	A	A	A
HCM2kAvgQ:	3	4	0	0	4	4	3	0	2	0	0	0

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

Downtown College Prep
San Jose

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

Intersection #3237: ALMA/SENTER



Approach:	North 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: 22 Oct 2015 <<												
Base Vol:	51	915	0	0	720	52	137	0	140	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:	51	915	0	0	720	52	137	0	140	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	51	915	0	0	720	52	137	0	140	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:	51	915	0	0	720	52	137	0	140	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	915	0	0	720	52	137	0	140	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:	51	915	0	0	720	52	137	0	140	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	0.00	0.00	2.79	0.21	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	5700	0	0	5222	377	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.16	0.00	0.00	0.14	0.14	0.08	0.00	0.08	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	7.8	44.6	0.0	0.0	36.8	36.8	21.4	0.0	21.4	0.0	0.0	0.0
Volume/Cap:	0.28	0.27	0.00	0.00	0.28	0.28	0.27	0.00	0.28	0.00	0.00	0.00
Delay/Veh:	31.9	7.4	0.0	0.0	11.3	11.3	21.1	0.0	21.1	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:	31.9	7.4	0.0	0.0	11.3	11.3	21.1	0.0	21.1	0.0	0.0	0.0
LOS by Move:	C	A	A	A	B	B	C	A	C	A	A	A
HCM2kAvgQ:	1	3	0	0	3	3	3	0	3	0	0	0

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

Downtown College Prep
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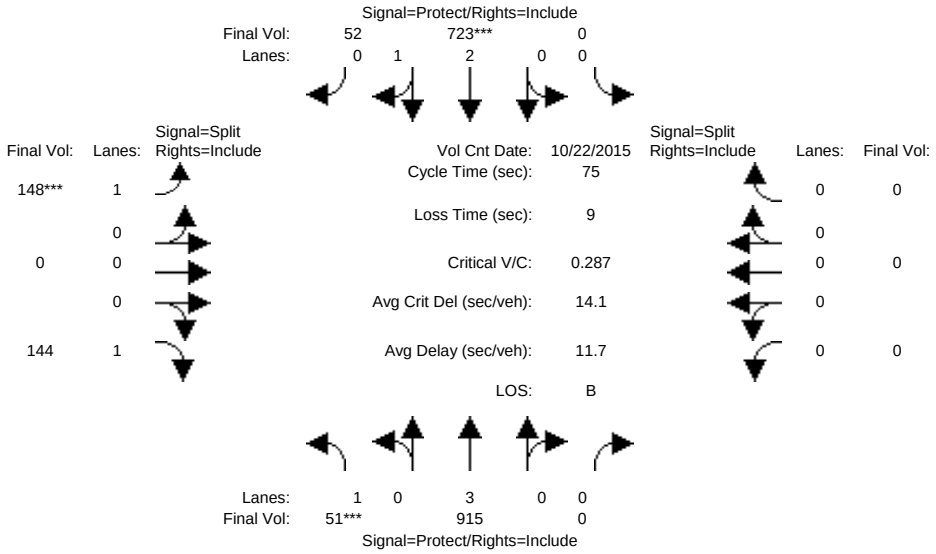
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex + P PM

Intersection #3237: ALMA/SENTER



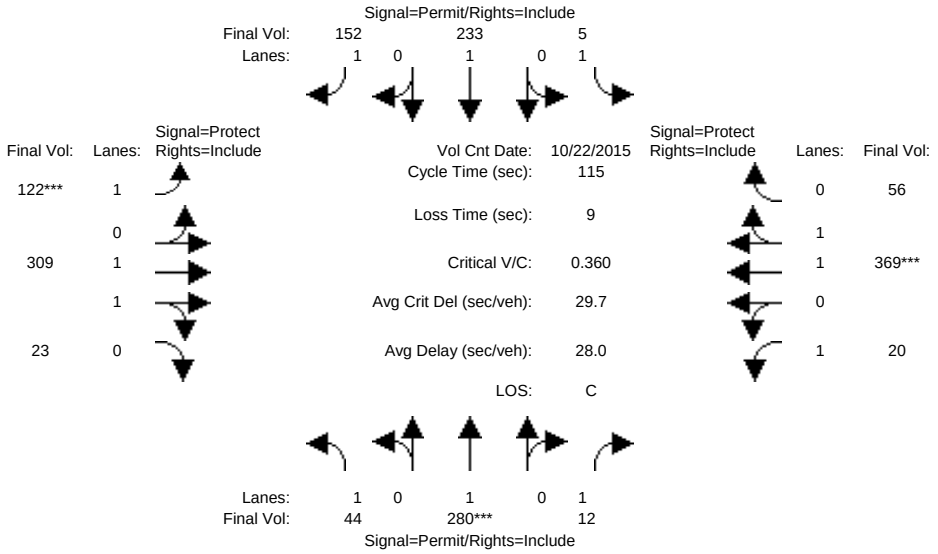
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Oct 2015 <<												
Base Vol:	51	915	0	0	720	52	137	0	140	0	0	0
Growth Adj:	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:	51	915	0	0	720	52	137	0	140	0	0	0
Added Vol:	0	0	0	0	3	0	11	0	4	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	51	915	0	0	723	52	148	0	144	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:	51	915	0	0	723	52	148	0	144	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	915	0	0	723	52	148	0	144	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:	51	915	0	0	723	52	148	0	144	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	0.00	0.00	2.79	0.21	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	5700	0	0	5224	376	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.16	0.00	0.00	0.14	0.14	0.08	0.00	0.08	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	7.6	43.9	0.0	0.0	36.2	36.2	22.1	0.0	22.1	0.0	0.0	0.0
Volume/Cap:	0.29	0.27	0.00	0.00	0.29	0.29	0.29	0.00	0.28	0.00	0.00	0.00
Delay/Veh:	32.1	7.7	0.0	0.0	11.7	11.7	20.7	0.0	20.6	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:	32.1	7.7	0.0	0.0	11.7	11.7	20.7	0.0	20.6	0.0	0.0	0.0
LOS by Move:	C	A	A	A	B	B	C	A	C	A	A	A
HCM2kAvgQ:	1	3	0	0	4	4	3	0	3	0	0	0

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

Downtown College Prep
San Jose

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

Intersection #3238: ALMA/SEVENTH



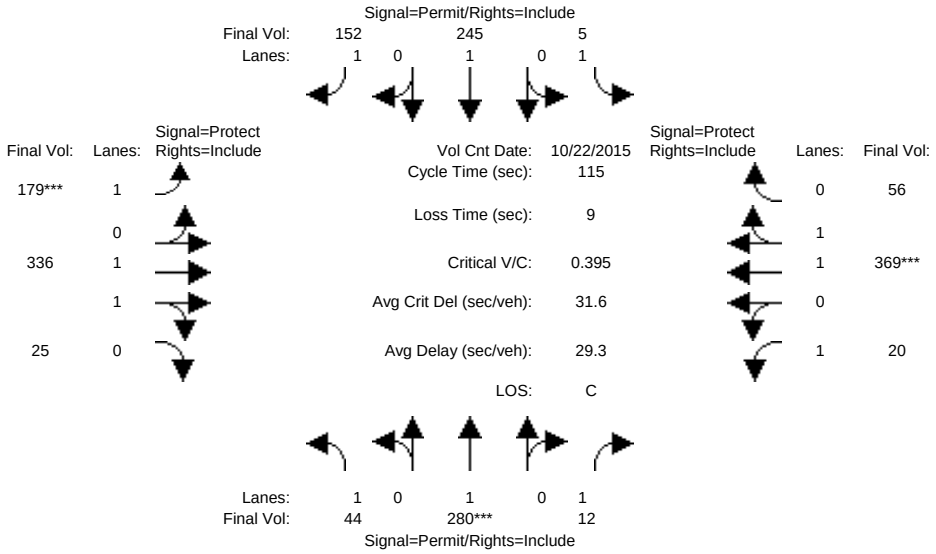
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Oct 2015 <<												
Base Vol:	44	280	12	5	233	152	122	309	23	20	369	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:	44	280	12	5	233	152	122	309	23	20	369	56
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	280	12	5	233	152	122	309	23	20	369	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:	44	280	12	5	233	152	122	309	23	20	369	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	280	12	5	233	152	122	309	23	20	369	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:	44	280	12	5	233	152	122	309	23	20	369	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	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	1.86	0.14	1.00	1.73	0.27
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3443	256	1750	3212	487
Capacity Analysis Module:												
Vol/Sat:	0.03	0.15	0.01	0.00	0.12	0.09	0.07	0.09	0.09	0.01	0.11	0.11
Crit Moves:		****					****				****	
Green Time:	47.1	47.1	47.1	47.1	47.1	47.1	22.3	35.1	35.1	23.8	36.7	36.7
Volume/Cap:	0.06	0.36	0.02	0.01	0.30	0.21	0.36	0.29	0.29	0.06	0.36	0.36
Delay/Veh:	20.6	23.8	20.2	20.1	23.1	22.1	40.9	30.6	30.6	36.6	30.3	30.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.6	23.8	20.2	20.1	23.1	22.1	40.9	30.6	30.6	36.6	30.3	30.3
LOS by Move:	C	C	C	C	C	C	D	C	C	D	C	C
HCM2kAvgQ:	1	7	0	0	5	4	4	5	5	1	6	6

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

Downtown College Prep
San Jose

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

Intersection #3238: ALMA/SEVENTH



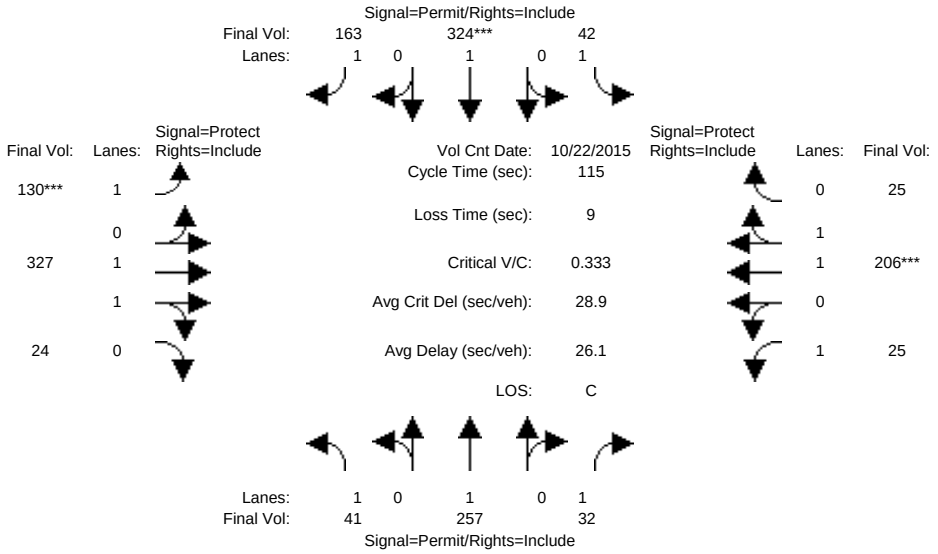
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Oct 2015 <<												
Base Vol:	44	280	12	5	233	152	122	309	23	20	369	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:	44	280	12	5	233	152	122	309	23	20	369	56
Added Vol:	0	0	0	0	12	0	57	27	2	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	280	12	5	245	152	179	336	25	20	369	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:	44	280	12	5	245	152	179	336	25	20	369	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	280	12	5	245	152	179	336	25	20	369	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:	44	280	12	5	245	152	179	336	25	20	369	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	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	1.86	0.14	1.00	1.73	0.27
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3444	256	1750	3212	487
Capacity Analysis Module:												
Vol/Sat:	0.03	0.15	0.01	0.00	0.13	0.09	0.10	0.10	0.10	0.01	0.11	0.11
Crit Moves:		****					****				****	
Green Time:	42.9	42.9	42.9	42.9	42.9	42.9	29.7	38.9	38.9	24.3	33.4	33.4
Volume/Cap:	0.07	0.40	0.02	0.01	0.35	0.23	0.40	0.29	0.29	0.05	0.40	0.40
Delay/Veh:	23.3	26.9	22.8	22.7	26.3	25.0	35.8	28.0	28.0	36.3	32.9	32.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.3	26.9	22.8	22.7	26.3	25.0	35.8	28.0	28.0	36.3	32.9	32.9
LOS by Move:	C	C	C	C	C	C	D	C	C	D	C	C
HCM2kAvgQ:	1	7	0	0	6	4	6	5	5	1	6	6

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

Downtown College Prep
San Jose

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

Intersection #3238: ALMA/SEVENTH



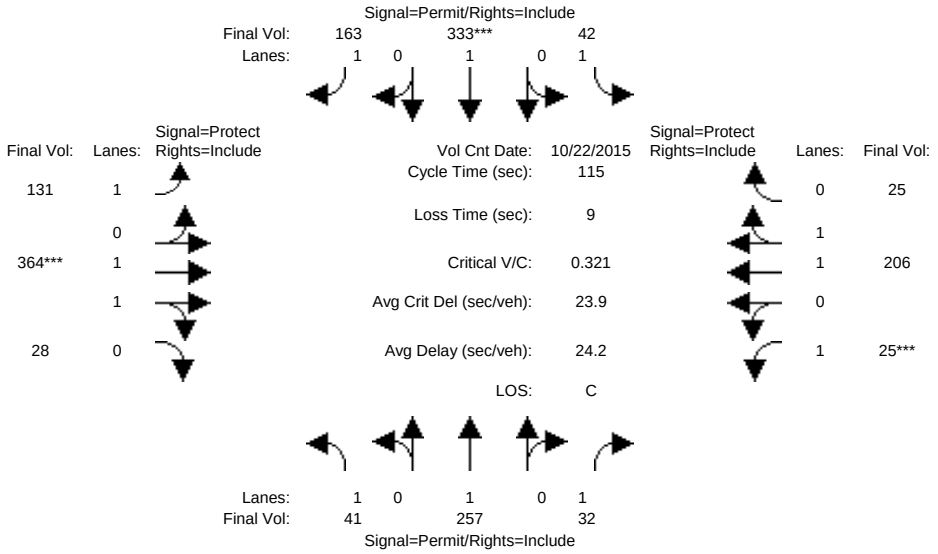
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Oct 2015 <<												
Base Vol:	41	257	32	42	324	163	130	327	24	25	206	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:	41	257	32	42	324	163	130	327	24	25	206	25
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	41	257	32	42	324	163	130	327	24	25	206	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:	41	257	32	42	324	163	130	327	24	25	206	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	257	32	42	324	163	130	327	24	25	206	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:	41	257	32	42	324	163	130	327	24	25	206	25
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	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	1.86	0.14	1.00	1.78	0.22
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3447	253	1750	3299	400
Capacity Analysis Module:												
Vol/Sat:	0.02	0.14	0.02	0.02	0.17	0.09	0.07	0.09	0.09	0.01	0.06	0.06
Crit Moves:					****		****				****	
Green Time:	58.8	58.8	58.8	58.8	58.8	58.8	25.6	28.7	28.7	18.4	21.5	21.5
Volume/Cap:	0.05	0.26	0.04	0.05	0.33	0.18	0.33	0.38	0.38	0.09	0.33	0.33
Delay/Veh:	14.1	16.0	14.0	14.1	16.7	15.2	38.0	36.0	36.0	41.3	40.8	40.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.1	16.0	14.0	14.1	16.7	15.2	38.0	36.0	36.0	41.3	40.8	40.8
LOS by Move:	B	B	B	B	B	B	D	D	D	D	D	D
HCM2kAvgQ:	1	5	1	1	6	3	4	5	5	1	3	3

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

Downtown College Prep
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex + P PM

Intersection #3238: ALMA/SEVENTH



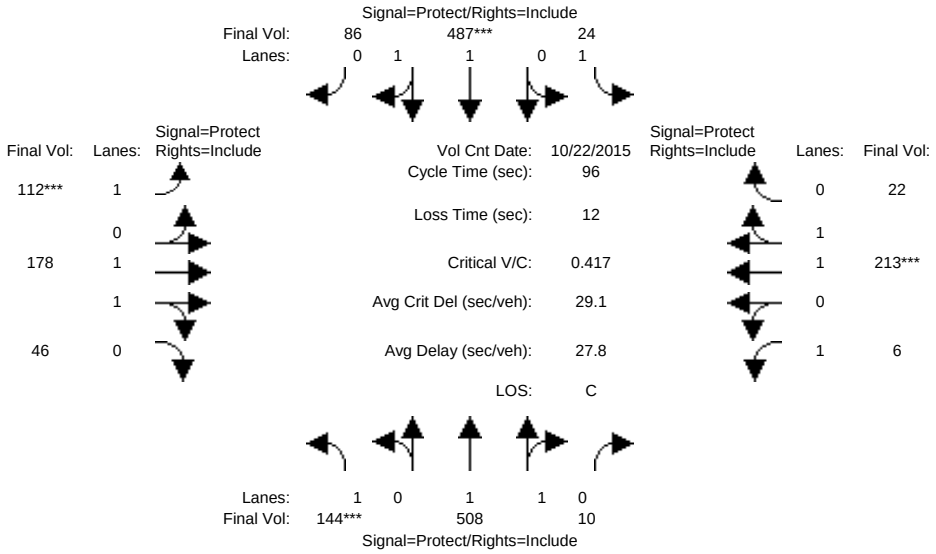
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Oct 2015 <<												
Base Vol:	41	257	32	42	324	163	130	327	24	25	206	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:	41	257	32	42	324	163	130	327	24	25	206	25
Added Vol:	0	0	0	0	9	0	1	37	4	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	41	257	32	42	333	163	131	364	28	25	206	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:	41	257	32	42	333	163	131	364	28	25	206	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	257	32	42	333	163	131	364	28	25	206	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:	41	257	32	42	333	163	131	364	28	25	206	25
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	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	1.85	0.15	1.00	1.78	0.22
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3436	264	1750	3299	400
Capacity Analysis Module:												
Vol/Sat:	0.02	0.14	0.02	0.02	0.18	0.09	0.07	0.11	0.11	0.01	0.06	0.06
Crit Moves:					****			****		****		
Green Time:	61.7	61.7	61.7	61.7	61.7	61.7	20.5	37.3	37.3	7.0	23.8	23.8
Volume/Cap:	0.04	0.25	0.03	0.04	0.33	0.17	0.42	0.33	0.33	0.23	0.30	0.30
Delay/Veh:	12.7	14.4	12.6	12.7	15.2	13.7	42.9	29.5	29.5	52.6	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:	12.7	14.4	12.6	12.7	15.2	13.7	42.9	29.5	29.5	52.6	38.8	38.8
LOS by Move:	B	B	B	B	B	B	D	C	C	D	D	D
HCM2kAvgQ:	1	5	1	1	6	3	5	5	5	1	3	3

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

Downtown College Prep
San Jose

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

Intersection #3239: ALMA/10TH



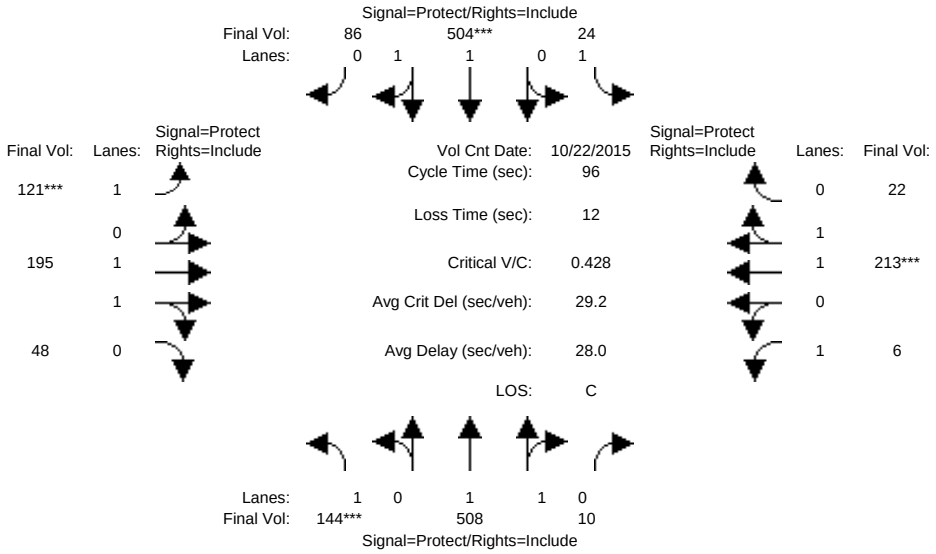
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Oct 2015 <<												
Base Vol:	144	508	10	24	487	86	112	178	46	6	213	22
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:	144	508	10	24	487	86	112	178	46	6	213	22
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	144	508	10	24	487	86	112	178	46	6	213	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:	144	508	10	24	487	86	112	178	46	6	213	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	144	508	10	24	487	86	112	178	46	6	213	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	144	508	10	24	487	86	112	178	46	6	213	22
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	1.96	0.04	1.00	1.69	0.31	1.00	1.58	0.42	1.00	1.81	0.19
Final Sat.:	1750	3629	71	1750	3144	555	1750	2940	760	1750	3353	346
Capacity Analysis Module:												
Vol/Sat:	0.08	0.14	0.14	0.01	0.15	0.15	0.06	0.06	0.06	0.00	0.06	0.06
Crit Moves:	****				****		****				****	
Green Time:	19.0	35.9	35.9	18.7	35.7	35.7	14.7	17.3	17.3	12.1	14.6	14.6
Volume/Cap:	0.42	0.37	0.37	0.07	0.42	0.42	0.42	0.34	0.34	0.03	0.42	0.42
Delay/Veh:	34.5	22.0	22.0	31.6	22.6	22.6	37.8	34.7	34.7	36.8	37.3	37.3
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	22.0	22.0	31.6	22.6	22.6	37.8	34.7	34.7	36.8	37.3	37.3
LOS by Move:	C	C	C	C	C	C	D	C	C	D	D	D
HCM2kAvgQ:	4	5	5	1	7	7	3	3	3	0	3	3

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

Downtown College Prep
San Jose

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

Intersection #3239: ALMA/10TH



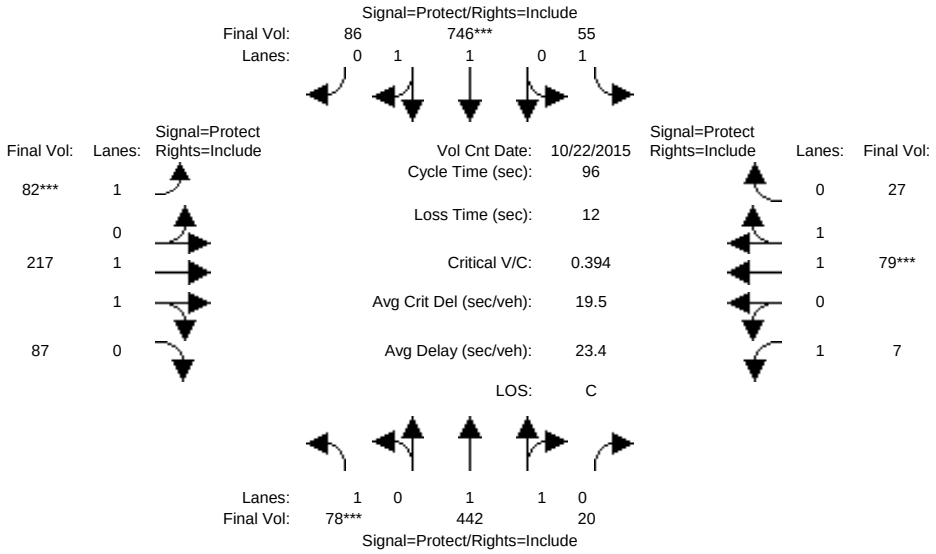
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Oct 2015 <<												
Base Vol:	144	508	10	24	487	86	112	178	46	6	213	22
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:	144	508	10	24	487	86	112	178	46	6	213	22
Added Vol:	0	0	0	0	17	0	9	17	2	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	144	508	10	24	504	86	121	195	48	6	213	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:	144	508	10	24	504	86	121	195	48	6	213	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	144	508	10	24	504	86	121	195	48	6	213	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	144	508	10	24	504	86	121	195	48	6	213	22
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	1.96	0.04	1.00	1.70	0.30	1.00	1.59	0.41	1.00	1.81	0.19
Final Sat.:	1750	3629	71	1750	3160	539	1750	2969	731	1750	3353	346
Capacity Analysis Module:												
Vol/Sat:	0.08	0.14	0.14	0.01	0.16	0.16	0.07	0.07	0.07	0.00	0.06	0.06
Crit Moves:	****				****		****				****	
Green Time:	18.5	35.7	35.7	18.6	35.8	35.8	15.5	17.5	17.5	12.3	14.2	14.2
Volume/Cap:	0.43	0.38	0.38	0.07	0.43	0.43	0.43	0.36	0.36	0.03	0.43	0.43
Delay/Veh:	35.0	22.2	22.2	31.7	22.7	22.7	37.3	34.7	34.7	36.7	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:	35.0	22.2	22.2	31.7	22.7	22.7	37.3	34.7	34.7	36.7	37.7	37.7
LOS by Move:	C	C	C	C	C	C	D	C	C	D	D	D
HCM2kAvgQ:	4	6	6	1	7	7	3	3	3	0	3	3

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

Downtown College Prep
San Jose

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

Intersection #3239: ALMA/10TH



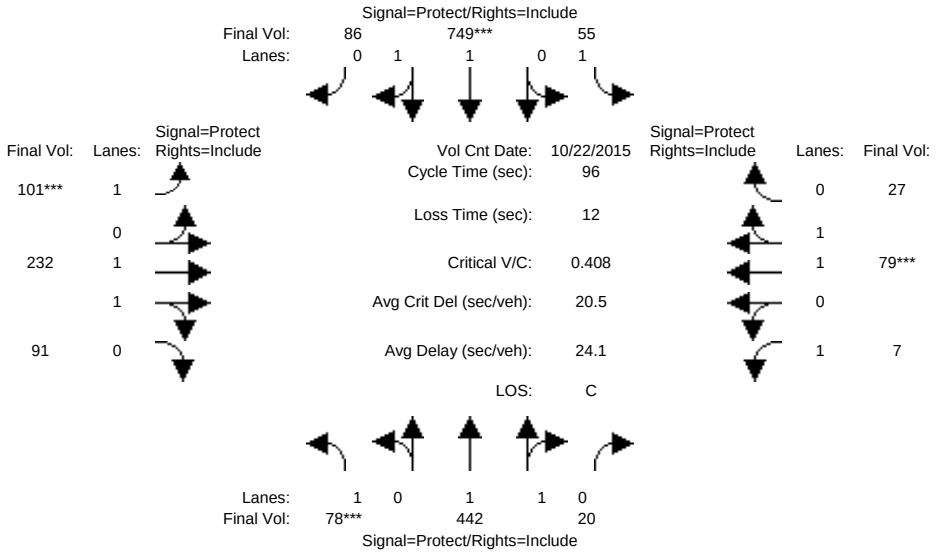
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Oct 2015 <<												
Base Vol:	78	442	20	55	746	86	82	217	87	7	79	27
Growth 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:	78	442	20	55	746	86	82	217	87	7	79	27
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	78	442	20	55	746	86	82	217	87	7	79	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:	78	442	20	55	746	86	82	217	87	7	79	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	442	20	55	746	86	82	217	87	7	79	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:	78	442	20	55	746	86	82	217	87	7	79	27
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	1.91	0.09	1.00	1.79	0.21	1.00	1.41	0.59	1.00	1.48	0.52
Final Sat.:	1750	3540	160	1750	3317	382	1750	2640	1059	1750	2757	942
Capacity Analysis Module:												
Vol/Sat:	0.04	0.12	0.12	0.03	0.22	0.22	0.05	0.08	0.08	0.00	0.03	0.03
Crit Moves:	****				****		****				****	
Green Time:	10.4	39.8	39.8	23.2	52.6	52.6	11.0	12.3	12.3	8.6	10.0	10.0
Volume/Cap:	0.41	0.30	0.30	0.13	0.41	0.41	0.41	0.64	0.64	0.04	0.28	0.28
Delay/Veh:	41.4	18.9	18.9	28.6	12.8	12.8	40.9	42.7	42.7	40.0	40.0	40.0
User DelAdj:	1.00	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	18.9	18.9	28.6	12.8	12.8	40.9	42.7	42.7	40.0	40.0	40.0
LOS by Move:	D	B	B	C	B	B	D	D	D	D	D	D
HCM2kAvgQ:	2	4	4	1	7	7	2	4	4	0	1	1

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

Downtown College Prep
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex + P PM

Intersection #3239: ALMA/10TH



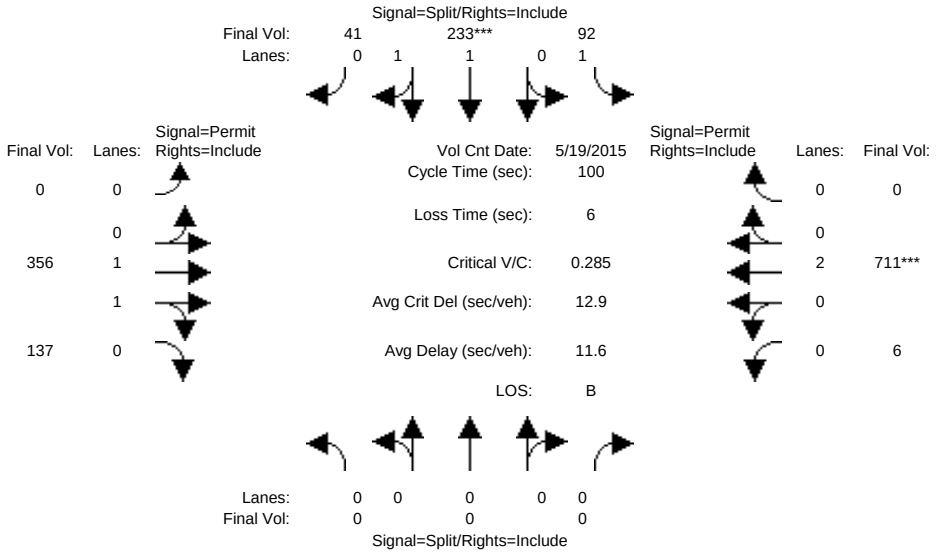
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Oct 2015 <<												
Base Vol:	78	442	20	55	746	86	82	217	87	7	79	27
Growth 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:	78	442	20	55	746	86	82	217	87	7	79	27
Added Vol:	0	0	0	0	3	0	19	15	4	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	78	442	20	55	749	86	101	232	91	7	79	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:	78	442	20	55	749	86	101	232	91	7	79	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	442	20	55	749	86	101	232	91	7	79	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:	78	442	20	55	749	86	101	232	91	7	79	27
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	1.91	0.09	1.00	1.79	0.21	1.00	1.42	0.58	1.00	1.48	0.52
Final Sat.:	1750	3540	160	1750	3319	381	1750	2657	1042	1750	2757	942
Capacity Analysis Module:												
Vol/Sat:	0.04	0.12	0.12	0.03	0.23	0.23	0.06	0.09	0.09	0.00	0.03	0.03
Crit Moves:	****				****		****				****	
Green Time:	10.1	38.5	38.5	22.5	50.9	50.9	13.0	13.5	13.5	9.5	10.0	10.0
Volume/Cap:	0.43	0.31	0.31	0.13	0.43	0.43	0.43	0.62	0.62	0.04	0.28	0.28
Delay/Veh:	41.9	19.8	19.8	29.2	13.8	13.8	39.3	41.1	41.1	39.2	40.0	40.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.9	19.8	19.8	29.2	13.8	13.8	39.3	41.1	41.1	39.2	40.0	40.0
LOS by Move:	D	B	B	C	B	B	D	D	D	D	D	D
HCM2kAvgQ:	2	5	5	1	8	8	3	5	5	0	1	1

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

Downtown College Prep
San Jose

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

Intersection #3240: ALMA/VINE



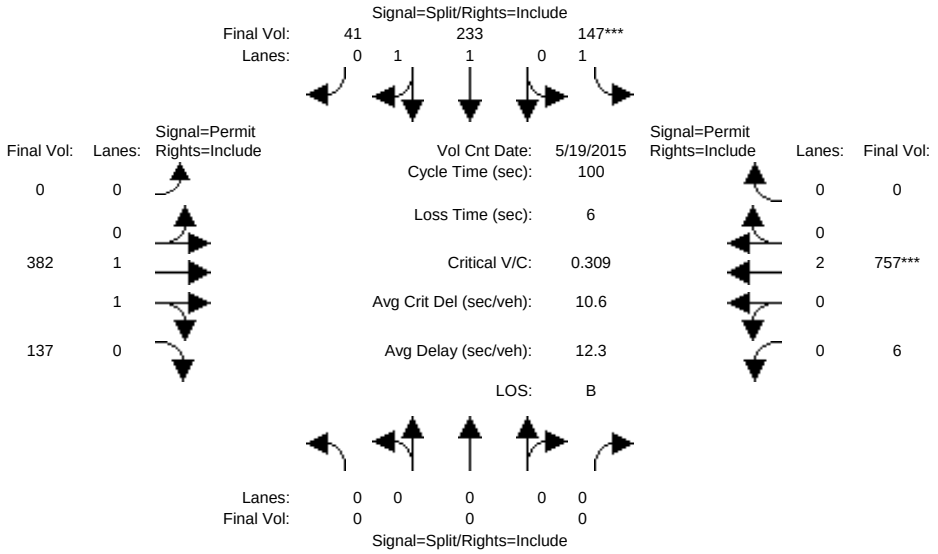
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 7:15-8:15AM												
Base Vol:	0	0	0	92	233	41	0	356	137	6	711	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	92	233	41	0	356	137	6	711	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	92	233	41	0	356	137	6	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	92	233	41	0	356	137	6	711	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	92	233	41	0	356	137	6	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	92	233	41	0	356	137	6	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	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.97	0.92
Lanes:	0.00	0.00	0.00	1.00	1.69	0.31	0.00	1.43	0.57	0.02	1.98	0.00
Final Sat.:	0	0	0	1750	3146	554	0	2671	1028	31	3669	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.07	0.07	0.00	0.13	0.13	0.19	0.19	0.00
Crit Moves:					****						****	
Green Time:	0.0	0.0	0.0	26.0	26.0	26.0	0.0	68.0	68.0	68.0	68.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.20	0.28	0.28	0.00	0.20	0.20	0.28	0.28	0.00
Delay/Veh:	0.0	0.0	0.0	29.1	29.7	29.7	0.0	5.9	5.9	6.4	6.4	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:	0.0	0.0	0.0	29.1	29.7	29.7	0.0	5.9	5.9	6.4	6.4	0.0
LOS by Move:	A	A	A	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	2	4	4	0	3	3	4	4	0

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

Downtown College Prep
San Jose

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

Intersection #3240: ALMA/VINE



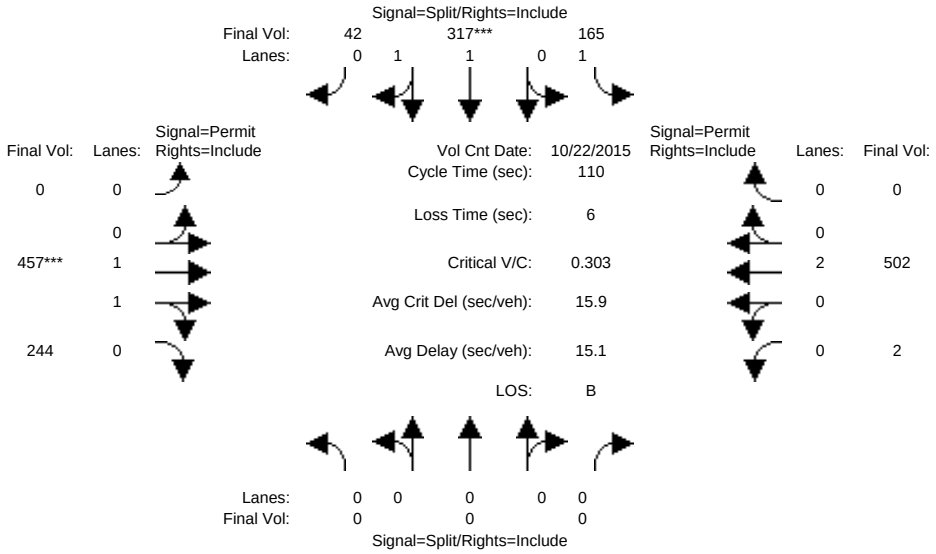
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 7:15-8:15AM												
Base Vol:	0	0	0	92	233	41	0	356	137	6	711	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	92	233	41	0	356	137	6	711	0
Added Vol:	0	0	0	55	0	0	0	26	0	0	46	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	147	233	41	0	382	137	6	757	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	147	233	41	0	382	137	6	757	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	147	233	41	0	382	137	6	757	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	147	233	41	0	382	137	6	757	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.97	0.92
Lanes:	0.00	0.00	0.00	1.00	1.69	0.31	0.00	1.46	0.54	0.02	1.98	0.00
Final Sat.:	0	0	0	1750	3146	554	0	2723	976	29	3671	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.07	0.07	0.00	0.14	0.14	0.21	0.21	0.00
Crit Moves:				****							****	
Green Time:	0.0	0.0	0.0	27.2	27.2	27.2	0.0	66.8	66.8	66.8	66.8	0.0
Volume/Cap:	0.00	0.00	0.00	0.31	0.27	0.27	0.00	0.21	0.21	0.31	0.31	0.00
Delay/Veh:	0.0	0.0	0.0	29.3	28.8	28.8	0.0	6.5	6.5	7.0	7.0	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	29.3	28.8	28.8	0.0	6.5	6.5	7.0	7.0	0.0
LOS by Move:	A	A	A	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	4	3	3	0	3	3	5	5	0

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

Downtown College Prep
San Jose

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

Intersection #3240: ALMA/VINE



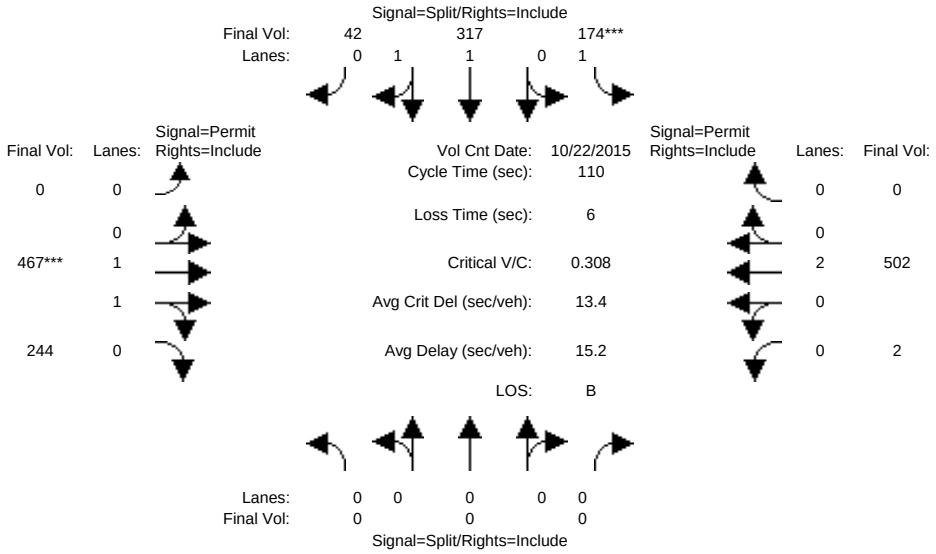
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	0	10	10	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Oct 2015 <<												
Base Vol:	0	0	0	165	317	42	0	457	244	2	502	0
Growth Adj:	1.00	1.00	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	165	317	42	0	457	244	2	502	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	165	317	42	0	457	244	2	502	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	165	317	42	0	457	244	2	502	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	165	317	42	0	457	244	2	502	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	165	317	42	0	457	244	2	502	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.99	0.95	0.95	0.97	0.92
Lanes:	0.00	0.00	0.00	1.00	1.76	0.24	0.00	1.28	0.72	0.01	1.99	0.00
Final Sat.:	0	0	0	1750	3267	433	0	2411	1287	15	3685	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.10	0.10	0.00	0.19	0.19	0.14	0.14	0.00
Crit Moves:					****			****				
Green Time:	0.0	0.0	0.0	35.2	35.2	35.2	0.0	68.8	68.8	68.8	68.8	0.0
Volume/Cap:	0.00	0.00	0.00	0.29	0.30	0.30	0.00	0.30	0.30	0.22	0.22	0.00
Delay/Veh:	0.0	0.0	0.0	28.4	28.3	28.3	0.0	9.6	9.6	9.0	9.0	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	28.4	28.3	28.3	0.0	9.6	9.6	9.0	9.0	0.0
LOS by Move:	A	A	A	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	5	5	5	0	5	5	4	4	0

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

Downtown College Prep
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex + P PM

Intersection #3240: ALMA/VINE



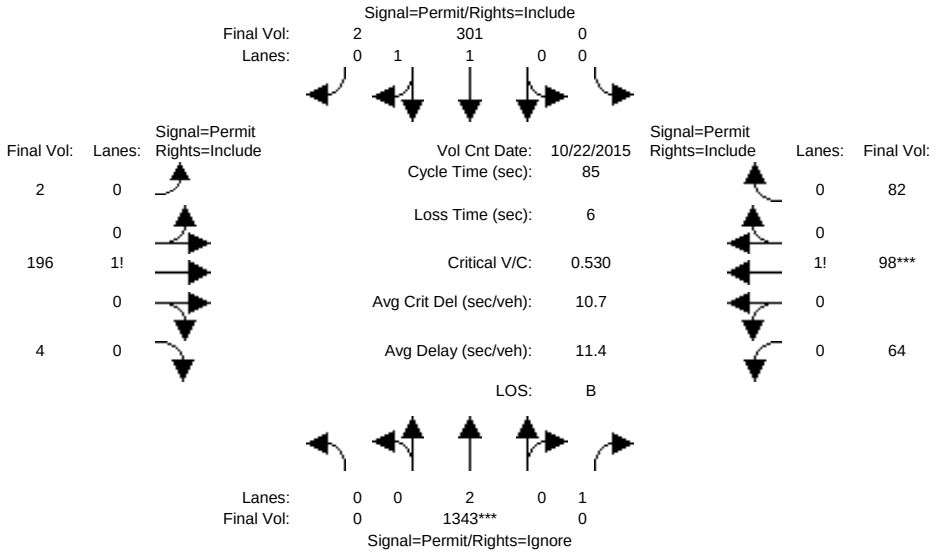
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Oct 2015 <<												
Base Vol:	0	0	0	165	317	42	0	457	244	2	502	0
Growth Adj:	1.00	1.00	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	165	317	42	0	457	244	2	502	0
Added Vol:	0	0	0	9	0	0	0	10	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	174	317	42	0	467	244	2	502	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	174	317	42	0	467	244	2	502	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	174	317	42	0	467	244	2	502	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	174	317	42	0	467	244	2	502	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.99	0.95	0.95	0.97	0.92
Lanes:	0.00	0.00	0.00	1.00	1.76	0.24	0.00	1.29	0.71	0.01	1.99	0.00
Final Sat.:	0	0	0	1750	3267	433	0	2429	1269	15	3685	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.10	0.10	0.00	0.19	0.19	0.14	0.14	0.00
Crit Moves:				****				****				
Green Time:	0.0	0.0	0.0	35.5	35.5	35.5	0.0	68.5	68.5	68.5	68.5	0.0
Volume/Cap:	0.00	0.00	0.00	0.31	0.30	0.30	0.00	0.31	0.31	0.22	0.22	0.00
Delay/Veh:	0.0	0.0	0.0	28.4	28.1	28.1	0.0	9.7	9.7	9.1	9.1	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	28.4	28.1	28.1	0.0	9.7	9.7	9.1	9.1	0.0
LOS by Move:	A	A	A	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	5	5	5	0	6	6	4	4	0

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

Downtown College Prep
San Jose

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

Intersection #3241: ALMADEN/SAN JOSE



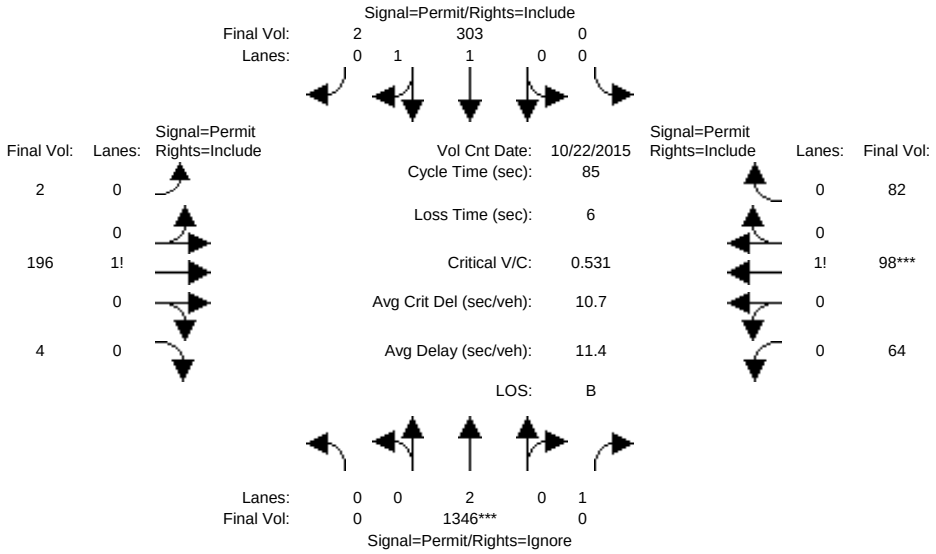
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Oct 2015 <<												
Base Vol:	0	1343	314	0	301	2	2	196	4	64	98	82
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1343	314	0	301	2	2	196	4	64	98	82
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1343	314	0	301	2	2	196	4	64	98	82
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:	0	1343	0	0	301	2	2	196	4	64	98	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1343	0	0	301	2	2	196	4	64	98	82
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1343	0	0	301	2	2	196	4	64	98	82
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.97	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	0.00	2.00	1.00	0.00	1.99	0.01	0.01	0.97	0.02	0.26	0.40	0.34
Final Sat.:	0	3800	1750	0	3676	24	17	1698	35	459	703	588
Capacity Analysis Module:												
Vol/Sat:	0.00	0.35	0.00	0.00	0.08	0.08	0.12	0.12	0.12	0.14	0.14	0.14
Crit Moves:		****									****	
Green Time:	0.0	56.7	0.0	0.0	56.7	56.7	22.3	22.3	22.3	22.3	22.3	22.3
Volume/Cap:	0.00	0.53	0.00	0.00	0.12	0.12	0.44	0.44	0.44	0.53	0.53	0.53
Delay/Veh:	0.0	7.5	0.0	0.0	5.2	5.2	26.8	26.8	26.8	28.0	28.0	28.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	7.5	0.0	0.0	5.2	5.2	26.8	26.8	26.8	28.0	28.0	28.0
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2kAvgQ:	0	9	0	0	1	1	5	5	5	6	6	6

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

Downtown College Prep
San Jose

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

Intersection #3241: ALMADEN/SAN JOSE



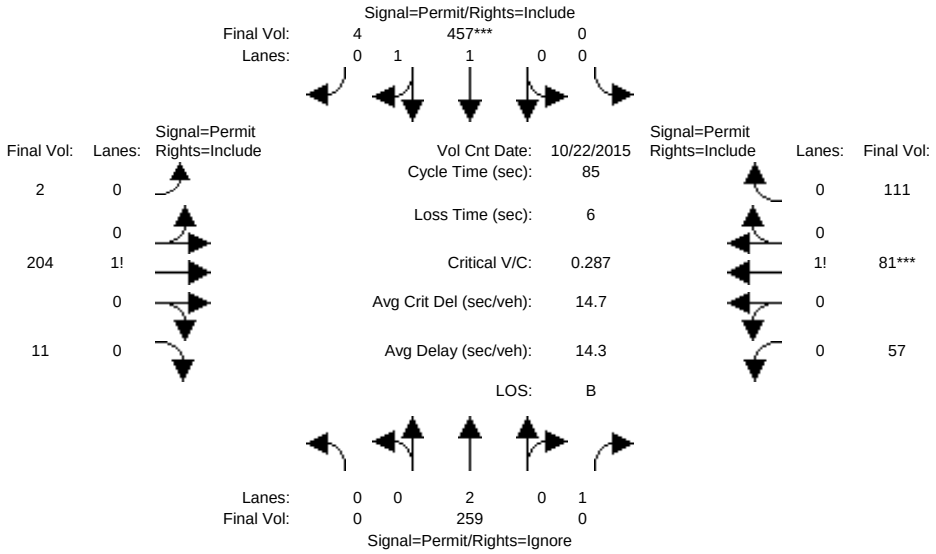
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Oct 2015 <<												
Base Vol:	0	1343	314	0	301	2	2	196	4	64	98	82
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1343	314	0	301	2	2	196	4	64	98	82
Added Vol:	0	3	3	0	2	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1346	317	0	303	2	2	196	4	64	98	82
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:	0	1346	0	0	303	2	2	196	4	64	98	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1346	0	0	303	2	2	196	4	64	98	82
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1346	0	0	303	2	2	196	4	64	98	82
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.97	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	0.00	2.00	1.00	0.00	1.99	0.01	0.01	0.97	0.02	0.26	0.40	0.34
Final Sat.:	0	3800	1750	0	3676	24	17	1698	35	459	703	588
Capacity Analysis Module:												
Vol/Sat:	0.00	0.35	0.00	0.00	0.08	0.08	0.12	0.12	0.12	0.14	0.14	0.14
Crit Moves:		****									****	
Green Time:	0.0	56.7	0.0	0.0	56.7	56.7	22.3	22.3	22.3	22.3	22.3	22.3
Volume/Cap:	0.00	0.53	0.00	0.00	0.12	0.12	0.44	0.44	0.44	0.53	0.53	0.53
Delay/Veh:	0.0	7.5	0.0	0.0	5.2	5.2	26.8	26.8	26.8	28.1	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:	0.0	7.5	0.0	0.0	5.2	5.2	26.8	26.8	26.8	28.1	28.1	28.1
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2kAvgQ:	0	9	0	0	1	1	5	5	5	6	6	6

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

Downtown College Prep
San Jose

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

Intersection #3241: ALMADEN/SAN JOSE



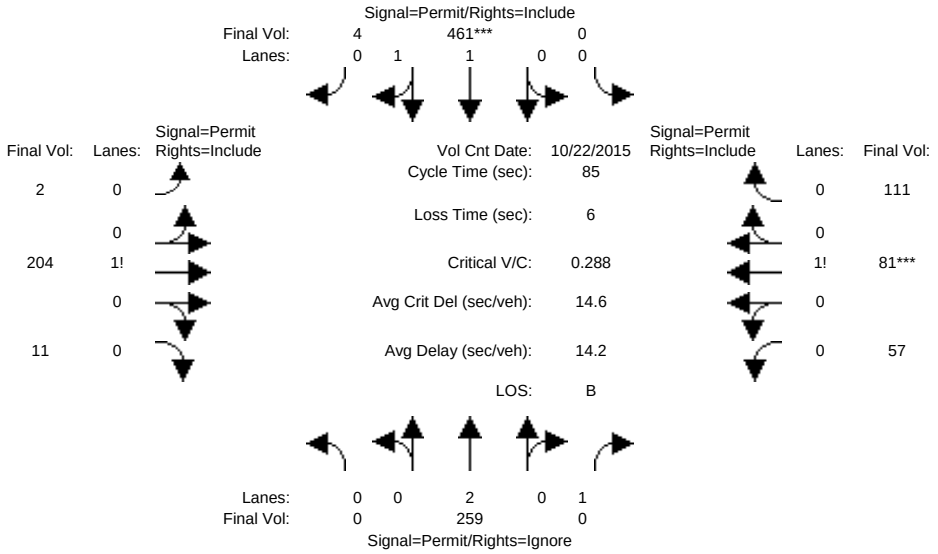
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Oct 2015 <<												
Base Vol:	0	259	76	0	457	4	2	204	11	57	81	111
Growth 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:	0	259	76	0	457	4	2	204	11	57	81	111
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	259	76	0	457	4	2	204	11	57	81	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:	0	259	0	0	457	4	2	204	11	57	81	111
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	259	0	0	457	4	2	204	11	57	81	111
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	259	0	0	457	4	2	204	11	57	81	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	0.97	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	0.00	2.00	1.00	0.00	1.98	0.02	0.01	0.94	0.05	0.23	0.32	0.45
Final Sat.:	0	3800	1750	0	3668	32	16	1645	89	401	569	780
Capacity Analysis Module:												
Vol/Sat:	0.00	0.07	0.00	0.00	0.12	0.12	0.12	0.12	0.12	0.14	0.14	0.14
Crit Moves:					****						****	
Green Time:	0.0	36.9	0.0	0.0	36.9	36.9	42.1	42.1	42.1	42.1	42.1	42.1
Volume/Cap:	0.00	0.16	0.00	0.00	0.29	0.29	0.25	0.25	0.25	0.29	0.29	0.29
Delay/Veh:	0.0	14.7	0.0	0.0	15.7	15.7	12.5	12.5	12.5	12.8	12.8	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:	0.0	14.7	0.0	0.0	15.7	15.7	12.5	12.5	12.5	12.8	12.8	12.8
LOS by Move:	A	B	A	A	B	B	B	B	B	B	B	B
HCM2kAvgQ:	0	2	0	0	4	4	4	4	4	4	4	4

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

Downtown College Prep
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex + P PM

Intersection #3241: ALMADEN/SAN JOSE



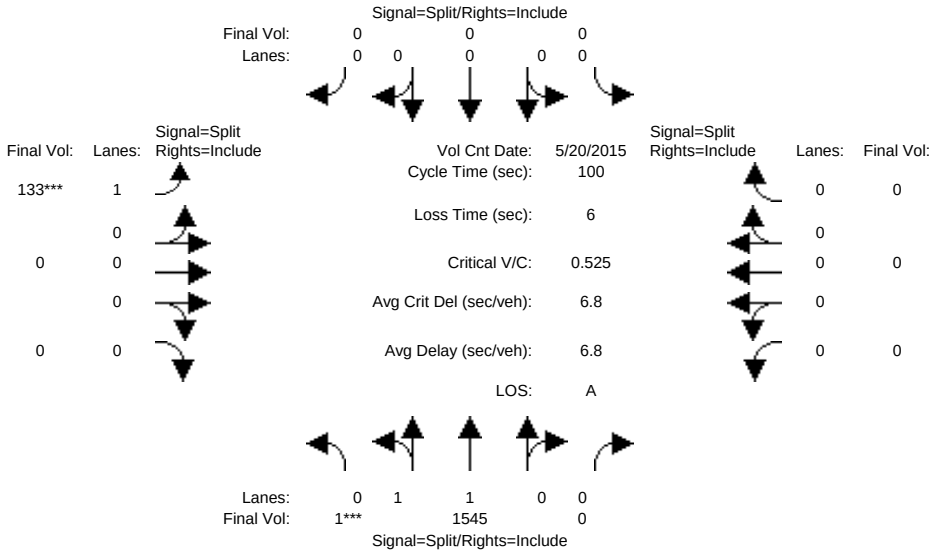
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Oct 2015 <<												
Base Vol:	0	259	76	0	457	4	2	204	11	57	81	111
Growth 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:	0	259	76	0	457	4	2	204	11	57	81	111
Added Vol:	0	0	0	0	4	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	259	76	0	461	4	2	204	11	57	81	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:	0	259	0	0	461	4	2	204	11	57	81	111
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	259	0	0	461	4	2	204	11	57	81	111
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	259	0	0	461	4	2	204	11	57	81	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	0.97	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	0.00	2.00	1.00	0.00	1.98	0.02	0.01	0.94	0.05	0.23	0.32	0.45
Final Sat.:	0	3800	1750	0	3668	32	16	1645	89	401	569	780
Capacity Analysis Module:												
Vol/Sat:	0.00	0.07	0.00	0.00	0.13	0.13	0.12	0.12	0.12	0.14	0.14	0.14
Crit Moves:					****						****	
Green Time:	0.0	37.1	0.0	0.0	37.1	37.1	41.9	41.9	41.9	41.9	41.9	41.9
Volume/Cap:	0.00	0.16	0.00	0.00	0.29	0.29	0.25	0.25	0.25	0.29	0.29	0.29
Delay/Veh:	0.0	14.6	0.0	0.0	15.6	15.6	12.6	12.6	12.6	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:	0.0	14.6	0.0	0.0	15.6	15.6	12.6	12.6	12.6	12.9	12.9	12.9
LOS by Move:	A	B	A	A	B	B	B	B	B	B	B	B
HCM2kAvgQ:	0	2	0	0	4	4	4	4	4	4	4	4

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

Downtown College Prep
San Jose

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

Intersection #3247: ALMADEN/GRANT



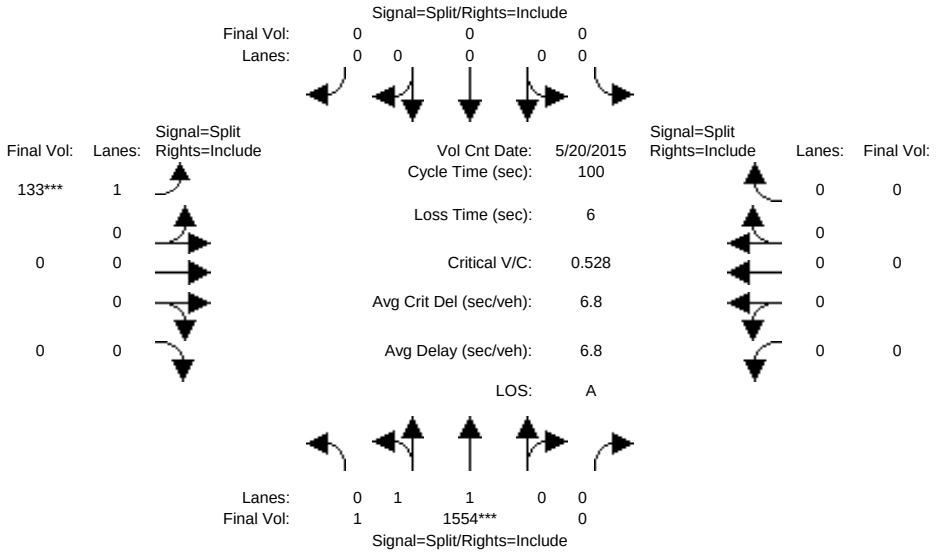
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	0	0	0	0	10	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 May 2015 << 7:15-8:15AM												
Base Vol:	1	1545	0	0	0	0	133	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	1545	0	0	0	0	133	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	1545	0	0	0	0	133	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	1545	0	0	0	0	133	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	1545	0	0	0	0	133	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	1545	0	0	0	0	133	0	0	0	0	0
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	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.01	1.99	0.00	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	2	3698	0	0	0	0	1750	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.42	0.42	0.00	0.00	0.00	0.00	0.08	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****						****					
Green Time:	79.5	79.5	0.0	0.0	0.0	0.0	14.5	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.53	0.53	0.00	0.00	0.00	0.00	0.53	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	3.8	3.8	0.0	0.0	0.0	0.0	41.6	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	3.8	3.8	0.0	0.0	0.0	0.0	41.6	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	D	A	A	A	A	A
HCM2kAvgQ:	9	9	0	0	0	0	4	0	0	0	0	0

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

Downtown College Prep
San Jose

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

Intersection #3247: ALMADEN/GRANT



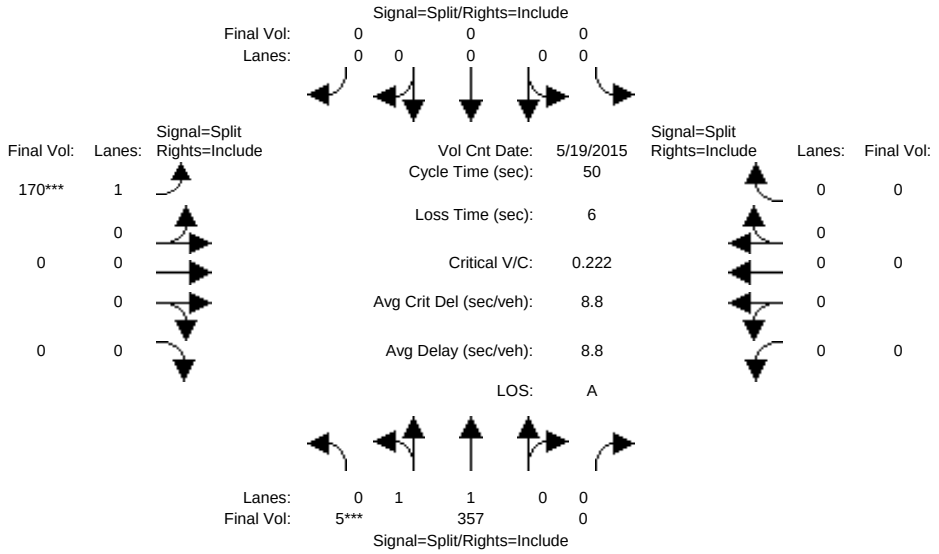
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	0	0	0	0	10	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 May 2015 << 7:15-8:15AM												
Base Vol:	1	1545	0	0	0	0	133	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	1545	0	0	0	0	133	0	0	0	0	0
Added Vol:	0	9	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	1554	0	0	0	0	133	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	1554	0	0	0	0	133	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	1554	0	0	0	0	133	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	1554	0	0	0	0	133	0	0	0	0	0
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	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.01	1.99	0.00	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	2	3698	0	0	0	0	1750	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.42	0.42	0.00	0.00	0.00	0.00	0.08	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****					****					
Green Time:	79.6	79.6	0.0	0.0	0.0	0.0	14.4	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.53	0.53	0.00	0.00	0.00	0.00	0.53	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	3.8	3.8	0.0	0.0	0.0	0.0	41.7	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	3.8	3.8	0.0	0.0	0.0	0.0	41.7	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	D	A	A	A	A	A
HCM2kAvgQ:	9	9	0	0	0	0	4	0	0	0	0	0

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

Downtown College Prep
San Jose

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

Intersection #3247: ALMADEN/GRANT



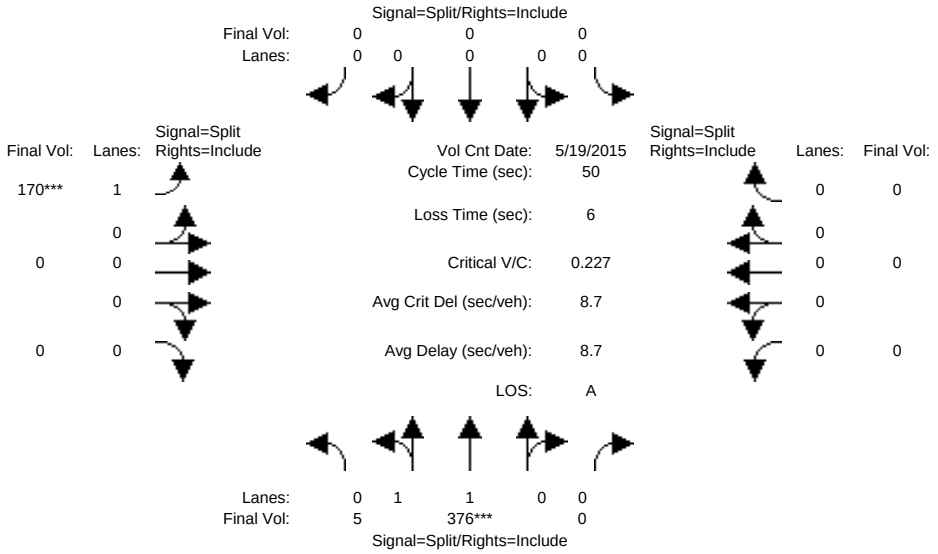
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	0	0	0	0	10	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 4:15-5:15PM												
Base Vol:	5	357	0	0	0	0	170	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	357	0	0	0	0	170	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	357	0	0	0	0	170	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	357	0	0	0	0	170	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	357	0	0	0	0	170	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	357	0	0	0	0	170	0	0	0	0	0
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	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.03	1.97	0.00	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	51	3649	0	0	0	0	1750	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.00	0.00	0.00	0.00	0.10	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****						****					
Green Time:	22.1	22.1	0.0	0.0	0.0	0.0	21.9	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.22	0.22	0.00	0.00	0.00	0.00	0.22	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	8.7	8.7	0.0	0.0	0.0	0.0	8.9	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.7	8.7	0.0	0.0	0.0	0.0	8.9	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	2	2	0	0	0	0	2	0	0	0	0	0

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

Downtown College Prep
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex + P PM

Intersection #3247: ALMADEN/GRANT



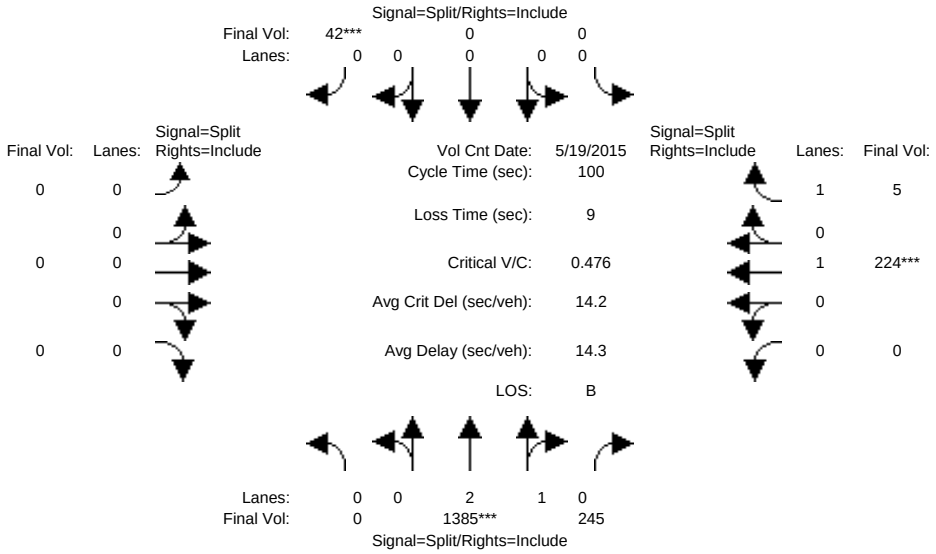
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	0	0	0	0	10	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 4:15-5:15PM												
Base Vol:	5	357	0	0	0	0	170	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	357	0	0	0	0	170	0	0	0	0	0
Added Vol:	0	19	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	376	0	0	0	0	170	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	376	0	0	0	0	170	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	376	0	0	0	0	170	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	376	0	0	0	0	170	0	0	0	0	0
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	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.03	1.97	0.00	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	49	3651	0	0	0	0	1750	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.00	0.00	0.00	0.00	0.10	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****					****					
Green Time:	22.6	22.6	0.0	0.0	0.0	0.0	21.4	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.23	0.23	0.00	0.00	0.00	0.00	0.23	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	8.4	8.4	0.0	0.0	0.0	0.0	9.2	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.4	8.4	0.0	0.0	0.0	0.0	9.2	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	2	2	0	0	0	0	2	0	0	0	0	0

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

Downtown College Prep
San Jose

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

Intersection #3250: ALMADEN/REED



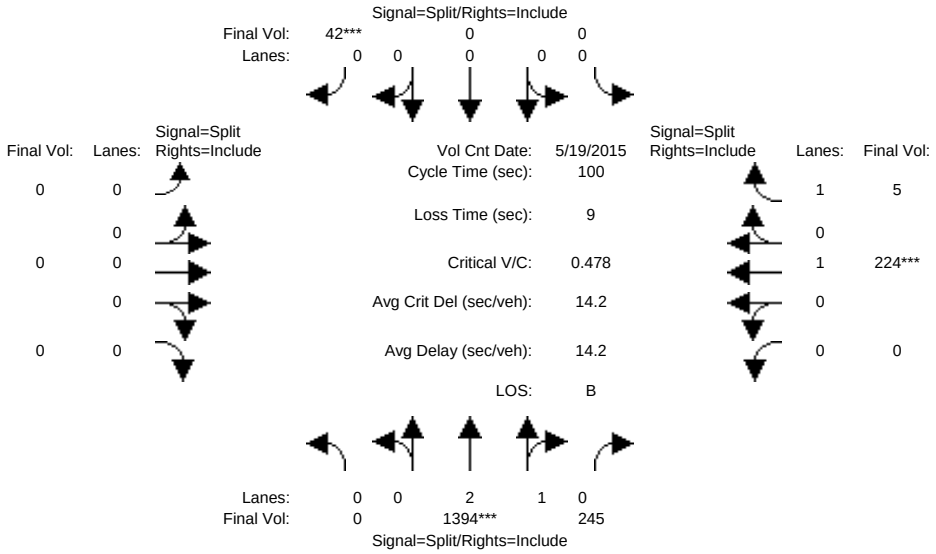
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	0	0	0	0	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 7:30-8:30AM												
Base Vol:	0	1385	245	0	0	42	0	0	0	0	224	5
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:	0	1385	245	0	0	42	0	0	0	0	224	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1385	245	0	0	42	0	0	0	0	224	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:	0	1385	245	0	0	42	0	0	0	0	224	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1385	245	0	0	42	0	0	0	0	224	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:	0	1385	245	0	0	42	0	0	0	0	224	5
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.53	0.47	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00
Final Sat.:	0	4757	842	0	0	1750	0	0	0	0	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.29	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.12	0.00
Crit Moves:		****				****					****	
Green Time:	0.0	61.2	61.2	0.0	0.0	5.0	0.0	0.0	0.0	0.0	24.8	24.8
Volume/Cap:	0.00	0.48	0.48	0.00	0.00	0.48	0.00	0.00	0.00	0.00	0.48	0.01
Delay/Veh:	0.0	10.7	10.7	0.0	0.0	50.2	0.0	0.0	0.0	0.0	32.8	28.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	10.7	10.7	0.0	0.0	50.2	0.0	0.0	0.0	0.0	32.8	28.4
LOS by Move:	A	B	B	A	A	D	A	A	A	A	C	C
HCM2kAvgQ:	0	9	9	0	0	2	0	0	0	0	6	0

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

Downtown College Prep
San Jose

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

Intersection #3250: ALMADEN/REED



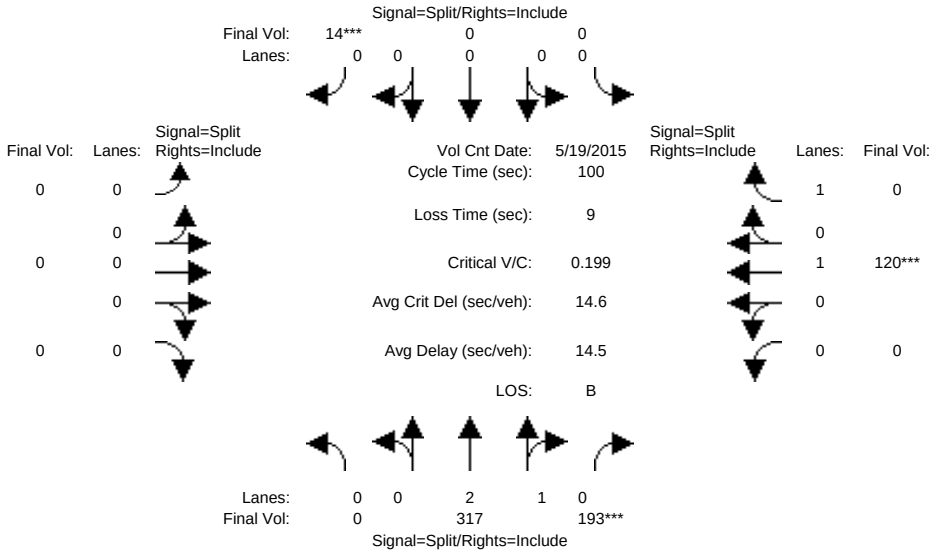
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	0	0	0	0	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 7:30-8:30AM												
Base Vol:	0	1385	245	0	0	42	0	0	0	0	224	5
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:	0	1385	245	0	0	42	0	0	0	0	224	5
Added Vol:	0	9	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1394	245	0	0	42	0	0	0	0	224	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:	0	1394	245	0	0	42	0	0	0	0	224	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1394	245	0	0	42	0	0	0	0	224	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:	0	1394	245	0	0	42	0	0	0	0	224	5
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.54	0.46	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00
Final Sat.:	0	4762	837	0	0	1750	0	0	0	0	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.29	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.12	0.00
Crit Moves:		****				****					****	
Green Time:	0.0	61.3	61.3	0.0	0.0	5.0	0.0	0.0	0.0	0.0	24.7	24.7
Volume/Cap:	0.00	0.48	0.48	0.00	0.00	0.48	0.00	0.00	0.00	0.00	0.48	0.01
Delay/Veh:	0.0	10.7	10.7	0.0	0.0	50.3	0.0	0.0	0.0	0.0	32.9	28.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	10.7	10.7	0.0	0.0	50.3	0.0	0.0	0.0	0.0	32.9	28.5
LOS by Move:	A	B	B	A	A	D	A	A	A	A	C	C
HCM2kAvgQ:	0	9	9	0	0	2	0	0	0	0	6	0

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

Downtown College Prep
San Jose

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

Intersection #3250: ALMADEN/REED



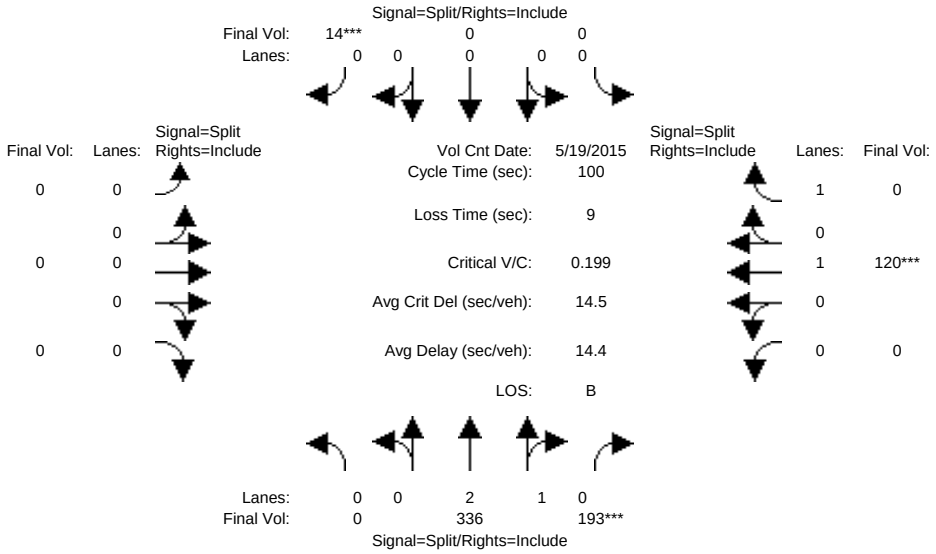
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	0	0	0	0	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 4:00-5:00PM												
Base Vol:	0	317	193	0	0	14	0	0	0	0	120	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	317	193	0	0	14	0	0	0	0	120	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	317	193	0	0	14	0	0	0	0	120	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	317	193	0	0	14	0	0	0	0	120	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	317	193	0	0	14	0	0	0	0	120	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	317	193	0	0	14	0	0	0	0	120	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	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00
Final Sat.:	0	3800	1750	0	0	1750	0	0	0	0	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.08	0.11	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.06	0.00
Crit Moves:			****			****					****	
Green Time:	0.0	55.3	55.3	0.0	0.0	4.0	0.0	0.0	0.0	0.0	31.7	0.0
Volume/Cap:	0.00	0.15	0.20	0.00	0.00	0.20	0.00	0.00	0.00	0.00	0.20	0.00
Delay/Veh:	0.0	10.9	11.3	0.0	0.0	47.8	0.0	0.0	0.0	0.0	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:	0.0	10.9	11.3	0.0	0.0	47.8	0.0	0.0	0.0	0.0	25.1	0.0
LOS by Move:	A	B	B	A	A	D	A	A	A	A	C	A
HCM2kAvgQ:	0	2	3	0	0	1	0	0	0	0	3	0

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

Downtown College Prep
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex + P PM

Intersection #3250: ALMADEN/REED



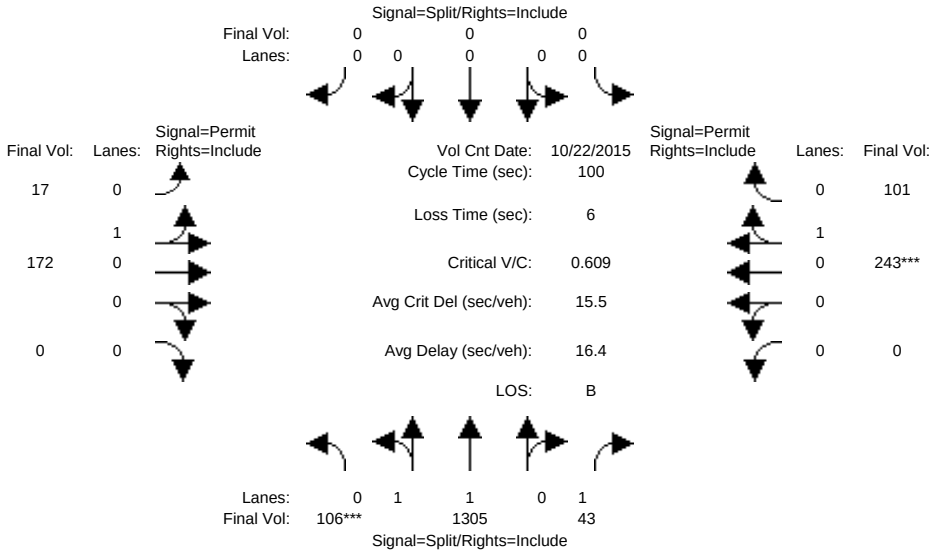
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	0	0	0	0	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 4:00-5:00PM												
Base Vol:	0	317	193	0	0	14	0	0	0	0	120	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	317	193	0	0	14	0	0	0	0	120	0
Added Vol:	0	19	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	336	193	0	0	14	0	0	0	0	120	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	336	193	0	0	14	0	0	0	0	120	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	336	193	0	0	14	0	0	0	0	120	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	336	193	0	0	14	0	0	0	0	120	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	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00
Final Sat.:	0	3800	1750	0	0	1750	0	0	0	0	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.09	0.11	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.06	0.00
Crit Moves:			****			****					****	
Green Time:	0.0	55.3	55.3	0.0	0.0	4.0	0.0	0.0	0.0	0.0	31.7	0.0
Volume/Cap:	0.00	0.16	0.20	0.00	0.00	0.20	0.00	0.00	0.00	0.00	0.20	0.00
Delay/Veh:	0.0	11.0	11.3	0.0	0.0	47.8	0.0	0.0	0.0	0.0	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:	0.0	11.0	11.3	0.0	0.0	47.8	0.0	0.0	0.0	0.0	25.1	0.0
LOS by Move:	A	B	B	A	A	D	A	A	A	A	C	A
HCM2kAvgQ:	0	2	3	0	0	1	0	0	0	0	3	0

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

Downtown College Prep
San Jose

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

Intersection #3254: ALMADEN/WILLOW



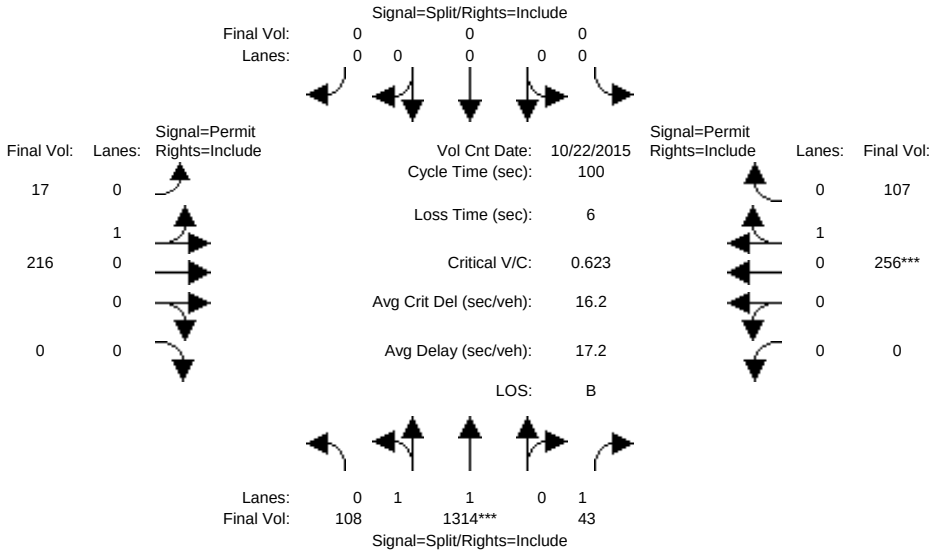
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	10	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Oct 2015 <<												
Base Vol:	106	1305	43	0	0	0	17	172	0	0	243	101
Growth 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:	106	1305	43	0	0	0	17	172	0	0	243	101
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	106	1305	43	0	0	0	17	172	0	0	243	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:	106	1305	43	0	0	0	17	172	0	0	243	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	1305	43	0	0	0	17	172	0	0	243	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	106	1305	43	0	0	0	17	172	0	0	243	101
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.95	0.95
Lanes:	0.15	1.85	1.00	0.00	0.00	0.00	0.09	0.91	0.00	0.00	0.71	0.29
Final Sat.:	278	3422	1750	0	0	0	162	1638	0	0	1272	528
Capacity Analysis Module:												
Vol/Sat:	0.38	0.38	0.02	0.00	0.00	0.00	0.11	0.11	0.00	0.00	0.19	0.19
Crit Moves:	****										****	
Green Time:	62.6	62.6	62.6	0.0	0.0	0.0	31.4	31.4	0.0	0.0	31.4	31.4
Volume/Cap:	0.61	0.61	0.04	0.00	0.00	0.00	0.33	0.33	0.00	0.00	0.61	0.61
Delay/Veh:	11.8	11.8	7.2	0.0	0.0	0.0	26.7	26.7	0.0	0.0	31.0	31.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.8	11.8	7.2	0.0	0.0	0.0	26.7	26.7	0.0	0.0	31.0	31.0
LOS by Move:	B	B	A	A	A	A	C	C	A	A	C	C
HCM2kAvgQ:	14	14	1	0	0	0	5	5	0	0	10	10

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

Downtown College Prep
San Jose

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

Intersection #3254: ALMADEN/WILLOW



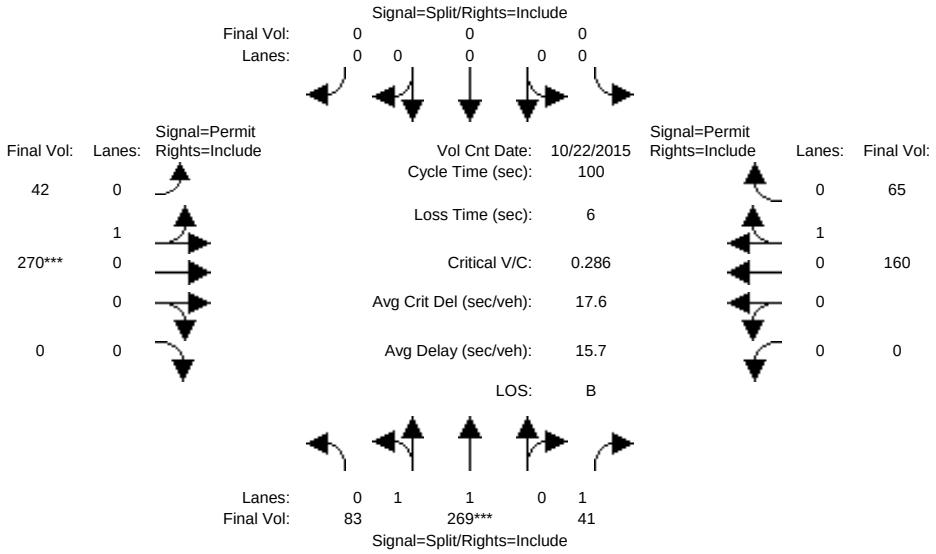
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	10	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Oct 2015 <<												
Base Vol:	106	1305	43	0	0	0	17	172	0	0	243	101
Growth 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:	106	1305	43	0	0	0	17	172	0	0	243	101
Added Vol:	2	9	0	0	0	0	0	44	0	0	13	6
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	108	1314	43	0	0	0	17	216	0	0	256	107
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	108	1314	43	0	0	0	17	216	0	0	256	107
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	1314	43	0	0	0	17	216	0	0	256	107
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	108	1314	43	0	0	0	17	216	0	0	256	107
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.95	0.95
Lanes:	0.16	1.84	1.00	0.00	0.00	0.00	0.07	0.93	0.00	0.00	0.71	0.29
Final Sat.:	281	3419	1750	0	0	0	131	1669	0	0	1269	531
Capacity Analysis Module:												
Vol/Sat:	0.38	0.38	0.02	0.00	0.00	0.00	0.13	0.13	0.00	0.00	0.20	0.20
Crit Moves:		****									****	
Green Time:	61.7	61.7	61.7	0.0	0.0	0.0	32.3	32.3	0.0	0.0	32.3	32.3
Volume/Cap:	0.62	0.62	0.04	0.00	0.00	0.00	0.40	0.40	0.00	0.00	0.62	0.62
Delay/Veh:	12.5	12.5	7.6	0.0	0.0	0.0	26.7	26.7	0.0	0.0	30.8	30.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.5	12.5	7.6	0.0	0.0	0.0	26.7	26.7	0.0	0.0	30.8	30.8
LOS by Move:	B	B	A	A	A	A	C	C	A	A	C	C
HCM2kAvgQ:	14	14	1	0	0	0	6	6	0	0	11	11

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

Downtown College Prep
San Jose

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

Intersection #3254: ALMADEN/WILLOW



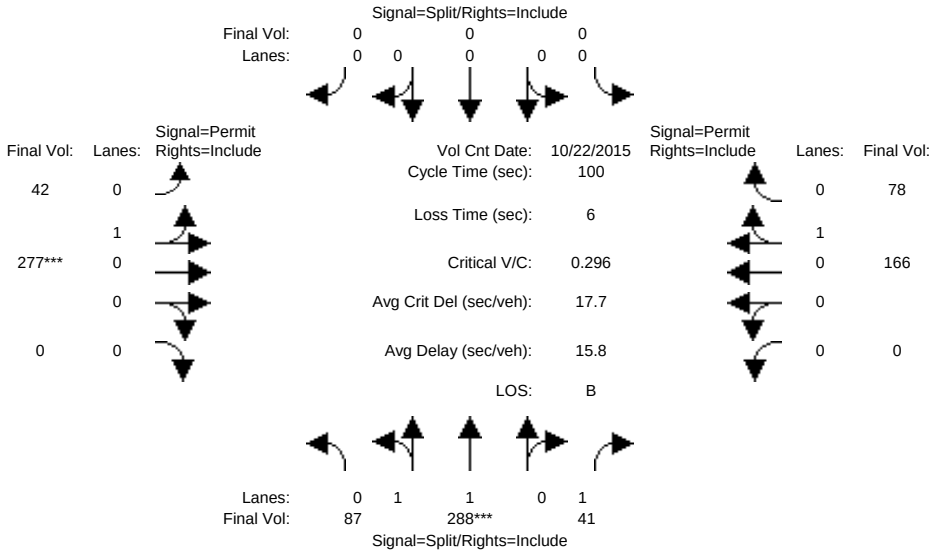
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	10	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Oct 2015 <<												
Base Vol:	83	269	41	0	0	0	42	270	0	0	160	65
Growth 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:	83	269	41	0	0	0	42	270	0	0	160	65
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	83	269	41	0	0	0	42	270	0	0	160	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:	83	269	41	0	0	0	42	270	0	0	160	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	269	41	0	0	0	42	270	0	0	160	65
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	83	269	41	0	0	0	42	270	0	0	160	65
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.95	0.95
Lanes:	0.48	1.52	1.00	0.00	0.00	0.00	0.13	0.87	0.00	0.00	0.71	0.29
Final Sat.:	872	2827	1750	0	0	0	242	1558	0	0	1280	520
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.02	0.00	0.00	0.00	0.17	0.17	0.00	0.00	0.13	0.13
Crit Moves:		****						****				
Green Time:	33.3	33.3	33.3	0.0	0.0	0.0	60.7	60.7	0.0	0.0	60.7	60.7
Volume/Cap:	0.29	0.29	0.07	0.00	0.00	0.00	0.29	0.29	0.00	0.00	0.21	0.21
Delay/Veh:	24.7	24.7	22.8	0.0	0.0	0.0	9.5	9.5	0.0	0.0	8.9	8.9
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:	24.7	24.7	22.8	0.0	0.0	0.0	9.5	9.5	0.0	0.0	8.9	8.9
LOS by Move:	C	C	C	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	4	4	1	0	0	0	5	5	0	0	3	3

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

Downtown College Prep
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex + P PM

Intersection #3254: ALMADEN/WILLOW



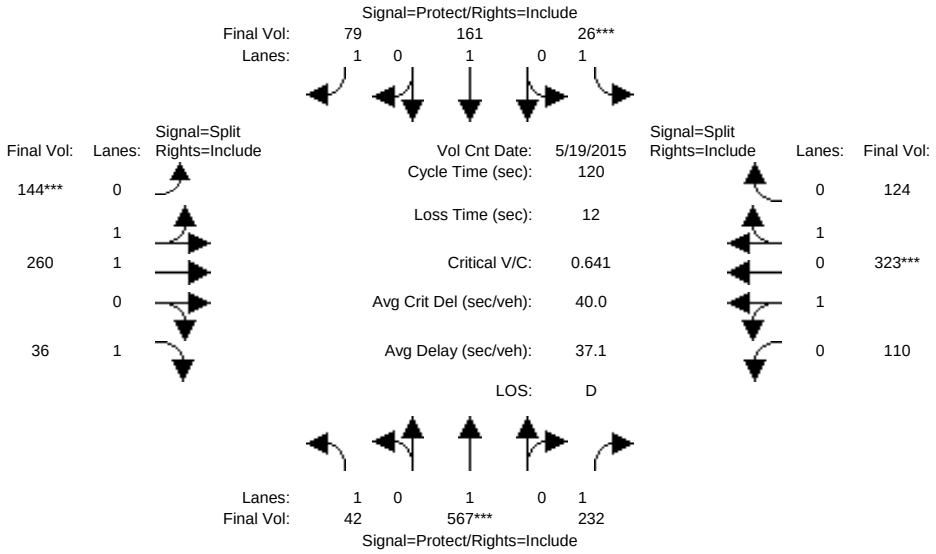
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	10	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Oct 2015 <<												
Base Vol:	83	269	41	0	0	0	42	270	0	0	160	65
Growth 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:	83	269	41	0	0	0	42	270	0	0	160	65
Added Vol:	4	19	0	0	0	0	0	7	0	0	6	13
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	87	288	41	0	0	0	42	277	0	0	166	78
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	87	288	41	0	0	0	42	277	0	0	166	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	87	288	41	0	0	0	42	277	0	0	166	78
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	87	288	41	0	0	0	42	277	0	0	166	78
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.95	0.95
Lanes:	0.48	1.52	1.00	0.00	0.00	0.00	0.13	0.87	0.00	0.00	0.68	0.32
Final Sat.:	858	2841	1750	0	0	0	237	1563	0	0	1225	575
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.02	0.00	0.00	0.00	0.18	0.18	0.00	0.00	0.14	0.14
Crit Moves:		****						****				
Green Time:	34.2	34.2	34.2	0.0	0.0	0.0	59.8	59.8	0.0	0.0	59.8	59.8
Volume/Cap:	0.30	0.30	0.07	0.00	0.00	0.00	0.30	0.30	0.00	0.00	0.23	0.23
Delay/Veh:	24.2	24.2	22.2	0.0	0.0	0.0	10.0	10.0	0.0	0.0	9.5	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:	24.2	24.2	22.2	0.0	0.0	0.0	10.0	10.0	0.0	0.0	9.5	9.5
LOS by Move:	C	C	C	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	4	4	1	0	0	0	5	5	0	0	4	4

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

Downtown College Prep
San Jose

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

Intersection #3303: BIRD/MINNESOTA



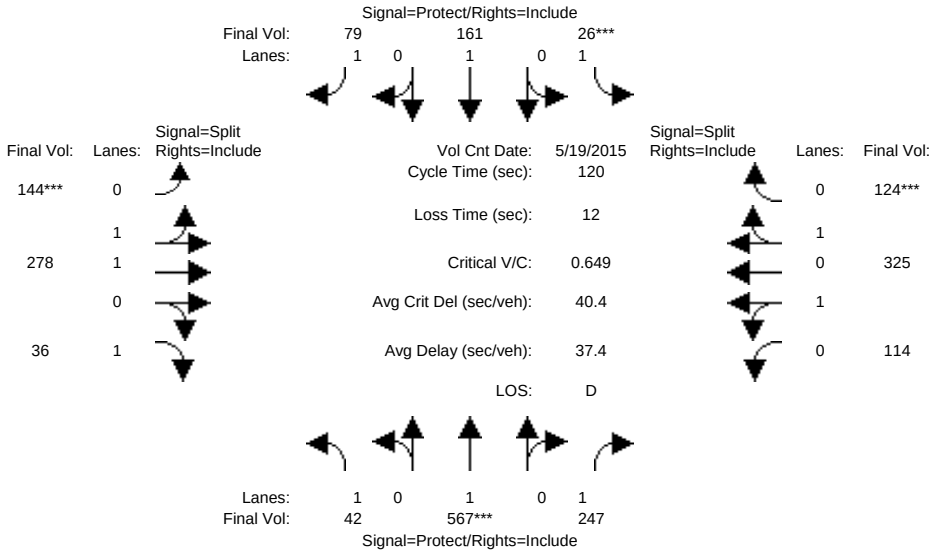
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 7:30-8:30AM												
Base Vol:	42	567	232	26	161	79	144	260	36	110	323	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:	42	567	232	26	161	79	144	260	36	110	323	124
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	42	567	232	26	161	79	144	260	36	110	323	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:	42	567	232	26	161	79	144	260	36	110	323	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	567	232	26	161	79	144	260	36	110	323	124
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	42	567	232	26	161	79	144	260	36	110	323	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	0.95	0.99	0.92	0.95	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.73	1.27	1.00	0.39	1.16	0.45
Final Sat.:	1750	1900	1750	1750	1900	1750	1318	2380	1750	711	2088	801
Capacity Analysis Module:												
Vol/Sat:	0.02	0.30	0.13	0.01	0.08	0.05	0.11	0.11	0.02	0.15	0.15	0.15
Crit Moves:		****		****			****				****	
Green Time:	24.7	53.6	53.6	7.0	35.9	35.9	19.6	19.6	19.6	27.8	27.8	27.8
Volume/Cap:	0.12	0.67	0.30	0.25	0.28	0.15	0.67	0.67	0.13	0.67	0.67	0.67
Delay/Veh:	38.9	28.2	21.4	55.3	32.5	31.0	50.0	50.0	43.1	44.0	44.0	44.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.9	28.2	21.4	55.3	32.5	31.0	50.0	50.0	43.1	44.0	44.0	44.0
LOS by Move:	D	C	C	E	C	C	D	D	D	D	D	D
HCM2kAvgQ:	1	17	6	1	5	2	7	7	1	10	10	10

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

Downtown College Prep
San Jose

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

Intersection #3303: BIRD/MINNESOTA



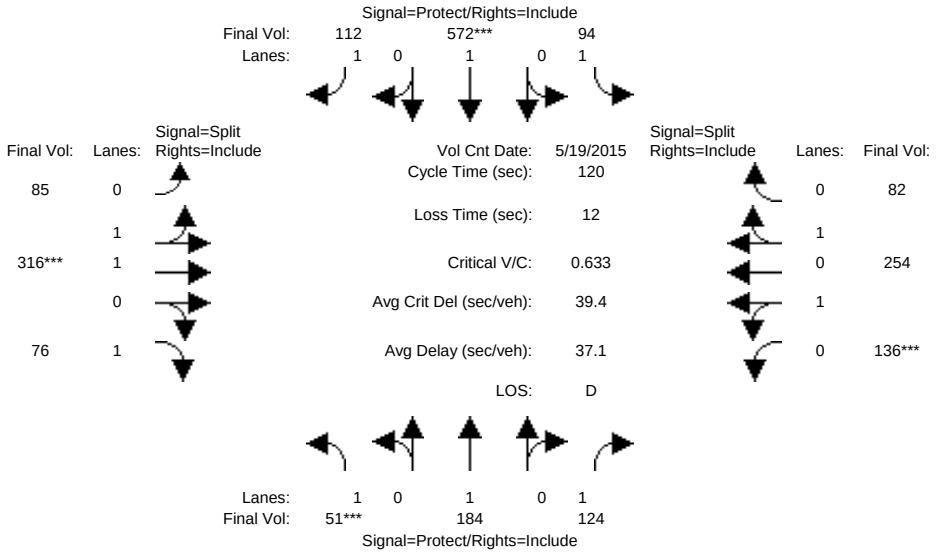
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 7:30-8:30AM												
Base Vol:	42	567	232	26	161	79	144	260	36	110	323	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:	42	567	232	26	161	79	144	260	36	110	323	124
Added Vol:	0	0	15	0	0	0	0	18	0	4	2	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	42	567	247	26	161	79	144	278	36	114	325	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:	42	567	247	26	161	79	144	278	36	114	325	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	567	247	26	161	79	144	278	36	114	325	124
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	42	567	247	26	161	79	144	278	36	114	325	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	0.95	0.99	0.92	0.95	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.70	1.30	1.00	0.40	1.16	0.44
Final Sat.:	1750	1900	1750	1750	1900	1750	1262	2437	1750	729	2078	793
Capacity Analysis Module:												
Vol/Sat:	0.02	0.30	0.14	0.01	0.08	0.05	0.11	0.11	0.02	0.16	0.16	0.16
Crit Moves:		****		****			****					****
Green Time:	24.5	53.0	53.0	7.0	35.5	35.5	20.3	20.3	20.3	27.8	27.8	27.8
Volume/Cap:	0.12	0.68	0.32	0.25	0.29	0.15	0.68	0.68	0.12	0.68	0.68	0.68
Delay/Veh:	39.1	28.9	22.0	55.3	32.8	31.3	49.7	49.7	42.5	44.2	44.2	44.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.1	28.9	22.0	55.3	32.8	31.3	49.7	49.7	42.5	44.2	44.2	44.2
LOS by Move:	D	C	C	E	C	C	D	D	D	D	D	D
HCM2kAvgQ:	1	17	6	1	5	2	7	7	1	10	10	10

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

Downtown College Prep
San Jose

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

Intersection #3303: BIRD/MINNESOTA



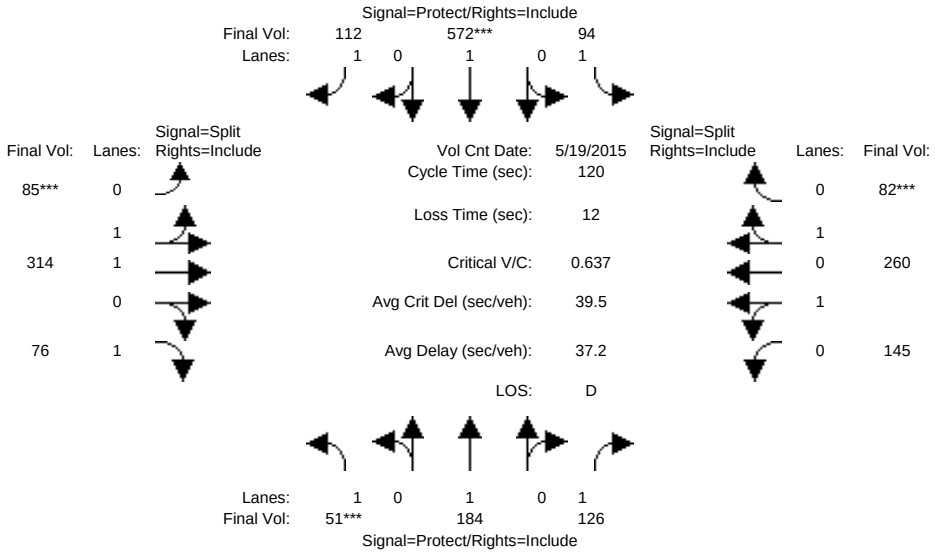
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 4:45-5:45PM												
Base Vol:	51	184	124	94	572	112	85	316	76	136	254	82
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	51	184	124	94	572	112	85	316	76	136	254	82
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	51	184	124	94	572	112	85	316	76	136	254	82
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	51	184	124	94	572	112	85	316	76	136	254	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	184	124	94	572	112	85	316	76	136	254	82
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	51	184	124	94	572	112	85	316	76	136	254	82
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.98	0.92	0.95	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.44	1.56	1.00	0.57	1.08	0.35
Final Sat.:	1750	1900	1750	1750	1900	1750	784	2915	1750	1037	1937	625
Capacity Analysis Module:												
Vol/Sat:	0.03	0.10	0.07	0.05	0.30	0.06	0.11	0.11	0.04	0.13	0.13	0.13
Crit Moves:	****				****			****		****		
Green Time:	7.0	39.5	39.5	23.8	56.2	56.2	20.3	20.3	20.3	24.5	24.5	24.5
Volume/Cap:	0.50	0.29	0.22	0.27	0.64	0.14	0.64	0.64	0.26	0.64	0.64	0.64
Delay/Veh:	58.6	30.2	29.3	41.2	25.8	18.2	48.8	48.8	43.8	45.7	45.7	45.7
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:	58.6	30.2	29.3	41.2	25.8	18.2	48.8	48.8	43.8	45.7	45.7	45.7
LOS by Move:	E	C	C	D	C	B	D	D	D	D	D	D
HCM2kAvgQ:	3	5	4	3	16	2	7	7	3	8	8	8

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

Downtown College Prep
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex + P PM

Intersection #3303: BIRD/MINNESOTA



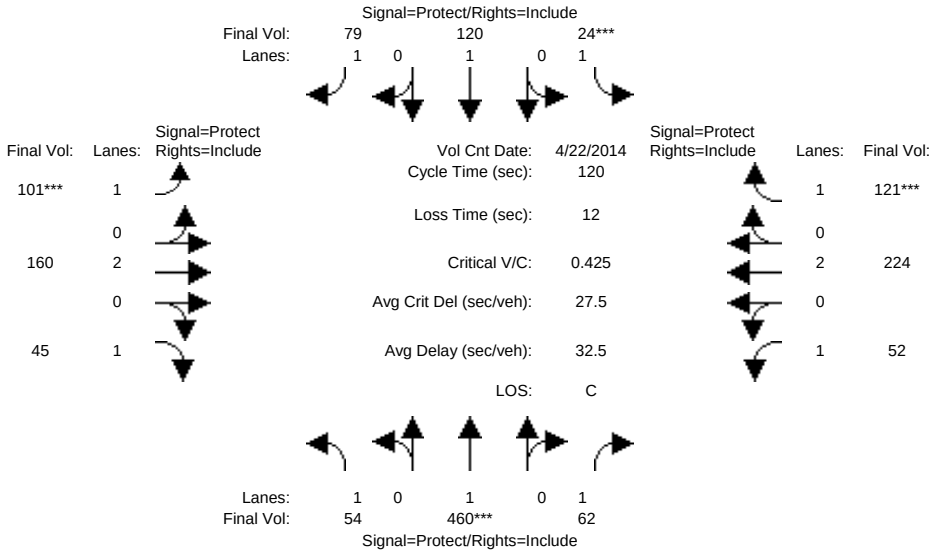
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 4:45-5:45PM												
Base Vol:	51	184	124	94	572	112	85	316	76	136	254	82
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	51	184	124	94	572	112	85	316	76	136	254	82
Added Vol:	0	0	2	0	0	0	0	-2	0	9	6	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	51	184	126	94	572	112	85	314	76	145	260	82
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	51	184	126	94	572	112	85	314	76	145	260	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	184	126	94	572	112	85	314	76	145	260	82
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	51	184	126	94	572	112	85	314	76	145	260	82
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.98	0.92	0.95	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.44	1.56	1.00	0.59	1.07	0.34
Final Sat.:	1750	1900	1750	1750	1900	1750	788	2911	1750	1072	1922	606
Capacity Analysis Module:												
Vol/Sat:	0.03	0.10	0.07	0.05	0.30	0.06	0.11	0.11	0.04	0.14	0.14	0.14
Crit Moves:	****				****		****					****
Green Time:	7.0	39.2	39.2	23.6	55.9	55.9	20.0	20.0	20.0	25.1	25.1	25.1
Volume/Cap:	0.50	0.30	0.22	0.27	0.65	0.14	0.65	0.65	0.26	0.65	0.65	0.65
Delay/Veh:	58.6	30.4	29.5	41.3	26.2	18.4	49.1	49.1	44.0	45.4	45.4	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:	58.6	30.4	29.5	41.3	26.2	18.4	49.1	49.1	44.0	45.4	45.4	45.4
LOS by Move:	E	C	C	D	C	B	D	D	D	D	D	D
HCM2kAvgQ:	3	5	4	3	16	2	7	7	3	9	9	9

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

Downtown College Prep
San Jose

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

Intersection #3305: BIRD/WILLOW



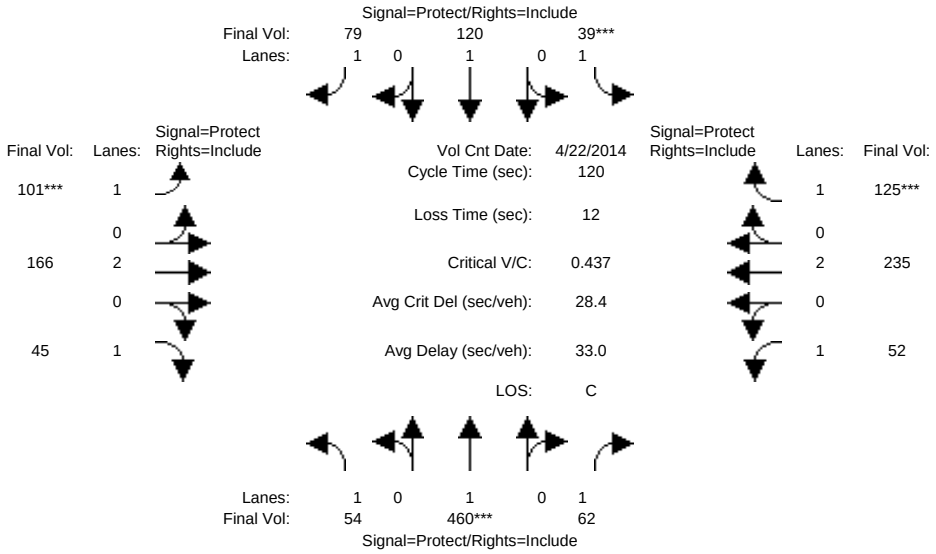
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Apr 2014 <<												
Base Vol:	54	460	62	24	120	79	101	160	45	52	224	121
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:	54	460	62	24	120	79	101	160	45	52	224	121
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	54	460	62	24	120	79	101	160	45	52	224	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:	54	460	62	24	120	79	101	160	45	52	224	121
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	460	62	24	120	79	101	160	45	52	224	121
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	54	460	62	24	120	79	101	160	45	52	224	121
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.24	0.04	0.01	0.06	0.05	0.06	0.04	0.03	0.03	0.06	0.07
Crit Moves:		****		****			****					****
Green Time:	30.2	66.3	66.3	7.0	43.1	43.1	15.8	20.4	20.4	14.3	18.9	18.9
Volume/Cap:	0.12	0.44	0.06	0.24	0.18	0.13	0.44	0.25	0.15	0.25	0.37	0.44
Delay/Veh:	34.8	16.2	12.5	55.1	26.4	25.9	49.3	43.3	42.6	48.6	45.6	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:	34.8	16.2	12.5	55.1	26.4	25.9	49.3	43.3	42.6	48.6	45.6	46.8
LOS by Move:	C	B	B	E	C	C	D	D	D	D	D	D
HCM2kAvgQ:	2	10	1	1	3	2	4	2	1	2	4	4

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

Downtown College Prep
San Jose

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

Intersection #3305: BIRD/WILLOW



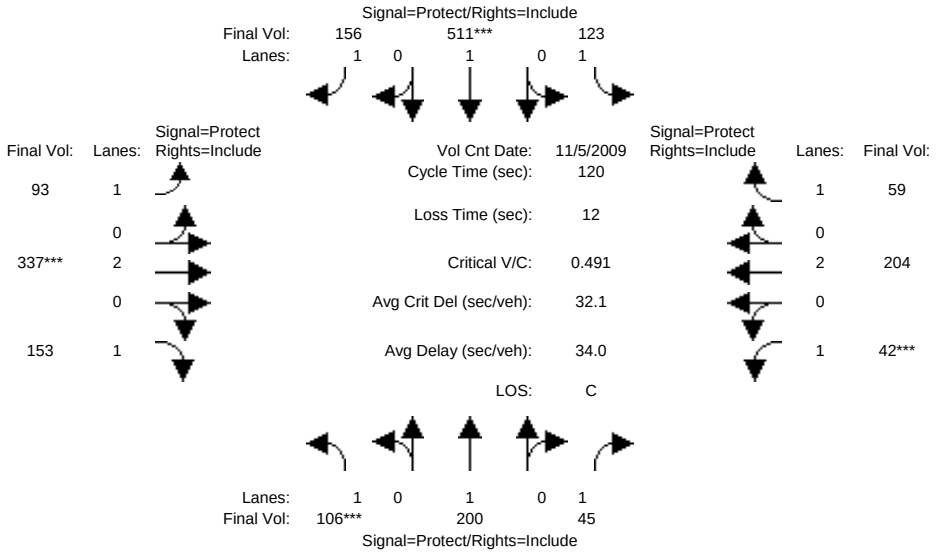
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Apr 2014 <<												
Base Vol:	54	460	62	24	120	79	101	160	45	52	224	121
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:	54	460	62	24	120	79	101	160	45	52	224	121
Added Vol:	0	0	0	15	0	0	0	6	0	0	11	4
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	54	460	62	39	120	79	101	166	45	52	235	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:	54	460	62	39	120	79	101	166	45	52	235	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	460	62	39	120	79	101	166	45	52	235	125
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	54	460	62	39	120	79	101	166	45	52	235	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	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.24	0.04	0.02	0.06	0.05	0.06	0.04	0.03	0.03	0.06	0.07
Crit Moves:		****		****			****					****
Green Time:	30.0	65.9	65.9	7.0	42.9	42.9	15.7	20.7	20.7	14.5	19.4	19.4
Volume/Cap:	0.12	0.44	0.06	0.38	0.18	0.13	0.44	0.25	0.15	0.25	0.38	0.44
Delay/Veh:	34.9	16.4	12.7	56.8	26.6	26.1	49.5	43.2	42.4	48.4	45.3	46.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.9	16.4	12.7	56.8	26.6	26.1	49.5	43.2	42.4	48.4	45.3	46.5
LOS by Move:	C	B	B	E	C	C	D	D	D	D	D	D
HCM2kAvgQ:	2	10	1	2	3	2	4	3	1	2	4	4

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

Downtown College Prep
San Jose

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

Intersection #3305: BIRD/WILLOW



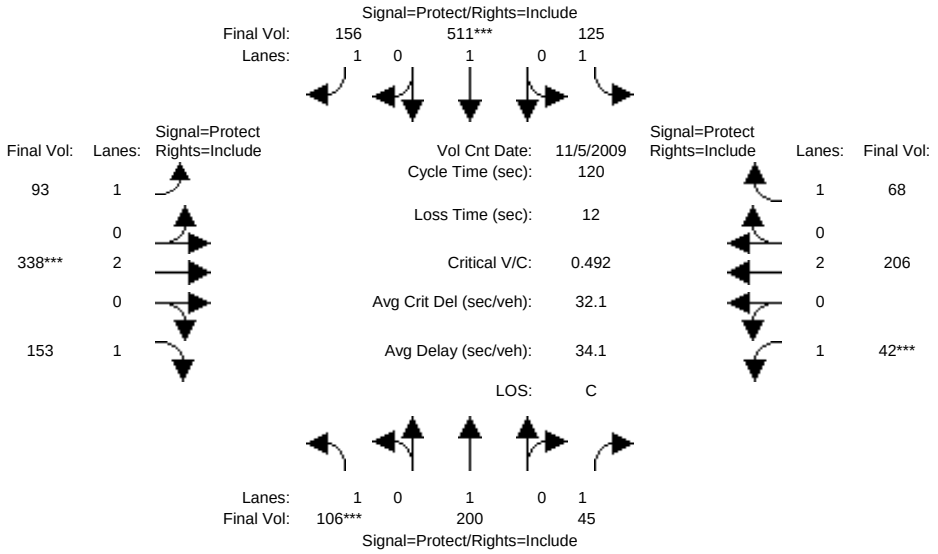
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Nov 2009 << 5:00-6:00PM												
Base Vol:	106	200	45	123	511	156	93	337	153	42	204	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:	106	200	45	123	511	156	93	337	153	42	204	59
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	106	200	45	123	511	156	93	337	153	42	204	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:	106	200	45	123	511	156	93	337	153	42	204	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	200	45	123	511	156	93	337	153	42	204	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	106	200	45	123	511	156	93	337	153	42	204	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	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.11	0.03	0.07	0.27	0.09	0.05	0.09	0.09	0.02	0.05	0.03
Crit Moves:	****				****			****		****		
Green Time:	14.6	47.7	47.7	31.9	65.0	65.0	11.7	21.4	21.4	7.0	16.7	16.7
Volume/Cap:	0.50	0.26	0.06	0.26	0.50	0.16	0.54	0.50	0.49	0.41	0.39	0.24
Delay/Veh:	51.1	24.5	22.4	35.1	17.7	13.9	55.2	45.0	45.6	57.2	47.4	46.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.1	24.5	22.4	35.1	17.7	13.9	55.2	45.0	45.6	57.2	47.4	46.5
LOS by Move:	D	C	C	D	B	B	E	D	D	E	D	D
HCM2kAvgQ:	5	5	1	4	12	3	3	5	5	2	3	2

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

Downtown College Prep
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex + P PM

Intersection #3305: BIRD/WILLOW



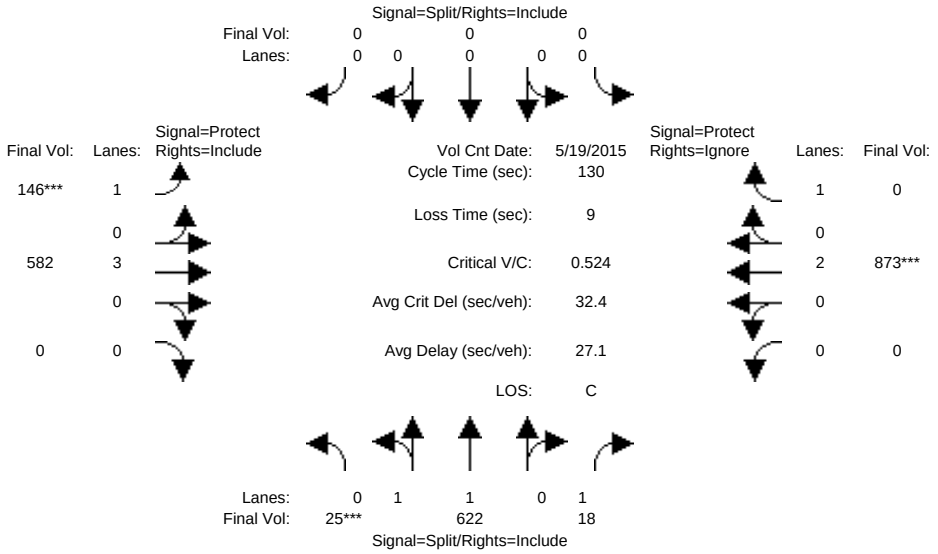
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Nov 2009 << 5:00-6:00PM												
Base Vol:	106	200	45	123	511	156	93	337	153	42	204	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:	106	200	45	123	511	156	93	337	153	42	204	59
Added Vol:	0	0	0	2	0	0	0	1	0	0	2	9
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	106	200	45	125	511	156	93	338	153	42	206	68
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	200	45	125	511	156	93	338	153	42	206	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	200	45	125	511	156	93	338	153	42	206	68
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	106	200	45	125	511	156	93	338	153	42	206	68
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.11	0.03	0.07	0.27	0.09	0.05	0.09	0.09	0.02	0.05	0.04
Crit Moves:	****				****			****		****		
Green Time:	14.6	47.4	47.4	32.2	64.9	64.9	11.7	21.5	21.5	7.0	16.7	16.7
Volume/Cap:	0.50	0.27	0.07	0.27	0.50	0.16	0.54	0.50	0.49	0.41	0.39	0.28
Delay/Veh:	51.1	24.8	22.6	34.9	17.7	14.0	55.2	45.0	45.5	57.2	47.4	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:	51.1	24.8	22.6	34.9	17.7	14.0	55.2	45.0	45.5	57.2	47.4	46.8
LOS by Move:	D	C	C	C	B	B	E	D	D	E	D	D
HCM2kAvgQ:	5	5	1	4	12	3	3	5	5	2	3	2

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

Downtown College Prep
San Jose

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

Intersection #3472: 11TH/KEYES



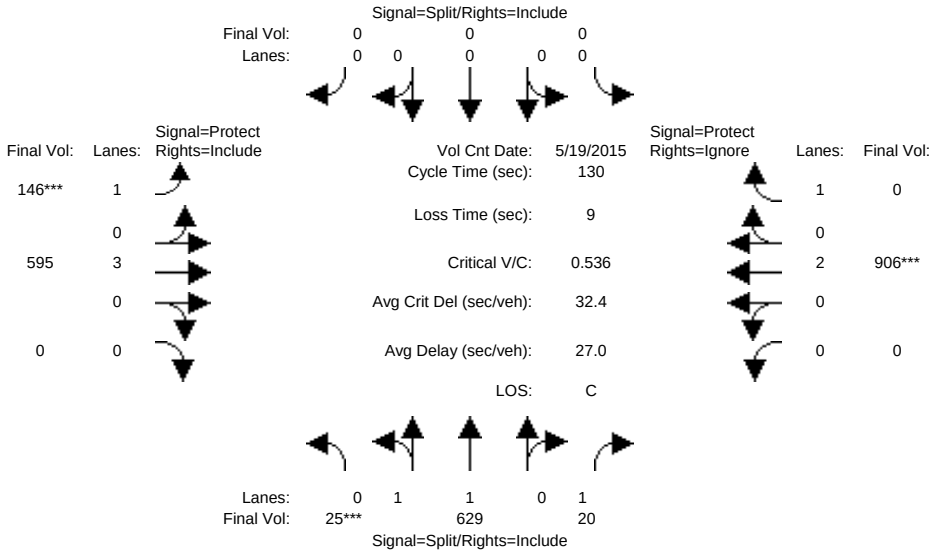
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 7:30-8:30AM												
Base Vol:	25	622	18	0	0	0	146	582	0	0	873	1073
Growth Adj:	1.00	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	622	18	0	0	0	146	582	0	0	873	1073
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	622	18	0	0	0	146	582	0	0	873	1073
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:	25	622	18	0	0	0	146	582	0	0	873	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	622	18	0	0	0	146	582	0	0	873	0
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:	25	622	18	0	0	0	146	582	0	0	873	0
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	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.08	1.92	1.00	0.00	0.00	0.00	1.00	3.00	0.00	0.00	2.00	1.00
Final Sat.:	143	3557	1750	0	0	0	1750	5700	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.01	0.00	0.00	0.00	0.08	0.10	0.00	0.00	0.23	0.00
Crit Moves:	****						****				****	
Green Time:	43.4	43.4	43.4	0.0	0.0	0.0	20.7	77.6	0.0	0.0	57.0	0.0
Volume/Cap:	0.52	0.52	0.03	0.00	0.00	0.00	0.52	0.17	0.00	0.00	0.52	0.00
Delay/Veh:	35.4	35.4	29.2	0.0	0.0	0.0	52.0	11.8	0.0	0.0	26.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.4	35.4	29.2	0.0	0.0	0.0	52.0	11.8	0.0	0.0	26.9	0.0
LOS by Move:	D	D	C	A	A	A	D	B	A	A	C	A
HCM2kAvgQ:	11	11	1	0	0	0	6	3	0	0	12	0

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

Downtown College Prep
San Jose

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

Intersection #3472: 11TH/KEYES



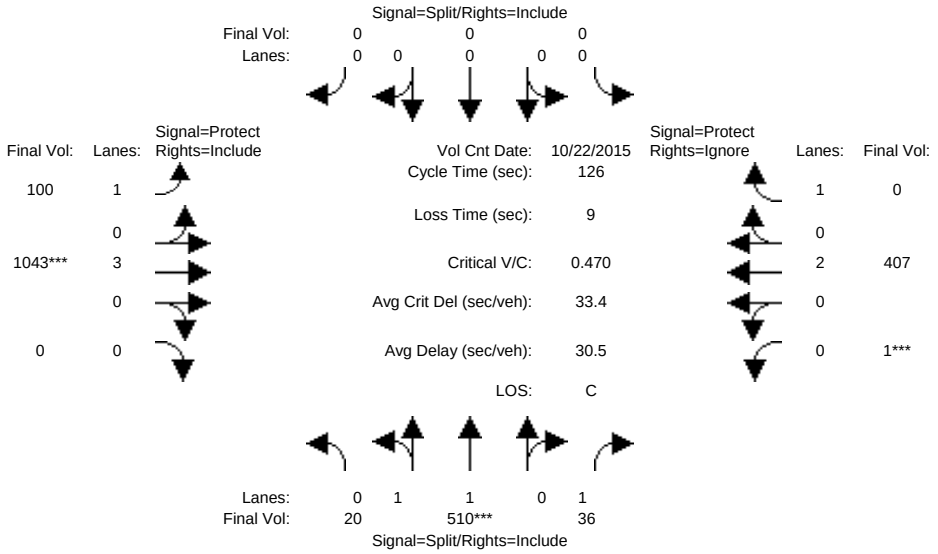
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 7:30-8:30AM												
Base Vol:	25	622	18	0	0	0	146	582	0	0	873	1073
Growth Adj:	1.00	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	622	18	0	0	0	146	582	0	0	873	1073
Added Vol:	0	7	2	0	0	0	0	13	0	0	33	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	629	20	0	0	0	146	595	0	0	906	1073
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:	25	629	20	0	0	0	146	595	0	0	906	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	629	20	0	0	0	146	595	0	0	906	0
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:	25	629	20	0	0	0	146	595	0	0	906	0
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	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.08	1.92	1.00	0.00	0.00	0.00	1.00	3.00	0.00	0.00	2.00	1.00
Final Sat.:	141	3558	1750	0	0	0	1750	5700	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.01	0.00	0.00	0.00	0.08	0.10	0.00	0.00	0.24	0.00
Crit Moves:	****						****				****	
Green Time:	42.9	42.9	42.9	0.0	0.0	0.0	20.2	78.1	0.0	0.0	57.9	0.0
Volume/Cap:	0.54	0.54	0.03	0.00	0.00	0.00	0.54	0.17	0.00	0.00	0.54	0.00
Delay/Veh:	35.9	35.9	29.5	0.0	0.0	0.0	52.6	11.6	0.0	0.0	26.6	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:	35.9	35.9	29.5	0.0	0.0	0.0	52.6	11.6	0.0	0.0	26.6	0.0
LOS by Move:	D	D	C	A	A	A	D	B	A	A	C	A
HCM2kAvgQ:	11	11	1	0	0	0	6	3	0	0	13	0

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

Downtown College Prep
San Jose

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

Intersection #3472: 11TH/KEYES



Approach:	North Bound			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: 22 Oct 2015 <<												
Base Vol:	20	510	36	0	0	0	100	1043	0	1	407	673
Growth Adj:	1.00	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	510	36	0	0	0	100	1043	0	1	407	673
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	510	36	0	0	0	100	1043	0	1	407	673
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	510	36	0	0	0	100	1043	0	1	407	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	510	36	0	0	0	100	1043	0	1	407	0
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	510	36	0	0	0	100	1043	0	1	407	0
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	1.00	0.92	0.92	1.00	0.92	0.95	0.97	0.92
Lanes:	0.08	1.92	1.00	0.00	0.00	0.00	1.00	3.00	0.00	0.01	1.99	1.00
Final Sat.:	140	3560	1750	0	0	0	1750	5700	0	9	3691	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.02	0.00	0.00	0.00	0.06	0.18	0.00	0.11	0.11	0.00
Crit Moves:		****						****		****		
Green Time:	38.4	38.4	38.4	0.0	0.0	0.0	26.8	49.0	0.0	29.6	51.8	0.0
Volume/Cap:	0.47	0.47	0.07	0.00	0.00	0.00	0.27	0.47	0.00	0.47	0.27	0.00
Delay/Veh:	35.9	35.9	31.1	0.0	0.0	0.0	41.8	28.9	0.0	41.9	24.7	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:	35.9	35.9	31.1	0.0	0.0	0.0	41.8	28.9	0.0	41.9	24.7	0.0
LOS by Move:	D	D	C	A	A	A	D	C	A	D	C	A
HCM2kAvgQ:	9	9	1	0	0	0	3	10	0	7	5	0

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

Downtown College Prep
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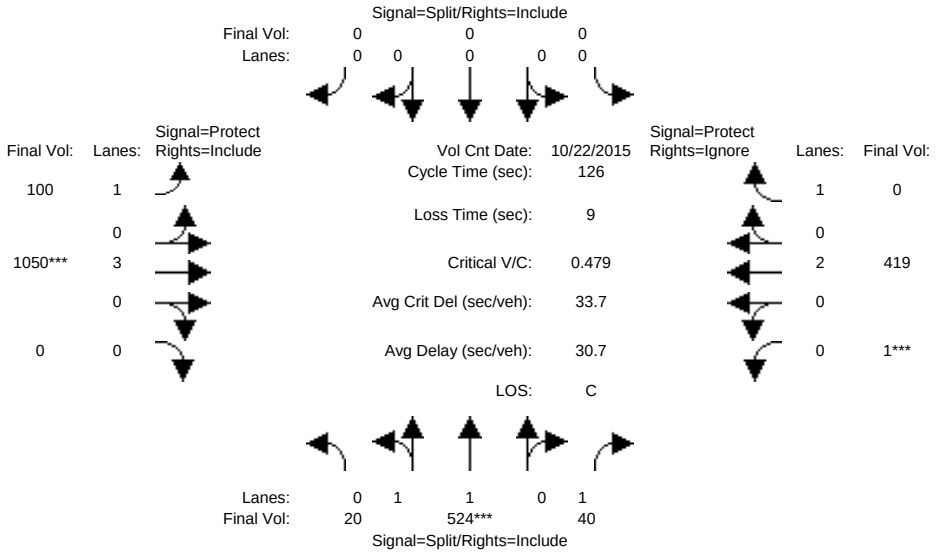
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex + P PM

Intersection #3472: 11TH/KEYES



Approach:	North Bound			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: 22 Oct 2015 <<												
Base Vol:	20	510	36	0	0	0	100	1043	0	1	407	673
Growth Adj:	1.00	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	510	36	0	0	0	100	1043	0	1	407	673
Added Vol:	0	14	4	0	0	0	0	7	0	0	12	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	524	40	0	0	0	100	1050	0	1	419	673
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	524	40	0	0	0	100	1050	0	1	419	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	524	40	0	0	0	100	1050	0	1	419	0
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	524	40	0	0	0	100	1050	0	1	419	0
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	1.00	0.92	0.92	1.00	0.92	0.95	0.97	0.92
Lanes:	0.08	1.92	1.00	0.00	0.00	0.00	1.00	3.00	0.00	0.01	1.99	1.00
Final Sat.:	136	3564	1750	0	0	0	1750	5700	0	9	3691	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.02	0.00	0.00	0.00	0.06	0.18	0.00	0.11	0.11	0.00
Crit Moves:		****						****		****		
Green Time:	38.7	38.7	38.7	0.0	0.0	0.0	26.2	48.5	0.0	29.9	52.1	0.0
Volume/Cap:	0.48	0.48	0.07	0.00	0.00	0.00	0.27	0.48	0.00	0.48	0.27	0.00
Delay/Veh:	35.8	35.8	31.0	0.0	0.0	0.0	42.3	29.4	0.0	41.8	24.5	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:	35.8	35.8	31.0	0.0	0.0	0.0	42.3	29.4	0.0	41.8	24.5	0.0
LOS by Move:	D	D	C	A	A	A	D	C	A	D	C	A
HCM2kAvgQ:	9	9	1	0	0	0	3	10	0	7	5	0

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

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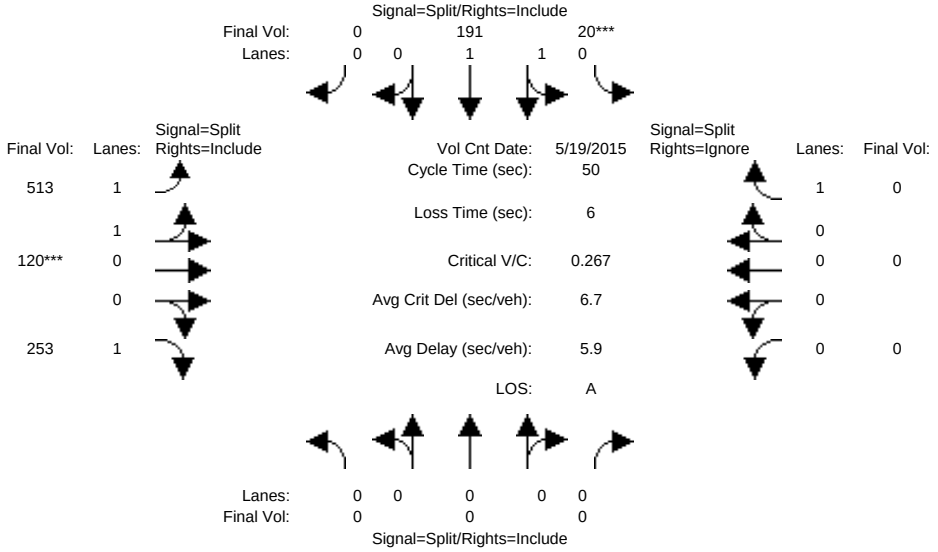
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (AM)

Intersection #3559: GRANT/VINE



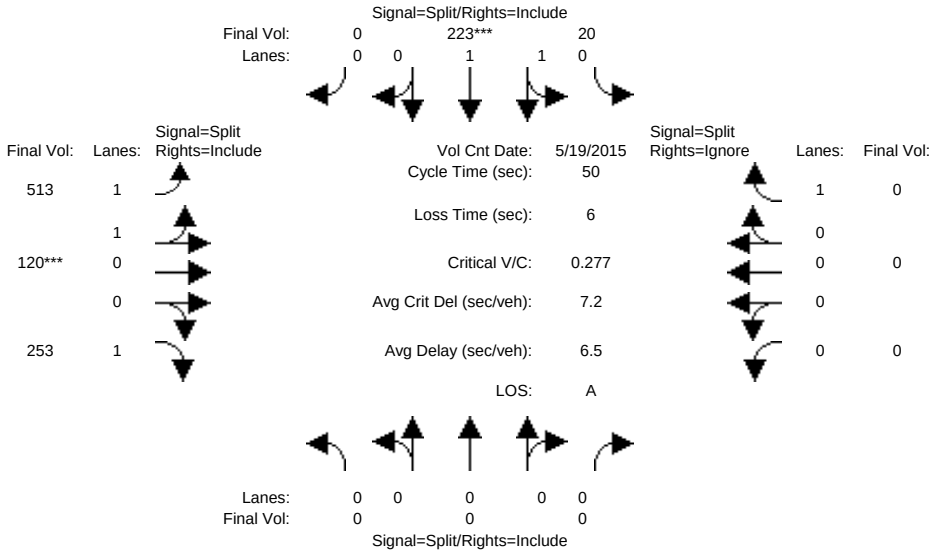
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	0	10	10	10	0	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 7:30-8:30AM												
Base Vol:	0	0	0	20	191	0	513	120	253	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	20	191	0	513	120	253	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	20	191	0	513	120	253	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:	0	0	0	20	191	0	513	120	253	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	20	191	0	513	120	253	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:	0	0	0	20	191	0	513	120	253	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	0.95	0.98	0.92	0.93	0.95	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.19	1.81	0.00	1.63	0.37	1.00	0.00	0.00	1.00
Final Sat.:	0	0	0	351	3349	0	2877	673	1750	0	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.06	0.00	0.18	0.18	0.14	0.00	0.00	0.00
Crit Moves:				****				****				
Green Time:	0.0	0.0	0.0	10.7	10.7	0.0	33.3	33.3	33.3	0.0	0.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.27	0.27	0.00	0.27	0.27	0.22	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	16.6	16.6	0.0	3.4	3.4	3.3	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	0.0	0.0	16.6	16.6	0.0	3.4	3.4	3.3	0.0	0.0	0.0
LOS by Move:	A	A	A	B	B	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	1	1	0	2	2	2	0	0	0

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

Downtown College Prep
San Jose

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

Intersection #3559: GRANT/VINE



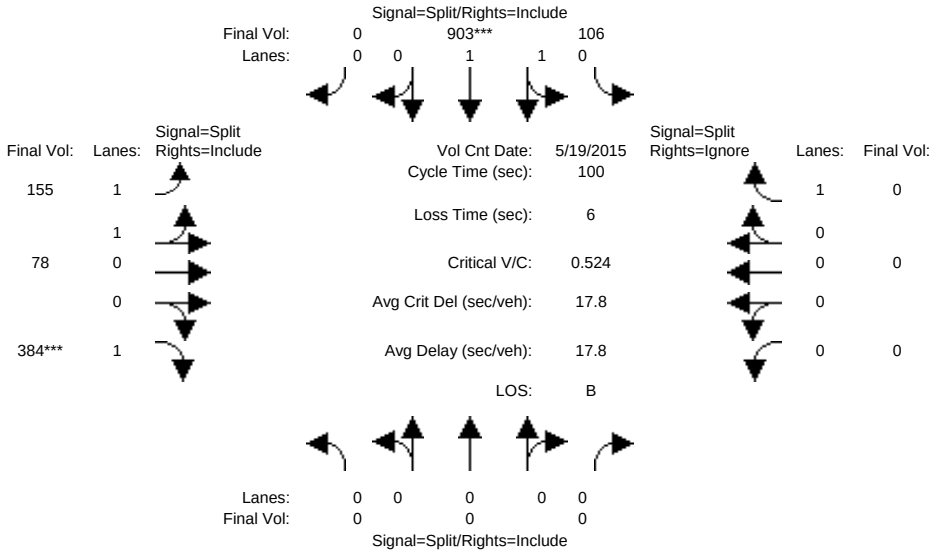
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	0	10	10	10	0	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 7:30-8:30AM												
Base Vol:	0	0	0	20	191	0	513	120	253	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	20	191	0	513	120	253	0	0	0
Added Vol:	0	0	0	0	32	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	20	223	0	513	120	253	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:	0	0	0	20	223	0	513	120	253	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	20	223	0	513	120	253	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:	0	0	0	20	223	0	513	120	253	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	0.95	0.98	0.92	0.93	0.95	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.17	1.83	0.00	1.63	0.37	1.00	0.00	0.00	1.00
Final Sat.:	0	0	0	305	3395	0	2877	673	1750	0	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.07	0.00	0.18	0.18	0.14	0.00	0.00	0.00
Crit Moves:					****			****				
Green Time:	0.0	0.0	0.0	11.8	11.8	0.0	32.2	32.2	32.2	0.0	0.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.28	0.28	0.00	0.28	0.28	0.22	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	15.8	15.8	0.0	3.9	3.9	3.8	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	0.0	0.0	15.8	15.8	0.0	3.9	3.9	3.8	0.0	0.0	0.0
LOS by Move:	A	A	A	B	B	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	2	2	0	2	2	2	0	0	0

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

Downtown College Prep
San Jose

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

Intersection #3559: GRANT/VINE



Approach:	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	0	10	10	10	0	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: 19 May 2015 << 5:00-6:00PM												
Base Vol:	0	0	0	106	903	0	155	78	384	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	106	903	0	155	78	384	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	106	903	0	155	78	384	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:	0	0	0	106	903	0	155	78	384	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	106	903	0	155	78	384	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:	0	0	0	106	903	0	155	78	384	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	0.95	0.98	0.92	0.93	0.95	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.22	1.78	0.00	1.34	0.66	1.00	0.00	0.00	1.00
Final Sat.:	0	0	0	389	3311	0	2361	1188	1750	0	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.27	0.27	0.00	0.07	0.07	0.22	0.00	0.00	0.00
Crit Moves:					****				****			
Green Time:	0.0	0.0	0.0	52.1	52.1	0.0	41.9	41.9	41.9	0.0	0.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.52	0.52	0.00	0.16	0.16	0.52	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	16.0	16.0	0.0	18.1	18.1	22.3	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	0.0	0.0	16.0	16.0	0.0	18.1	18.1	22.3	0.0	0.0	0.0
LOS by Move:	A	A	A	B	B	A	B	B	C	A	A	A
HCM2kAvgQ:	0	0	0	10	10	0	2	2	10	0	0	0

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

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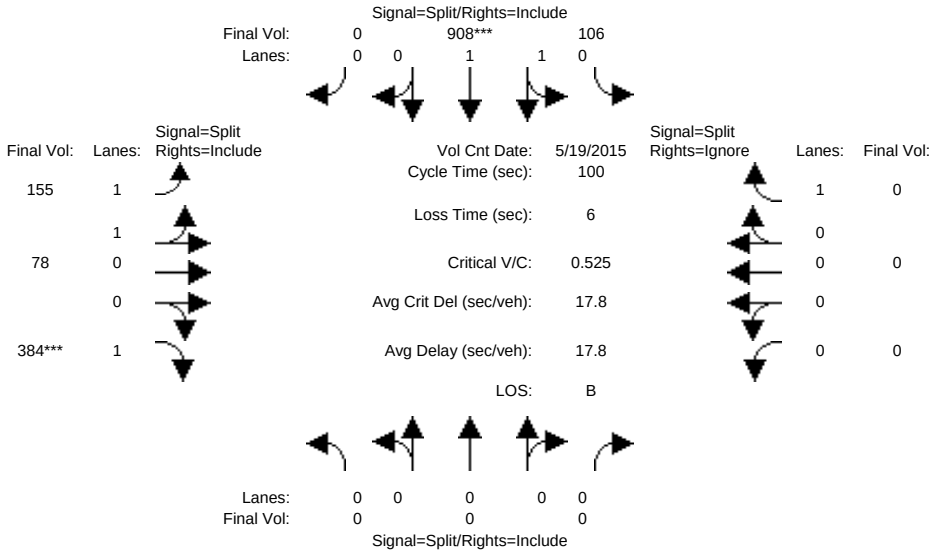
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex + P PM

Intersection #3559: GRANT/VINE



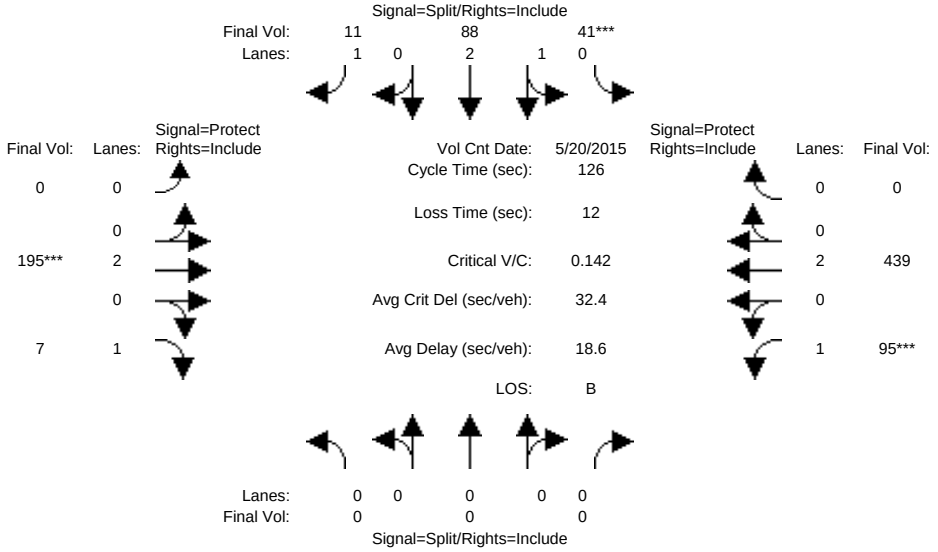
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	0	10	10	10	0	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 5:00-6:00PM												
Base Vol:	0	0	0	106	903	0	155	78	384	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	106	903	0	155	78	384	0	0	0
Added Vol:	0	0	0	0	5	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	106	908	0	155	78	384	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:	0	0	0	106	908	0	155	78	384	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	106	908	0	155	78	384	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:	0	0	0	106	908	0	155	78	384	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	0.95	0.98	0.92	0.93	0.95	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.21	1.79	0.00	1.34	0.66	1.00	0.00	0.00	1.00
Final Sat.:	0	0	0	387	3313	0	2361	1188	1750	0	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.27	0.27	0.00	0.07	0.07	0.22	0.00	0.00	0.00
Crit Moves:					****				****			
Green Time:	0.0	0.0	0.0	52.2	52.2	0.0	41.8	41.8	41.8	0.0	0.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.53	0.53	0.00	0.16	0.16	0.53	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	16.0	16.0	0.0	18.2	18.2	22.4	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	0.0	0.0	16.0	16.0	0.0	18.2	18.2	22.4	0.0	0.0	0.0
LOS by Move:	A	A	A	B	B	A	B	B	C	A	A	A
HCM2kAvgQ:	0	0	0	10	10	0	2	2	10	0	0	0

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

Downtown College Prep
San Jose

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

Intersection #3616: KEYES/SECOND



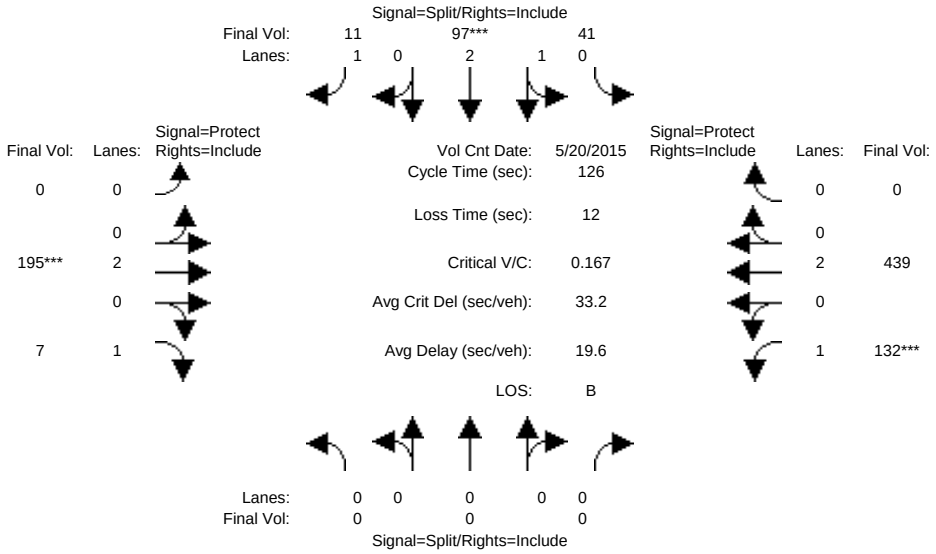
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 May 2015 << 7:45-8:45AM												
Base Vol:	0	0	0	41	88	11	0	195	7	95	439	0
Growth Adj:	1.00	1.00	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	41	88	11	0	195	7	95	439	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	41	88	11	0	195	7	95	439	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	41	88	11	0	195	7	95	439	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	41	88	11	0	195	7	95	439	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	41	88	11	0	195	7	95	439	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	0.95	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.99	2.01	1.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1779	3818	1750	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.02	0.01	0.00	0.05	0.00	0.05	0.12	0.00
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	20.4	20.4	20.4	0.0	45.5	45.5	48.1	93.6	0.0
Volume/Cap:	0.00	0.00	0.00	0.14	0.14	0.04	0.00	0.14	0.01	0.14	0.16	0.00
Delay/Veh:	0.0	0.0	0.0	45.3	45.3	44.6	0.0	27.2	25.8	25.6	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	45.3	45.3	44.6	0.0	27.2	25.8	25.6	4.7	0.0
LOS by Move:	A	A	A	D	D	D	A	C	C	C	A	A
HCM2kAvgQ:	0	0	0	1	1	0	0	2	0	2	2	0

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

Downtown College Prep
San Jose

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

Intersection #3616: KEYES/SECOND



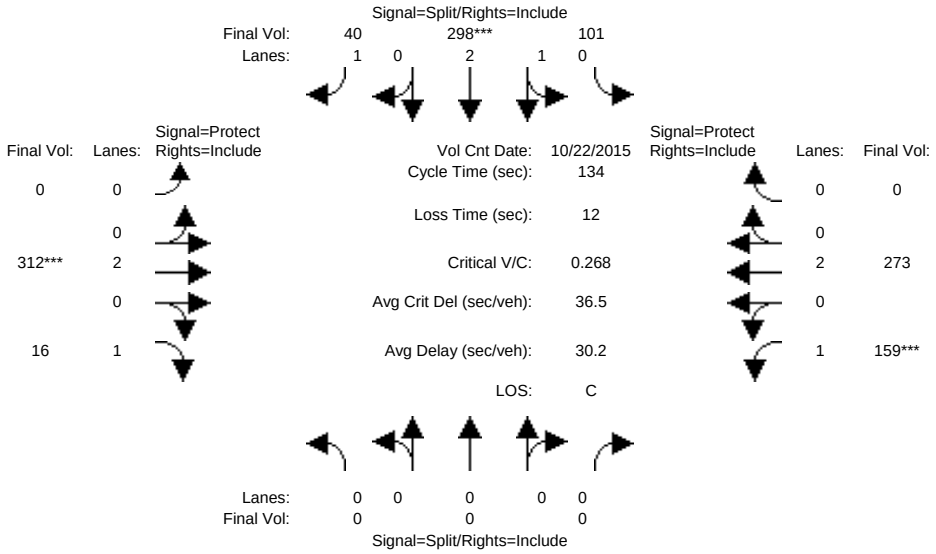
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 May 2015 << 7:45-8:45AM												
Base Vol:	0	0	0	41	88	11	0	195	7	95	439	0
Growth Adj:	1.00	1.00	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	41	88	11	0	195	7	95	439	0
Added Vol:	0	0	0	0	9	0	0	0	0	37	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	41	97	11	0	195	7	132	439	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	41	97	11	0	195	7	132	439	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	41	97	11	0	195	7	132	439	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	41	97	11	0	195	7	132	439	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	0.95	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.92	2.08	1.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1663	3934	1750	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.02	0.01	0.00	0.05	0.00	0.08	0.12	0.00
Crit Moves:					****			****		****		
Green Time:	0.0	0.0	0.0	18.6	18.6	18.6	0.0	38.6	38.6	56.8	95.4	0.0
Volume/Cap:	0.00	0.00	0.00	0.17	0.17	0.04	0.00	0.17	0.01	0.17	0.15	0.00
Delay/Veh:	0.0	0.0	0.0	47.1	47.1	46.2	0.0	32.0	30.4	20.7	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	47.1	47.1	46.2	0.0	32.0	30.4	20.7	4.2	0.0
LOS by Move:	A	A	A	D	D	D	A	C	C	C	A	A
HCM2kAvgQ:	0	0	0	2	2	0	0	3	0	3	2	0

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

Downtown College Prep
San Jose

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

Intersection #3616: KEYES/SECOND



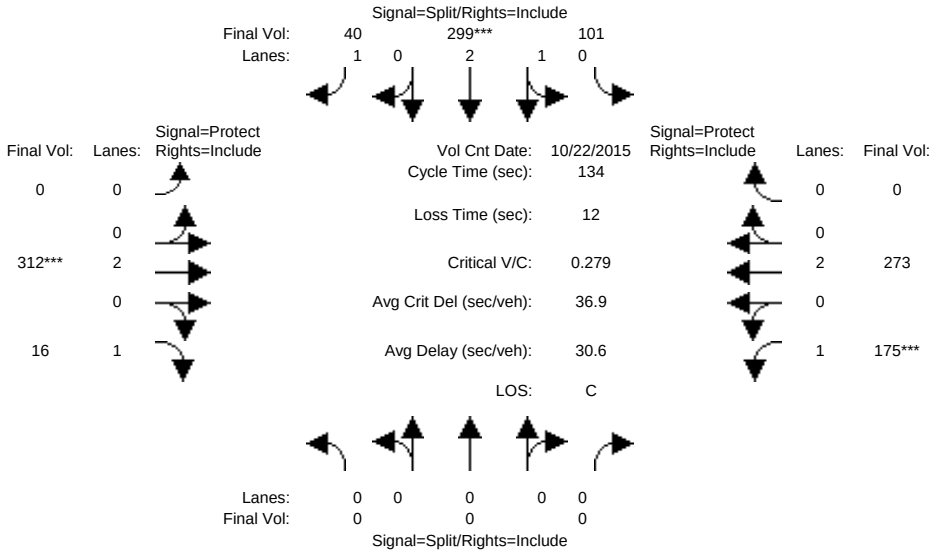
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Oct 2015 <<												
Base Vol:	0	0	0	101	298	40	0	312	16	159	273	0
Growth Adj:	1.00	1.00	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	101	298	40	0	312	16	159	273	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	101	298	40	0	312	16	159	273	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	101	298	40	0	312	16	159	273	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	101	298	40	0	312	16	159	273	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	101	298	40	0	312	16	159	273	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	0.95	0.99	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.79	2.21	1.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1417	4181	1750	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.07	0.02	0.00	0.08	0.01	0.09	0.07	0.00
Crit Moves:					****			****		****		
Green Time:	0.0	0.0	0.0	35.6	35.6	35.6	0.0	41.0	41.0	45.4	86.4	0.0
Volume/Cap:	0.00	0.00	0.00	0.27	0.27	0.09	0.00	0.27	0.03	0.27	0.11	0.00
Delay/Veh:	0.0	0.0	0.0	39.0	39.0	37.1	0.0	35.3	32.6	32.5	9.1	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	39.0	39.0	37.1	0.0	35.3	32.6	32.5	9.1	0.0
LOS by Move:	A	A	A	D	D	D	A	D	C	C	A	A
HCM2kAvgQ:	0	0	0	4	4	1	0	5	0	5	2	0

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

Downtown College Prep
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex + P PM

Intersection #3616: KEYES/SECOND



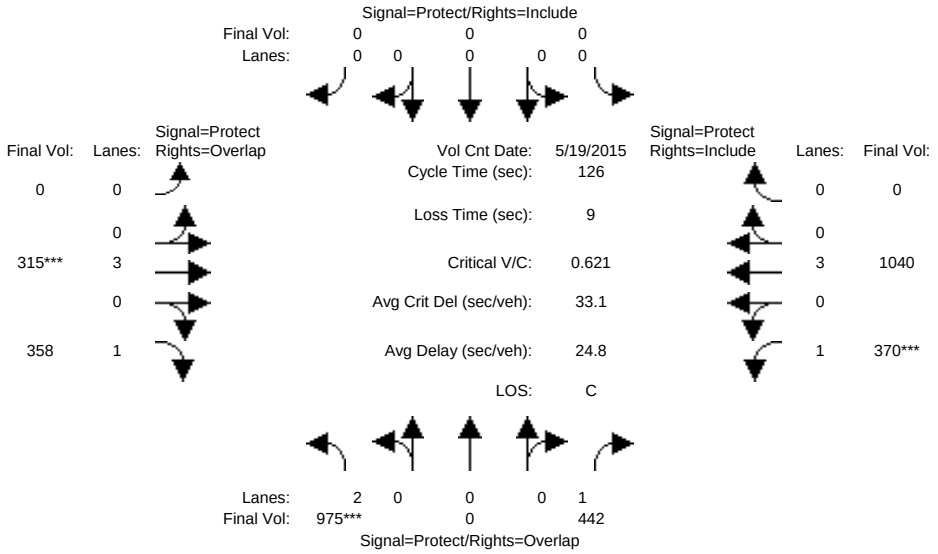
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Oct 2015 <<												
Base Vol:	0	0	0	101	298	40	0	312	16	159	273	0
Growth Adj:	1.00	1.00	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	101	298	40	0	312	16	159	273	0
Added Vol:	0	0	0	0	1	0	0	0	0	16	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	101	299	40	0	312	16	175	273	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	101	299	40	0	312	16	175	273	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	101	299	40	0	312	16	175	273	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	101	299	40	0	312	16	175	273	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	0.95	0.99	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.79	2.21	1.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1413	4184	1750	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.07	0.02	0.00	0.08	0.01	0.10	0.07	0.00
Crit Moves:					****			****		****		
Green Time:	0.0	0.0	0.0	34.4	34.4	34.4	0.0	39.5	39.5	48.1	87.6	0.0
Volume/Cap:	0.00	0.00	0.00	0.28	0.28	0.09	0.00	0.28	0.03	0.28	0.11	0.00
Delay/Veh:	0.0	0.0	0.0	40.0	40.0	38.0	0.0	36.4	33.7	30.8	8.7	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	40.0	40.0	38.0	0.0	36.4	33.7	30.8	8.7	0.0
LOS by Move:	A	A	A	D	D	D	A	D	C	C	A	A
HCM2kAvgQ:	0	0	0	4	4	1	0	5	0	5	2	0

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

Downtown College Prep
San Jose

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

Intersection #3617: KEYES/SENTER



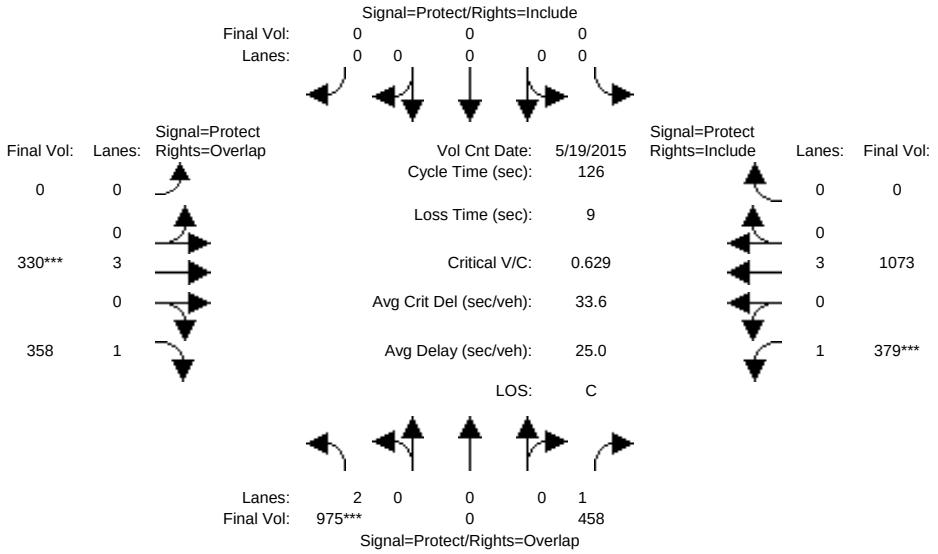
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 7:15-8:15AM												
Base Vol:	975	0	442	0	0	0	0	315	358	370	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:	975	0	442	0	0	0	0	315	358	370	1040	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	975	0	442	0	0	0	0	315	358	370	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:	975	0	442	0	0	0	0	315	358	370	1040	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	975	0	442	0	0	0	0	315	358	370	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:	975	0	442	0	0	0	0	315	358	370	1040	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	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	3150	0	1750	0	0	0	0	5700	1750	1750	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.31	0.00	0.25	0.00	0.00	0.00	0.00	0.06	0.20	0.21	0.18	0.00
Crit Moves:	****							****		****		
Green Time:	62.8	0.0	105.8	0.0	0.0	0.0	0.0	11.2	74.1	42.9	54.2	0.0
Volume/Cap:	0.62	0.00	0.30	0.00	0.00	0.00	0.00	0.62	0.35	0.62	0.42	0.00
Delay/Veh:	23.7	0.0	2.3	0.0	0.0	0.0	0.0	57.7	13.7	36.7	25.2	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:	23.7	0.0	2.3	0.0	0.0	0.0	0.0	57.7	13.7	36.7	25.2	0.0
LOS by Move:	C	A	A	A	A	A	A	E	B	D	C	A
HCM2kAvgQ:	16	0	4	0	0	0	0	4	8	13	9	0

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

Downtown College Prep
San Jose

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

Intersection #3617: KEYES/SENTER



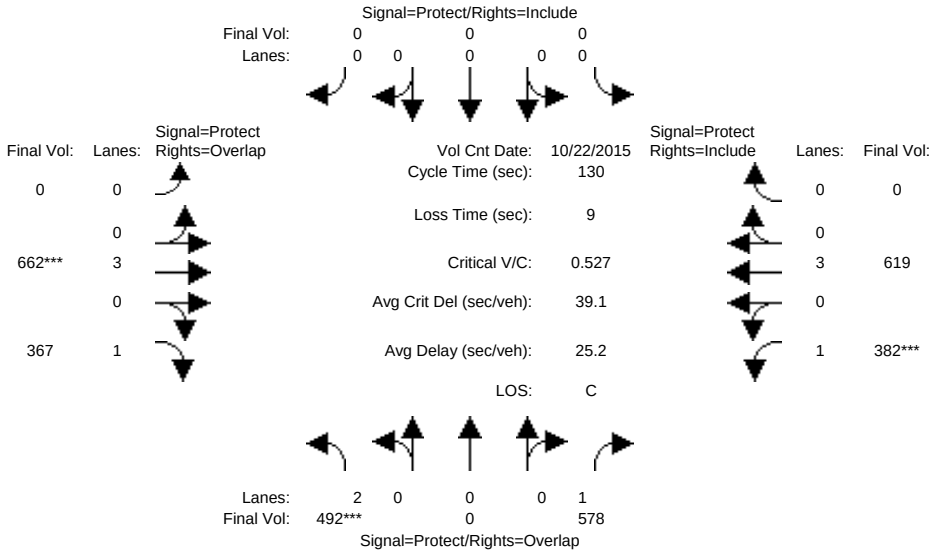
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 7:15-8:15AM												
Base Vol:	975	0	442	0	0	0	0	315	358	370	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:	975	0	442	0	0	0	0	315	358	370	1040	0
Added Vol:	0	0	16	0	0	0	0	15	0	9	33	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	975	0	458	0	0	0	0	330	358	379	1073	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:	975	0	458	0	0	0	0	330	358	379	1073	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	975	0	458	0	0	0	0	330	358	379	1073	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	975	0	458	0	0	0	0	330	358	379	1073	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	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	3150	0	1750	0	0	0	0	5700	1750	1750	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.31	0.00	0.26	0.00	0.00	0.00	0.00	0.06	0.20	0.22	0.19	0.00
Crit Moves:	****							****		****		
Green Time:	62.0	0.0	105.4	0.0	0.0	0.0	0.0	11.6	73.6	43.4	55.0	0.0
Volume/Cap:	0.63	0.00	0.31	0.00	0.00	0.00	0.00	0.63	0.35	0.63	0.43	0.00
Delay/Veh:	24.4	0.0	2.4	0.0	0.0	0.0	0.0	57.6	13.9	36.7	24.8	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:	24.4	0.0	2.4	0.0	0.0	0.0	0.0	57.6	13.9	36.7	24.8	0.0
LOS by Move:	C	A	A	A	A	A	A	E	B	D	C	A
HCM2kAvgQ:	16	0	4	0	0	0	0	4	8	14	9	0

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

Downtown College Prep
San Jose

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

Intersection #3617: KEYES/SENTER



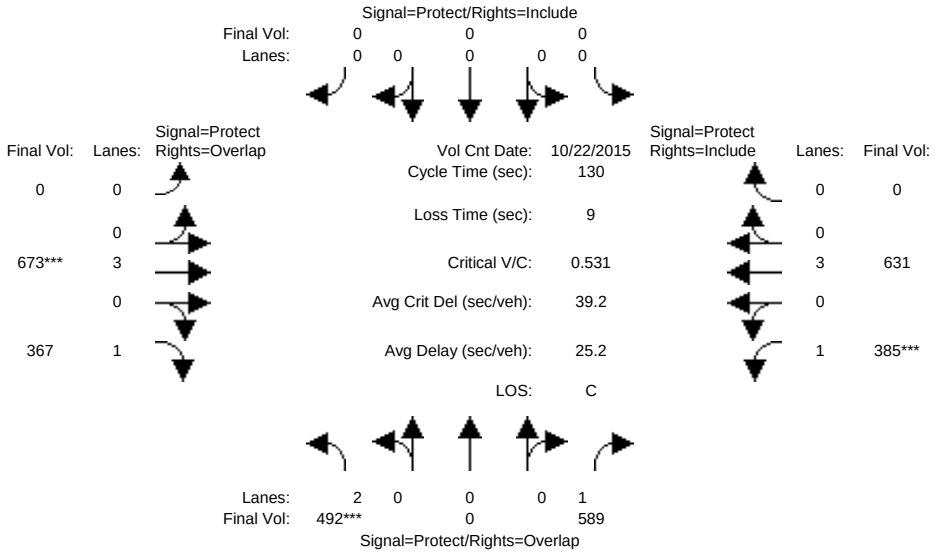
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Oct 2015 <<												
Base Vol:	492	0	578	0	0	0	0	662	367	382	619	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	492	0	578	0	0	0	0	662	367	382	619	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	492	0	578	0	0	0	0	662	367	382	619	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:	492	0	578	0	0	0	0	662	367	382	619	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	492	0	578	0	0	0	0	662	367	382	619	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	492	0	578	0	0	0	0	662	367	382	619	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	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	3150	0	1750	0	0	0	0	5700	1750	1750	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.16	0.00	0.33	0.00	0.00	0.00	0.00	0.12	0.21	0.22	0.11	0.00
Crit Moves:	****							****		****		
Green Time:	38.5	0.0	92.4	0.0	0.0	0.0	0.0	28.6	67.2	53.8	82.5	0.0
Volume/Cap:	0.53	0.00	0.46	0.00	0.00	0.00	0.00	0.53	0.41	0.53	0.17	0.00
Delay/Veh:	38.7	0.0	8.4	0.0	0.0	0.0	0.0	45.1	19.5	29.3	9.8	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:	38.7	0.0	8.4	0.0	0.0	0.0	0.0	45.1	19.5	29.3	9.8	0.0
LOS by Move:	D	A	A	A	A	A	A	D	B	C	A	A
HCM2kAvgQ:	10	0	11	0	0	0	0	8	9	12	3	0

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

Downtown College Prep
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex + P PM

Intersection #3617: KEYES/SENTER



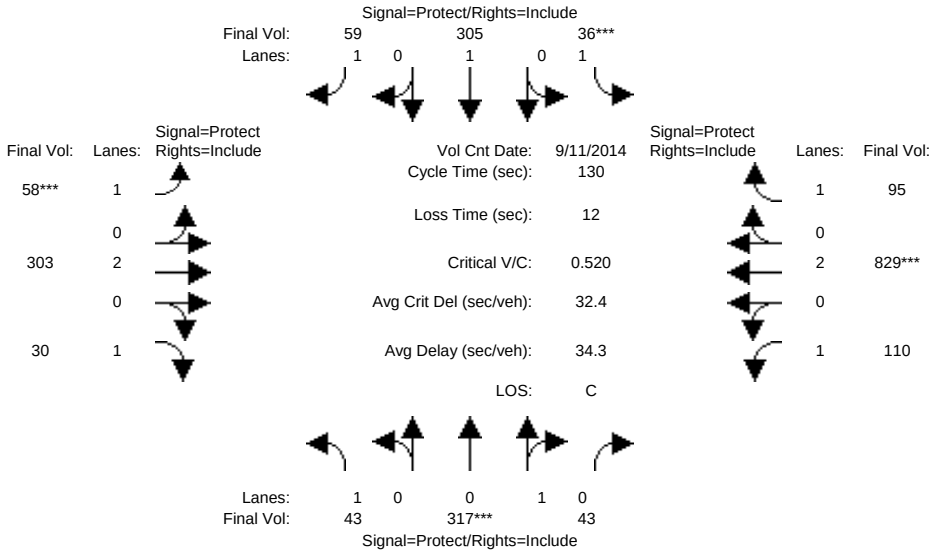
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Oct 2015 <<												
Base Vol:	492	0	578	0	0	0	0	662	367	382	619	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	492	0	578	0	0	0	0	662	367	382	619	0
Added Vol:	0	0	11	0	0	0	0	11	0	3	12	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	492	0	589	0	0	0	0	673	367	385	631	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:	492	0	589	0	0	0	0	673	367	385	631	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	492	0	589	0	0	0	0	673	367	385	631	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	492	0	589	0	0	0	0	673	367	385	631	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	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	3150	0	1750	0	0	0	0	5700	1750	1750	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.16	0.00	0.34	0.00	0.00	0.00	0.00	0.12	0.21	0.22	0.11	0.00
Crit Moves:	****							****		****		
Green Time:	38.2	0.0	92.1	0.0	0.0	0.0	0.0	28.9	67.1	53.9	82.8	0.0
Volume/Cap:	0.53	0.00	0.48	0.00	0.00	0.00	0.00	0.53	0.41	0.53	0.17	0.00
Delay/Veh:	39.0	0.0	8.6	0.0	0.0	0.0	0.0	45.0	19.5	29.3	9.7	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:	39.0	0.0	8.6	0.0	0.0	0.0	0.0	45.0	19.5	29.3	9.7	0.0
LOS by Move:	D	A	A	A	A	A	A	D	B	C	A	A
HCM2kAvgQ:	10	0	11	0	0	0	0	8	9	12	3	0

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

Downtown College Prep
San Jose

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

Intersection #3618: KEYES/SEVENTH



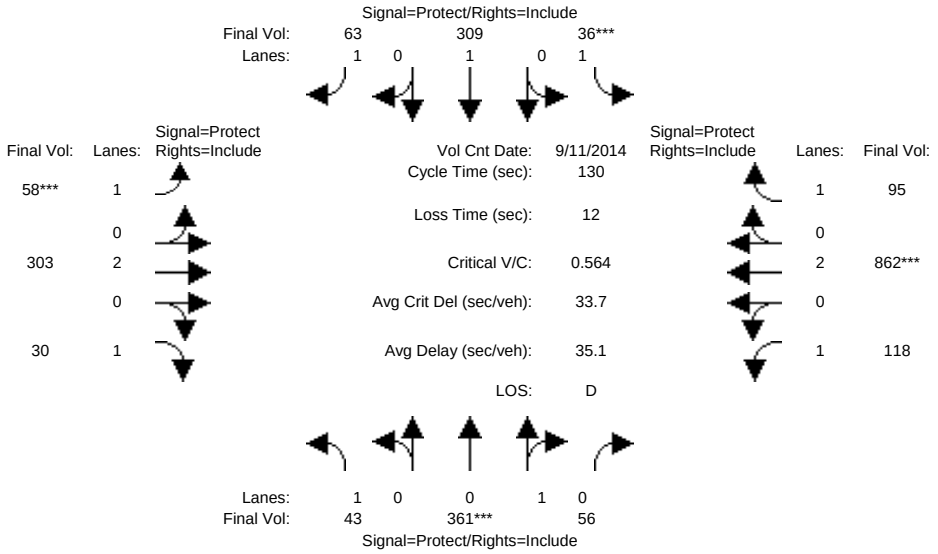
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Sep 2014 << 7:45-8:45AM												
Base Vol:	43	317	43	36	305	59	58	303	30	110	829	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:	43	317	43	36	305	59	58	303	30	110	829	95
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	317	43	36	305	59	58	303	30	110	829	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:	43	317	43	36	305	59	58	303	30	110	829	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	317	43	36	305	59	58	303	30	110	829	95
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	317	43	36	305	59	58	303	30	110	829	95
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	0.88	0.12	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1585	215	1750	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.20	0.20	0.02	0.16	0.03	0.03	0.08	0.02	0.06	0.22	0.05
Crit Moves:		****		****			****				****	
Green Time:	14.1	49.2	49.2	7.0	42.1	42.1	8.2	34.6	34.6	27.2	53.7	53.7
Volume/Cap:	0.23	0.53	0.53	0.38	0.50	0.10	0.53	0.30	0.06	0.30	0.53	0.13
Delay/Veh:	53.6	32.2	32.2	62.0	36.0	30.9	63.8	38.2	35.7	43.8	29.0	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:	53.6	32.2	32.2	62.0	36.0	30.9	63.8	38.2	35.7	43.8	29.0	23.8
LOS by Move:	D	C	C	E	D	C	E	D	D	D	C	C
HCM2kAvgQ:	2	11	11	2	10	2	2	5	1	4	12	2

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

Downtown College Prep
San Jose

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

Intersection #3618: KEYES/SEVENTH



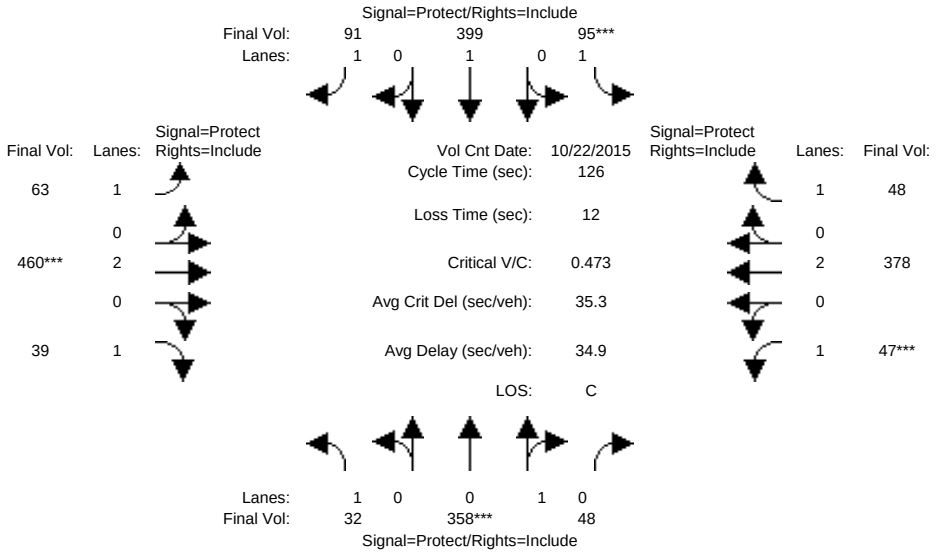
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Sep 2014 << 7:45-8:45AM												
Base Vol:	43	317	43	36	305	59	58	303	30	110	829	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:	43	317	43	36	305	59	58	303	30	110	829	95
Added Vol:	0	44	13	0	4	4	0	0	0	8	33	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	361	56	36	309	63	58	303	30	118	862	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:	43	361	56	36	309	63	58	303	30	118	862	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	361	56	36	309	63	58	303	30	118	862	95
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	361	56	36	309	63	58	303	30	118	862	95
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	0.87	0.13	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1558	242	1750	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.23	0.23	0.02	0.16	0.04	0.03	0.08	0.02	0.07	0.23	0.05
Crit Moves:		****		****			****				****	
Green Time:	14.8	52.3	52.3	7.0	44.6	44.6	7.5	31.8	31.8	26.9	51.2	51.2
Volume/Cap:	0.22	0.58	0.58	0.38	0.47	0.11	0.58	0.33	0.07	0.33	0.58	0.14
Delay/Veh:	52.9	31.4	31.4	62.0	34.1	29.2	67.7	40.5	37.8	44.4	31.4	25.3
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:	52.9	31.4	31.4	62.0	34.1	29.2	67.7	40.5	37.8	44.4	31.4	25.3
LOS by Move:	D	C	C	E	C	C	E	D	D	D	C	C
HCM2kAvgQ:	2	13	13	2	10	2	3	5	1	4	13	2

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

Downtown College Prep
San Jose

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

Intersection #3618: KEYES/SEVENTH



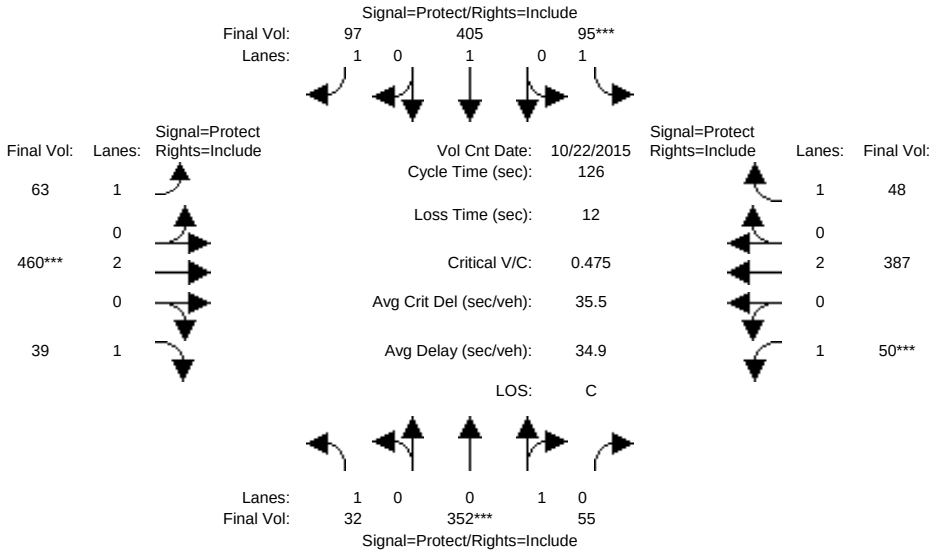
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Oct 2015 <<												
Base Vol:	32	358	48	95	399	91	63	460	39	47	378	48
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:	32	358	48	95	399	91	63	460	39	47	378	48
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	358	48	95	399	91	63	460	39	47	378	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:	32	358	48	95	399	91	63	460	39	47	378	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	358	48	95	399	91	63	460	39	47	378	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:	32	358	48	95	399	91	63	460	39	47	378	48
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	0.88	0.12	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1587	213	1750	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.23	0.23	0.05	0.21	0.05	0.04	0.12	0.02	0.03	0.10	0.03
Crit Moves:		****		****				****		****		
Green Time:	15.6	60.1	60.1	14.5	59.0	59.0	14.1	32.3	32.3	7.2	25.3	25.3
Volume/Cap:	0.15	0.47	0.47	0.47	0.45	0.11	0.32	0.47	0.09	0.47	0.50	0.14
Delay/Veh:	49.6	22.7	22.7	54.0	22.9	18.9	52.5	40.0	35.7	61.1	45.2	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:	49.6	22.7	22.7	54.0	22.9	18.9	52.5	40.0	35.7	61.1	45.2	41.6
LOS by Move:	D	C	C	D	C	B	D	D	D	E	D	D
HCM2kAvgQ:	1	11	11	4	10	2	2	7	1	2	6	2

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

Downtown College Prep
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex + P PM

Intersection #3618: KEYES/SEVENTH



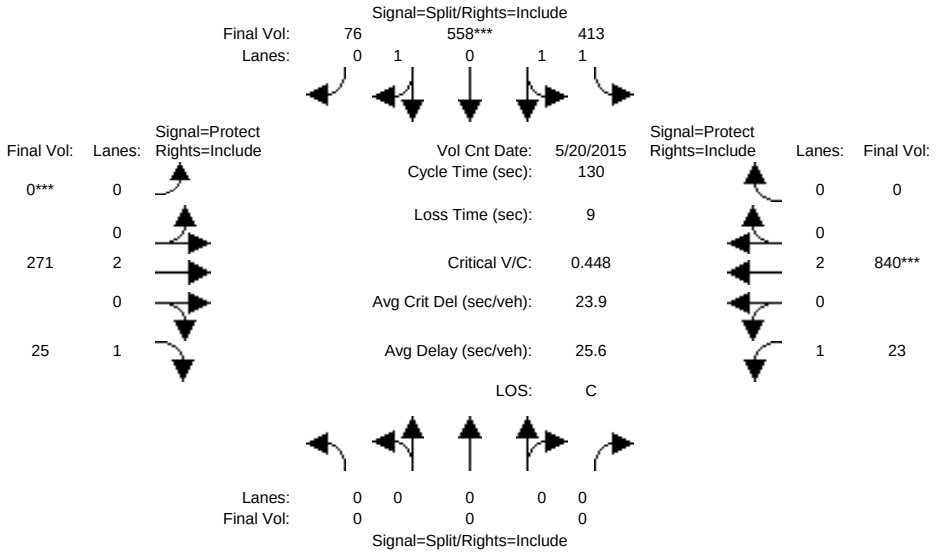
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Oct 2015 <<												
Base Vol:	32	358	48	95	399	91	63	460	39	47	378	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:	32	358	48	95	399	91	63	460	39	47	378	48
Added Vol:	0	-6	7	0	6	6	0	0	0	3	9	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	352	55	95	405	97	63	460	39	50	387	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:	32	352	55	95	405	97	63	460	39	50	387	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	352	55	95	405	97	63	460	39	50	387	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:	32	352	55	95	405	97	63	460	39	50	387	48
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	0.86	0.14	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1557	243	1750	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.23	0.23	0.05	0.21	0.06	0.04	0.12	0.02	0.03	0.10	0.03
Crit Moves:		****		****				****		****		
Green Time:	15.4	59.9	59.9	14.4	59.0	59.0	14.0	32.1	32.1	7.6	25.7	25.7
Volume/Cap:	0.15	0.48	0.48	0.48	0.46	0.12	0.32	0.48	0.09	0.48	0.50	0.13
Delay/Veh:	49.8	22.8	22.8	54.0	23.0	18.9	52.6	40.2	35.9	60.7	45.0	41.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.8	22.8	22.8	54.0	23.0	18.9	52.6	40.2	35.9	60.7	45.0	41.2
LOS by Move:	D	C	C	D	C	B	D	D	D	E	D	D
HCM2kAvgQ:	1	11	11	4	10	2	2	7	1	2	6	2

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

Downtown College Prep
San Jose

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

Intersection #3619: KEYES/10TH



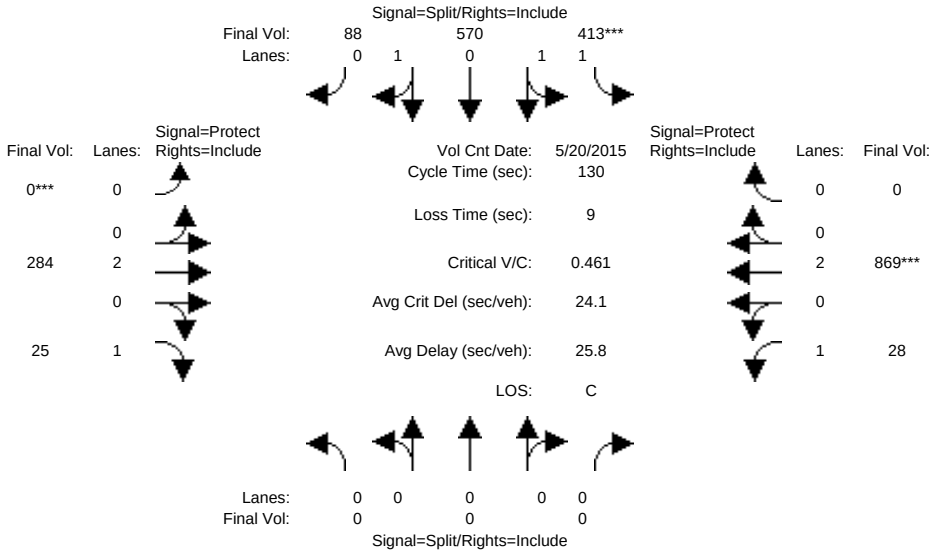
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 May 2015 << 7:30-8:30AM												
Base Vol:	0	0	0	413	558	76	0	271	25	23	840	0
Growth Adj:	1.00	1.00	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	413	558	76	0	271	25	23	840	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	413	558	76	0	271	25	23	840	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	413	558	76	0	271	25	23	840	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	413	558	76	0	271	25	23	840	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	413	558	76	0	271	25	23	840	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	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.20	1.58	0.22	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	2110	2851	388	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.20	0.20	0.20	0.00	0.07	0.01	0.01	0.22	0.00
Crit Moves:					****		****				****	
Green Time:	0.0	0.0	0.0	56.8	56.8	56.8	0.0	37.8	37.8	26.4	64.2	0.0
Volume/Cap:	0.00	0.00	0.00	0.45	0.45	0.45	0.00	0.25	0.05	0.06	0.45	0.00
Delay/Veh:	0.0	0.0	0.0	25.7	25.7	25.7	0.0	35.4	33.2	41.9	21.6	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	25.7	25.7	25.7	0.0	35.4	33.2	41.9	21.6	0.0
LOS by Move:	A	A	A	C	C	C	A	D	C	D	C	A
HCM2kAvgQ:	0	0	0	10	10	10	0	4	1	1	10	0

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

Downtown College Prep
San Jose

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

Intersection #3619: KEYES/10TH



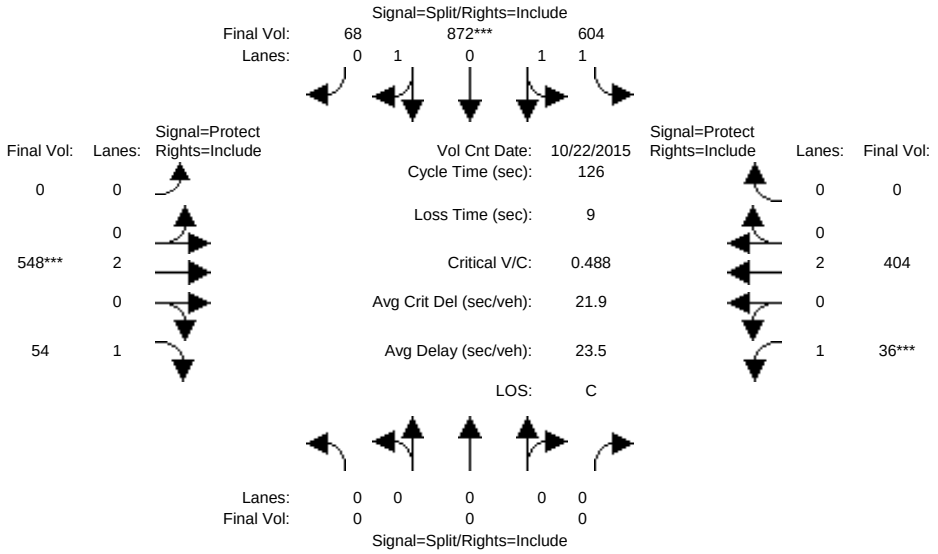
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 May 2015 << 7:30-8:30AM												
Base Vol:	0	0	0	413	558	76	0	271	25	23	840	0
Growth Adj:	1.00	1.00	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	413	558	76	0	271	25	23	840	0
Added Vol:	0	0	0	0	12	12	0	13	0	5	29	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	413	570	88	0	284	25	28	869	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	413	570	88	0	284	25	28	869	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	413	570	88	0	284	25	28	869	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	413	570	88	0	284	25	28	869	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	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.17	1.59	0.24	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	2063	2847	440	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.20	0.20	0.20	0.00	0.07	0.01	0.02	0.23	0.00
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	56.5	56.5	56.5	0.0	38.0	38.0	26.6	64.5	0.0
Volume/Cap:	0.00	0.00	0.00	0.46	0.46	0.46	0.00	0.26	0.05	0.08	0.46	0.00
Delay/Veh:	0.0	0.0	0.0	26.1	26.1	26.1	0.0	35.3	33.1	41.9	21.6	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	26.1	26.1	26.1	0.0	35.3	33.1	41.9	21.6	0.0
LOS by Move:	A	A	A	C	C	C	A	D	C	D	C	A
HCM2kAvgQ:	0	0	0	11	11	11	0	4	1	1	11	0

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

Downtown College Prep
San Jose

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

Intersection #3619: KEYES/10TH



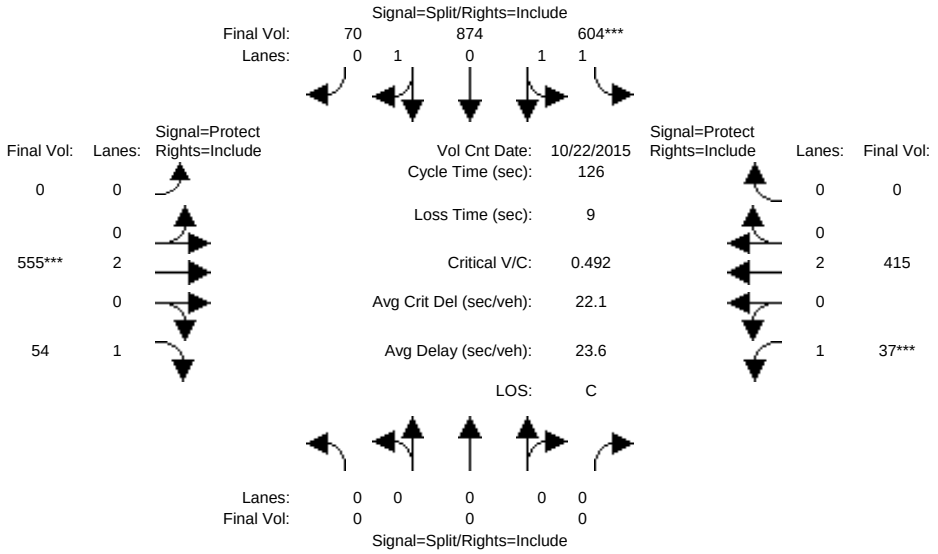
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Oct 2015 <<												
Base Vol:	0	0	0	604	872	68	0	548	54	36	404	0
Growth Adj:	1.00	1.00	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	604	872	68	0	548	54	36	404	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	604	872	68	0	548	54	36	404	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	604	872	68	0	548	54	36	404	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	604	872	68	0	548	54	36	404	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	604	872	68	0	548	54	36	404	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	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.19	1.68	0.13	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	2093	3021	236	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.29	0.29	0.29	0.00	0.14	0.03	0.02	0.11	0.00
Crit Moves:					****			****		****		
Green Time:	0.0	0.0	0.0	73.4	73.4	73.4	0.0	36.6	36.6	7.0	43.6	0.0
Volume/Cap:	0.00	0.00	0.00	0.50	0.50	0.50	0.00	0.50	0.11	0.37	0.31	0.00
Delay/Veh:	0.0	0.0	0.0	15.6	15.6	15.6	0.0	37.4	32.8	59.7	30.2	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	15.6	15.6	15.6	0.0	37.4	32.8	59.7	30.2	0.0
LOS by Move:	A	A	A	B	B	B	A	D	C	E	C	A
HCM2kAvgQ:	0	0	0	12	12	12	0	8	2	1	5	0

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

Downtown College Prep
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex + P PM

Intersection #3619: KEYES/10TH



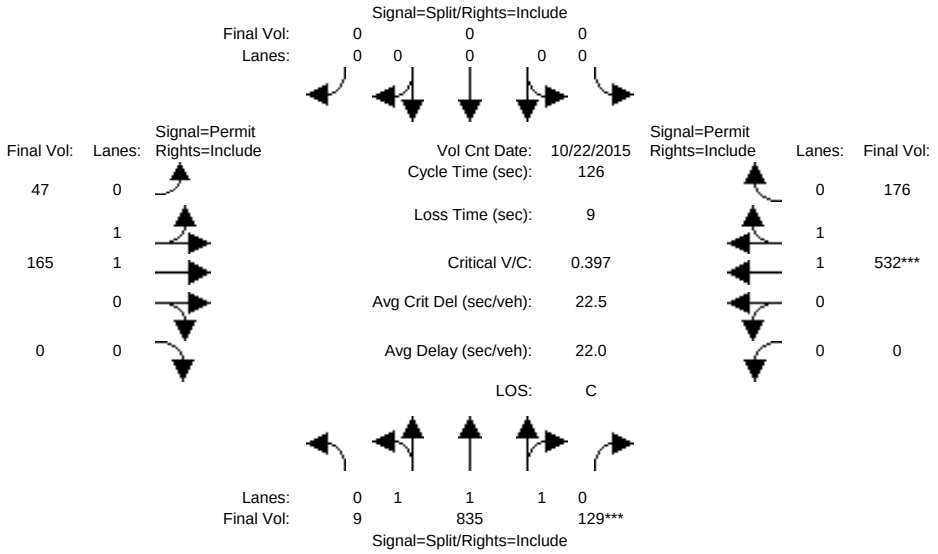
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Oct 2015 <<												
Base Vol:	0	0	0	604	872	68	0	548	54	36	404	0
Growth Adj:	1.00	1.00	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	604	872	68	0	548	54	36	404	0
Added Vol:	0	0	0	0	2	2	0	7	0	1	11	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	604	874	70	0	555	54	37	415	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	604	874	70	0	555	54	37	415	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	604	874	70	0	555	54	37	415	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	604	874	70	0	555	54	37	415	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	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.19	1.68	0.13	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	2087	3020	242	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.29	0.29	0.29	0.00	0.15	0.03	0.02	0.11	0.00
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	73.1	73.1	73.1	0.0	36.9	36.9	7.0	43.9	0.0
Volume/Cap:	0.00	0.00	0.00	0.50	0.50	0.50	0.00	0.50	0.11	0.38	0.31	0.00
Delay/Veh:	0.0	0.0	0.0	15.8	15.8	15.8	0.0	37.2	32.6	59.9	30.2	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	15.8	15.8	15.8	0.0	37.2	32.6	59.9	30.2	0.0
LOS by Move:	A	A	A	B	B	B	A	D	C	E	C	A
HCM2kAvgQ:	0	0	0	12	12	12	0	9	2	1	6	0

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

Downtown College Prep
San Jose

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

Intersection #3620: KEYES/THIRD



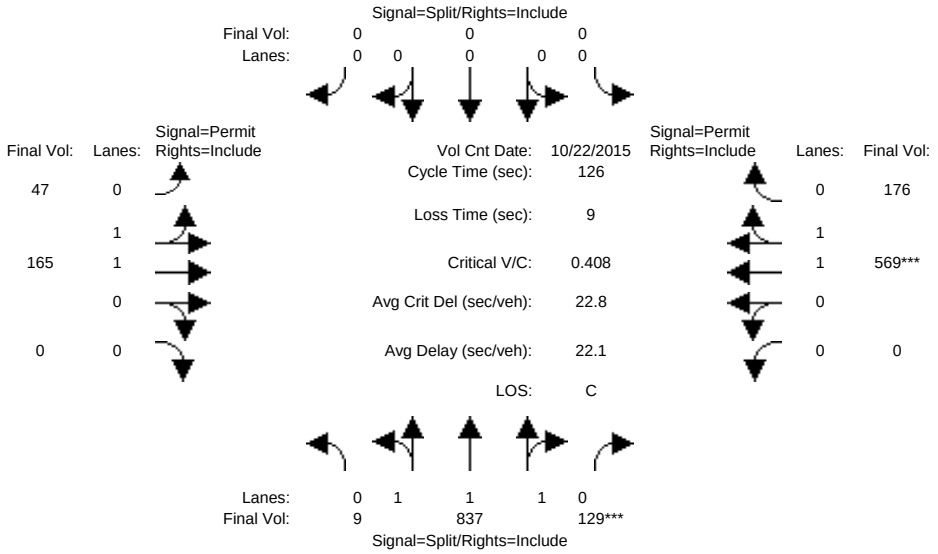
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	10	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Oct 2015 <<												
Base Vol:	9	835	129	0	0	0	47	165	0	0	532	176
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	835	129	0	0	0	47	165	0	0	532	176
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	835	129	0	0	0	47	165	0	0	532	176
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	835	129	0	0	0	47	165	0	0	532	176
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	835	129	0	0	0	47	165	0	0	532	176
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	835	129	0	0	0	47	165	0	0	532	176
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.97	0.95	0.92	1.00	0.92	0.95	0.98	0.92	0.92	0.98	0.95
Lanes:	0.03	2.57	0.40	0.00	0.00	0.00	0.46	1.54	0.00	0.00	1.49	0.51
Final Sat.:	51	4720	729	0	0	0	820	2879	0	0	2780	920
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.18	0.00	0.00	0.00	0.06	0.06	0.00	0.00	0.19	0.19
Crit Moves:			****								****	
Green Time:	56.2	56.2	56.2	0.0	0.0	0.0	60.8	60.8	0.0	0.0	60.8	60.8
Volume/Cap:	0.40	0.40	0.40	0.00	0.00	0.00	0.12	0.12	0.00	0.00	0.40	0.40
Delay/Veh:	23.6	23.6	23.6	0.0	0.0	0.0	17.9	17.9	0.0	0.0	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:	23.6	23.6	23.6	0.0	0.0	0.0	17.9	17.9	0.0	0.0	21.0	21.0
LOS by Move:	C	C	C	A	A	A	B	B	A	A	C	C
HCM2kAvgQ:	9	9	9	0	0	0	2	2	0	0	9	9

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

Downtown College Prep
San Jose

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

Intersection #3620: KEYES/THIRD



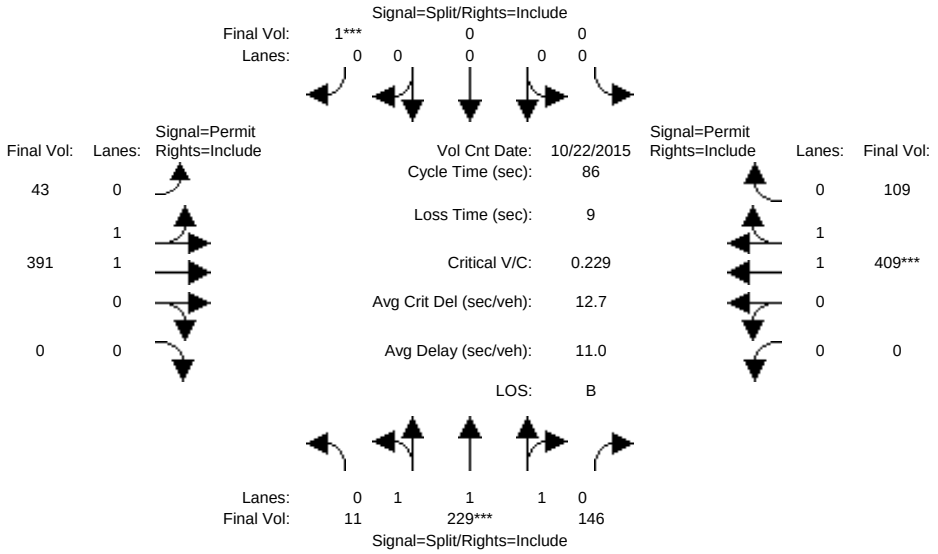
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	10	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Oct 2015 <<												
Base Vol:	9	835	129	0	0	0	47	165	0	0	532	176
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	835	129	0	0	0	47	165	0	0	532	176
Added Vol:	0	2	0	0	0	0	0	0	0	0	37	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	837	129	0	0	0	47	165	0	0	569	176
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	837	129	0	0	0	47	165	0	0	569	176
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	837	129	0	0	0	47	165	0	0	569	176
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	837	129	0	0	0	47	165	0	0	569	176
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.97	0.95	0.92	1.00	0.92	0.95	0.98	0.92	0.92	0.98	0.95
Lanes:	0.03	2.57	0.40	0.00	0.00	0.00	0.46	1.54	0.00	0.00	1.51	0.49
Final Sat.:	51	4721	728	0	0	0	820	2879	0	0	2825	874
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.18	0.00	0.00	0.00	0.06	0.06	0.00	0.00	0.20	0.20
Crit Moves:			****								****	
Green Time:	54.8	54.8	54.8	0.0	0.0	0.0	62.2	62.2	0.0	0.0	62.2	62.2
Volume/Cap:	0.41	0.41	0.41	0.00	0.00	0.00	0.12	0.12	0.00	0.00	0.41	0.41
Delay/Veh:	24.6	24.6	24.6	0.0	0.0	0.0	17.1	17.1	0.0	0.0	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:	24.6	24.6	24.6	0.0	0.0	0.0	17.1	17.1	0.0	0.0	20.4	20.4
LOS by Move:	C	C	C	A	A	A	B	B	A	A	C	C
HCM2kAvgQ:	9	9	9	0	0	0	2	2	0	0	9	9

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

Downtown College Prep
San Jose

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

Intersection #3620: KEYES/THIRD



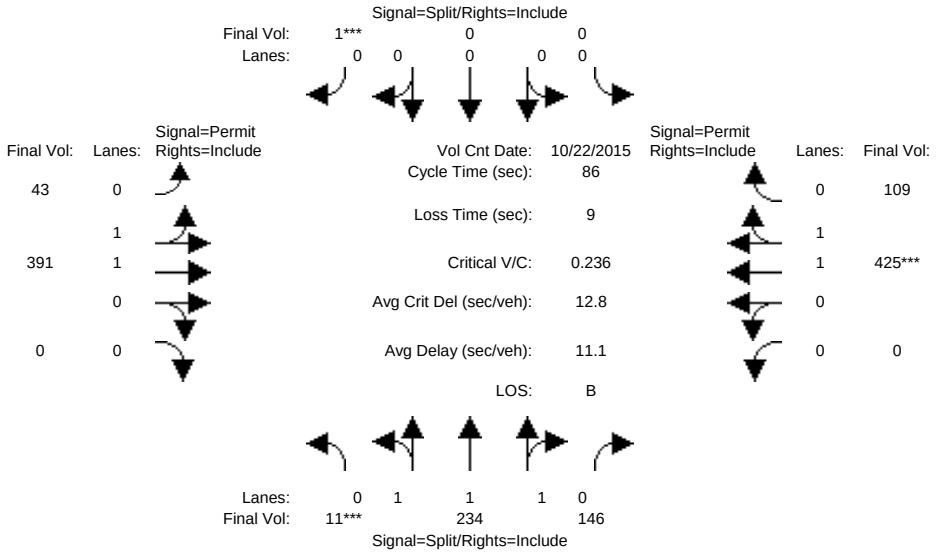
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	10	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Oct 2015 <<												
Base Vol:	11	229	146	0	0	1	43	391	0	0	409	109
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	229	146	0	0	1	43	391	0	0	409	109
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	229	146	0	0	1	43	391	0	0	409	109
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	229	146	0	0	1	43	391	0	0	409	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	229	146	0	0	1	43	391	0	0	409	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	229	146	0	0	1	43	391	0	0	409	109
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.95	0.92	1.00	0.92	0.95	0.98	0.92	0.92	0.98	0.95
Lanes:	0.09	1.91	1.00	0.00	0.00	1.00	0.20	1.80	0.00	0.00	1.57	0.43
Final Sat.:	170	3537	1800	0	0	1750	367	3333	0	0	2921	778
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.08	0.00	0.00	0.00	0.12	0.12	0.00	0.00	0.14	0.14
Crit Moves:		****				****					****	
Green Time:	30.4	30.4	30.4	0.0	0.0	0.2	52.5	52.5	0.0	0.0	52.5	52.5
Volume/Cap:	0.18	0.18	0.23	0.00	0.00	0.23	0.19	0.19	0.00	0.00	0.23	0.23
Delay/Veh:	19.2	19.2	19.6	0.0	0.0	68.0	7.4	7.4	0.0	0.0	7.6	7.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.2	19.2	19.6	0.0	0.0	68.0	7.4	7.4	0.0	0.0	7.6	7.6
LOS by Move:	B	B	B	A	A	E	A	A	A	A	A	A
HCM2kAvgQ:	2	2	3	0	0	0	3	3	0	0	3	3

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

Downtown College Prep
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex + P PM

Intersection #3620: KEYES/THIRD



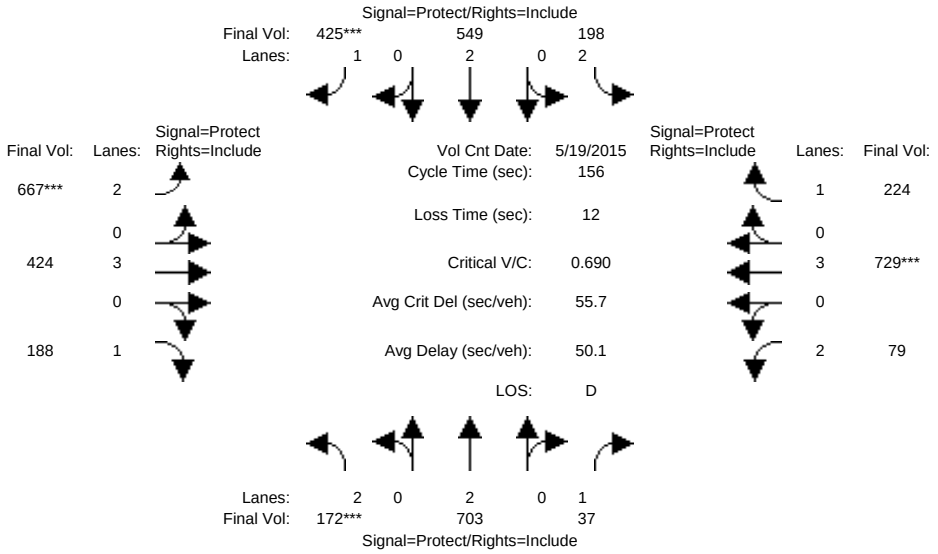
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	10	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Oct 2015 <<												
Base Vol:	11	229	146	0	0	1	43	391	0	0	409	109
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	229	146	0	0	1	43	391	0	0	409	109
Added Vol:	0	5	0	0	0	0	0	0	0	0	16	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	234	146	0	0	1	43	391	0	0	425	109
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	234	146	0	0	1	43	391	0	0	425	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	234	146	0	0	1	43	391	0	0	425	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	234	146	0	0	1	43	391	0	0	425	109
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.95	0.92	1.00	0.92	0.95	0.98	0.92	0.92	0.98	0.95
Lanes:	0.09	1.91	1.00	0.00	0.00	1.00	0.20	1.80	0.00	0.00	1.58	0.42
Final Sat.:	166	3540	1800	0	0	1750	367	3333	0	0	2944	755
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.08	0.00	0.00	0.00	0.12	0.12	0.00	0.00	0.14	0.14
Crit Moves:	****					****					****	
Green Time:	29.6	29.6	29.6	0.0	0.0	0.2	52.7	52.7	0.0	0.0	52.7	52.7
Volume/Cap:	0.19	0.19	0.24	0.00	0.00	0.24	0.19	0.19	0.00	0.00	0.24	0.24
Delay/Veh:	19.9	19.9	20.2	0.0	0.0	69.5	7.4	7.4	0.0	0.0	7.6	7.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.9	19.9	20.2	0.0	0.0	69.5	7.4	7.4	0.0	0.0	7.6	7.6
LOS by Move:	B	B	C	A	A	E	A	A	A	A	A	A
HCM2kAvgQ:	2	2	3	0	0	0	3	3	0	0	3	3

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

Downtown College Prep
San Jose

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

Intersection #3628: KING/STORY



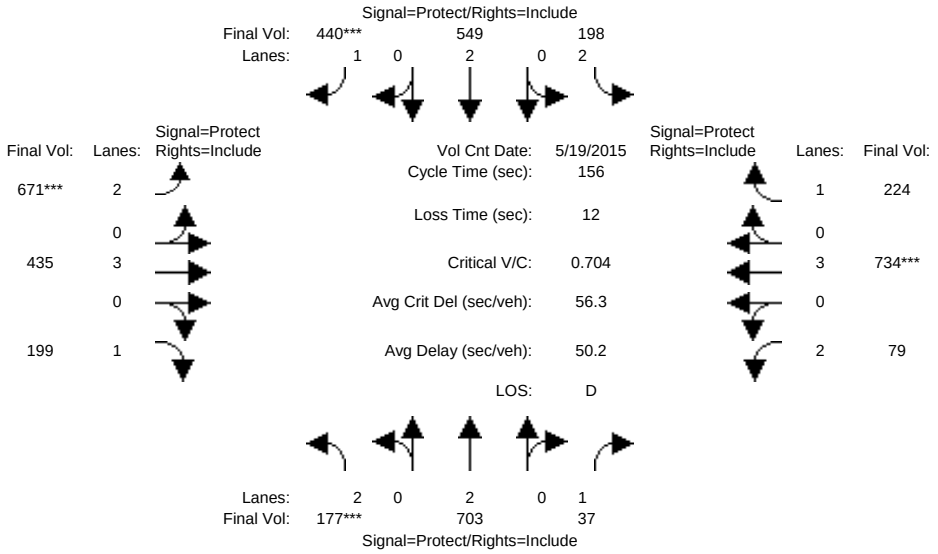
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 7:15-8:15AM												
Base Vol:	172	703	37	198	549	425	667	424	188	79	729	224
Growth Adj:	1.00	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	703	37	198	549	425	667	424	188	79	729	224
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	172	703	37	198	549	425	667	424	188	79	729	224
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	703	37	198	549	425	667	424	188	79	729	224
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	172	703	37	198	549	425	667	424	188	79	729	224
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	172	703	37	198	549	425	667	424	188	79	729	224
Saturation 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:	0.05	0.19	0.02	0.06	0.14	0.24	0.21	0.07	0.11	0.03	0.13	0.13
Crit Moves:	****					****	****				****	
Green Time:	12.3	50.2	50.2	17.1	54.9	54.9	47.9	54.1	54.1	22.6	28.9	28.9
Volume/Cap:	0.69	0.58	0.07	0.58	0.41	0.69	0.69	0.21	0.31	0.17	0.69	0.69
Delay/Veh:	77.9	44.7	36.7	68.4	38.5	46.6	49.7	36.0	37.5	58.7	61.3	65.6
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:	77.9	44.7	36.7	68.4	38.5	46.6	49.7	36.0	37.5	58.7	61.3	65.6
LOS by Move:	E	D	D	E	D	D	D	D	D	E	E	E
HCM2kAvgQ:	6	14	1	6	10	19	17	4	7	2	12	12

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

Downtown College Prep
San Jose

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

Intersection #3628: KING/STORY



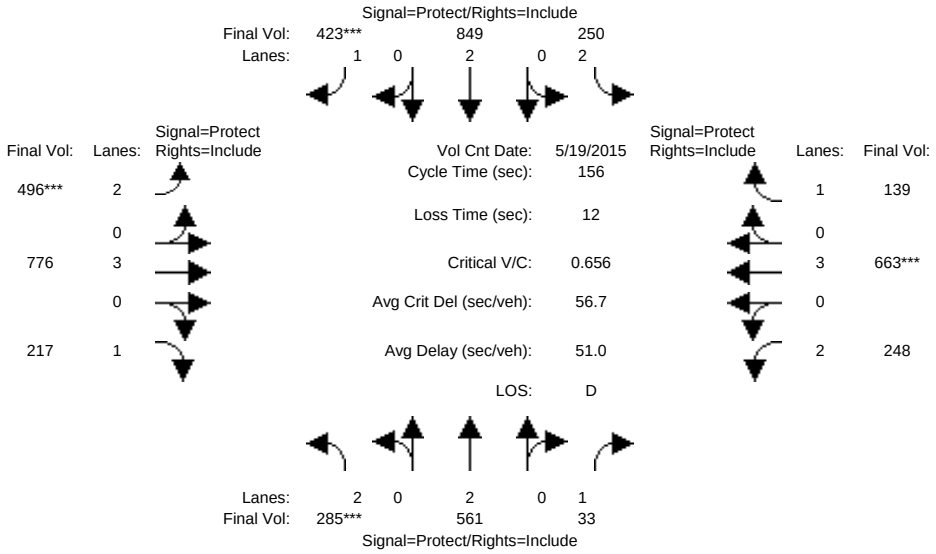
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 7:15-8:15AM												
Base Vol:	172	703	37	198	549	425	667	424	188	79	729	224
Growth Adj:	1.00	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	703	37	198	549	425	667	424	188	79	729	224
Added Vol:	5	0	0	0	0	15	4	11	11	0	5	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	177	703	37	198	549	440	671	435	199	79	734	224
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	177	703	37	198	549	440	671	435	199	79	734	224
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	177	703	37	198	549	440	671	435	199	79	734	224
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	177	703	37	198	549	440	671	435	199	79	734	224
Saturation 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	0.19	0.02	0.06	0.14	0.25	0.21	0.08	0.11	0.03	0.13	0.13
Crit Moves:	****					****	****				****	
Green Time:	12.5	50.9	50.9	17.3	55.8	55.8	47.2	54.3	54.3	21.4	28.6	28.6
Volume/Cap:	0.70	0.57	0.06	0.57	0.40	0.70	0.70	0.22	0.33	0.18	0.70	0.70
Delay/Veh:	78.7	44.0	36.2	68.0	37.8	46.7	50.6	35.9	37.7	59.7	61.9	66.4
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:	78.7	44.0	36.2	68.0	37.8	46.7	50.6	35.9	37.7	59.7	61.9	66.4
LOS by Move:	E	D	D	E	D	D	D	D	D	E	E	E
HCM2kAvgQ:	6	14	1	6	10	20	17	5	7	2	12	12

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

Downtown College Prep
San Jose

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

Intersection #3628: KING/STORY



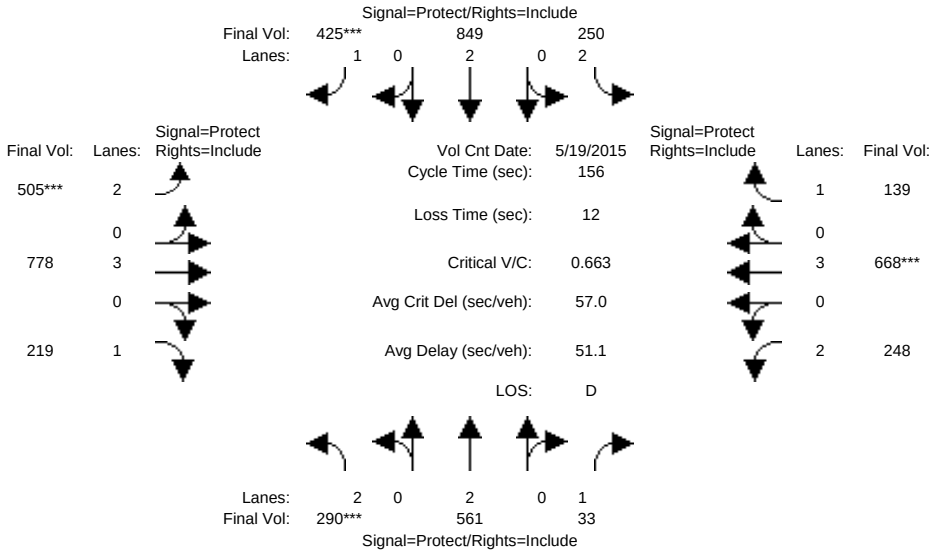
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 4:15-5:15PM												
Base Vol:	285	561	33	250	849	423	496	776	217	248	663	139
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	285	561	33	250	849	423	496	776	217	248	663	139
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	285	561	33	250	849	423	496	776	217	248	663	139
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	285	561	33	250	849	423	496	776	217	248	663	139
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	285	561	33	250	849	423	496	776	217	248	663	139
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	285	561	33	250	849	423	496	776	217	248	663	139
Saturation 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	0.15	0.02	0.08	0.22	0.24	0.16	0.14	0.12	0.08	0.12	0.08
Crit Moves:	****					****	****				****	
Green Time:	21.5	51.3	51.3	27.6	57.4	57.4	37.4	41.2	41.2	23.8	27.6	27.6
Volume/Cap:	0.66	0.45	0.06	0.45	0.61	0.66	0.66	0.52	0.47	0.52	0.66	0.45
Delay/Veh:	67.4	41.4	35.8	58.0	40.9	43.5	55.6	49.2	49.0	61.7	61.3	58.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.4	41.4	35.8	58.0	40.9	43.5	55.6	49.2	49.0	61.7	61.3	58.4
LOS by Move:	E	D	D	E	D	D	E	D	D	E	E	E
HCM2kAvgQ:	9	10	1	7	16	18	12	10	9	7	11	7

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

Downtown College Prep
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex + P PM

Intersection #3628: KING/STORY



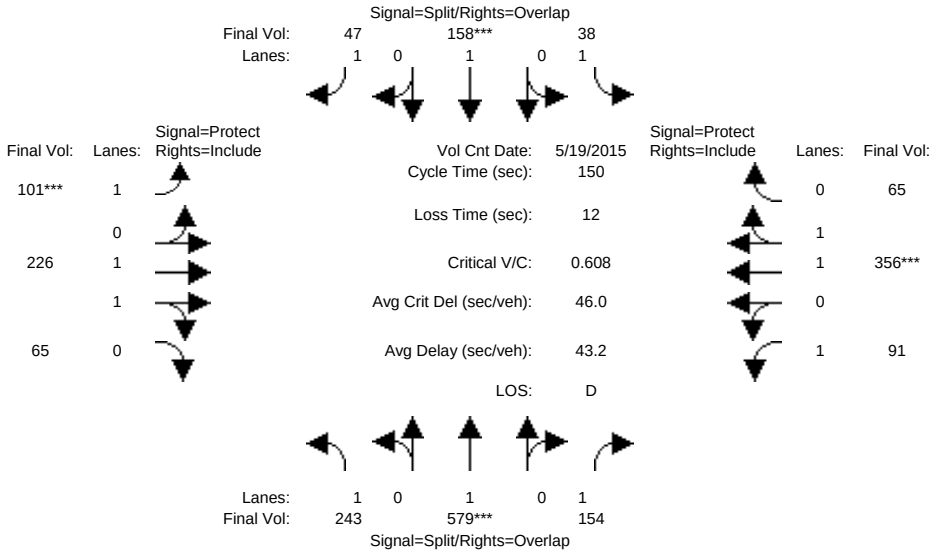
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 4:15-5:15PM												
Base Vol:	285	561	33	250	849	423	496	776	217	248	663	139
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	285	561	33	250	849	423	496	776	217	248	663	139
Added Vol:	5	0	0	0	0	2	9	2	2	0	5	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	290	561	33	250	849	425	505	778	219	248	668	139
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	290	561	33	250	849	425	505	778	219	248	668	139
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	290	561	33	250	849	425	505	778	219	248	668	139
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	290	561	33	250	849	425	505	778	219	248	668	139
Saturation 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	0.15	0.02	0.08	0.22	0.24	0.16	0.14	0.13	0.08	0.12	0.08
Crit Moves:	****					****	****				****	
Green Time:	21.6	51.2	51.2	27.5	57.1	57.1	37.7	41.4	41.4	23.9	27.6	27.6
Volume/Cap:	0.66	0.45	0.06	0.45	0.61	0.66	0.66	0.51	0.47	0.51	0.66	0.45
Delay/Veh:	67.5	41.5	35.9	58.0	41.2	44.0	55.6	49.1	48.9	61.7	61.6	58.5
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:	67.5	41.5	35.9	58.0	41.2	44.0	55.6	49.1	48.9	61.7	61.6	58.5
LOS by Move:	E	D	D	E	D	D	E	D	D	E	E	E
HCM2kAvgQ:	9	10	1	7	17	19	13	10	9	7	11	7

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

Downtown College Prep
San Jose

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

Intersection #3650: LINCOLN/MINNESOTA



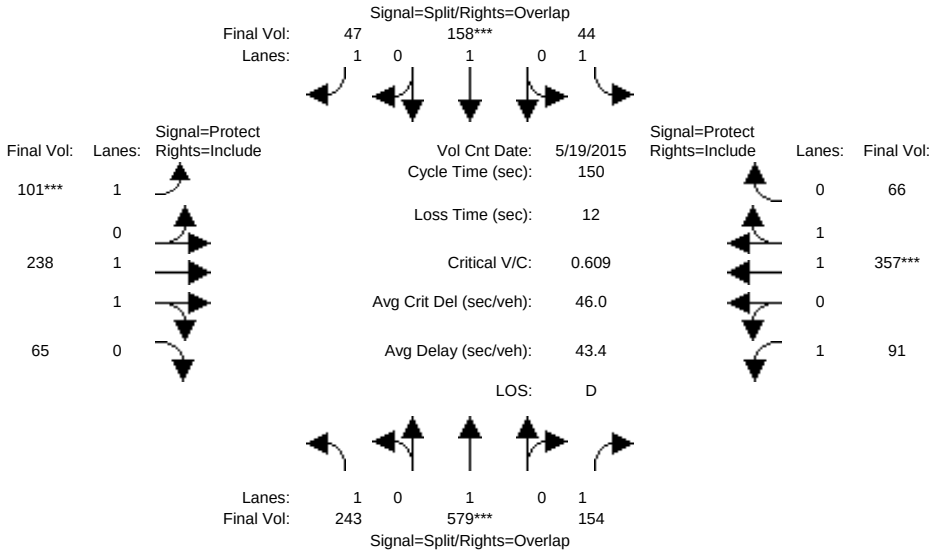
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 7:15-8:15AM												
Base Vol:	243	579	154	38	158	47	101	226	65	91	356	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:	243	579	154	38	158	47	101	226	65	91	356	65
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	243	579	154	38	158	47	101	226	65	91	356	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:	243	579	154	38	158	47	101	226	65	91	356	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	243	579	154	38	158	47	101	226	65	91	356	65
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	243	579	154	38	158	47	101	226	65	91	356	65
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	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	1.54	0.46	1.00	1.68	0.32
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	2873	826	1750	3128	571
Capacity Analysis Module:												
Vol/Sat:	0.14	0.30	0.09	0.02	0.08	0.03	0.06	0.08	0.08	0.05	0.11	0.11
Crit Moves:		****			****		****				****	
Green Time:	75.2	75.2	92.0	20.5	20.5	34.8	14.2	25.5	25.5	16.8	28.1	28.1
Volume/Cap:	0.28	0.61	0.14	0.16	0.61	0.12	0.61	0.46	0.46	0.46	0.61	0.61
Delay/Veh:	21.8	28.0	12.4	57.4	65.1	45.6	71.6	56.6	56.6	64.1	57.5	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:	21.8	28.0	12.4	57.4	65.1	45.6	71.6	56.6	56.6	64.1	57.5	57.5
LOS by Move:	C	C	B	E	E	D	E	E	E	E	E	E
HCM2kAvgQ:	7	19	3	2	7	2	6	6	6	4	9	9

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

Downtown College Prep
San Jose

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

Intersection #3650: LINCOLN/MINNESOTA



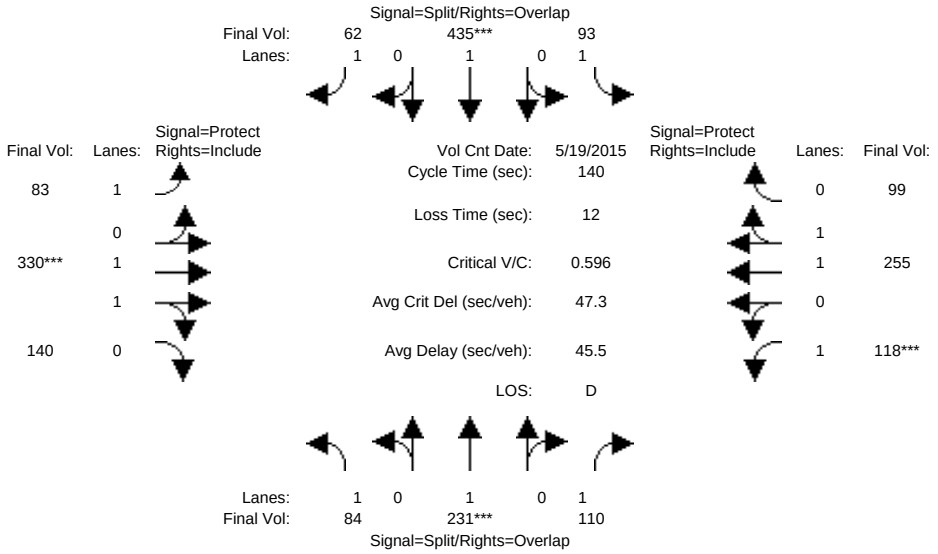
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 7:15-8:15AM												
Base Vol:	243	579	154	38	158	47	101	226	65	91	356	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:	243	579	154	38	158	47	101	226	65	91	356	65
Added Vol:	0	0	0	6	0	0	0	12	0	0	1	1
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	243	579	154	44	158	47	101	238	65	91	357	66
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	579	154	44	158	47	101	238	65	91	357	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	243	579	154	44	158	47	101	238	65	91	357	66
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	243	579	154	44	158	47	101	238	65	91	357	66
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	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	1.56	0.44	1.00	1.68	0.32
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	2906	794	1750	3122	577
Capacity Analysis Module:												
Vol/Sat:	0.14	0.30	0.09	0.03	0.08	0.03	0.06	0.08	0.08	0.05	0.11	0.11
Crit Moves:		****			****		****				****	
Green Time:	75.1	75.1	91.6	20.5	20.5	34.7	14.2	25.9	25.9	16.5	28.2	28.2
Volume/Cap:	0.28	0.61	0.14	0.18	0.61	0.12	0.61	0.47	0.47	0.47	0.61	0.61
Delay/Veh:	21.9	28.0	12.5	57.7	65.1	45.7	71.6	56.4	56.4	64.5	57.4	57.4
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:	21.9	28.0	12.5	57.7	65.1	45.7	71.6	56.4	56.4	64.5	57.4	57.4
LOS by Move:	C	C	B	E	E	D	E	E	E	E	E	E
HCM2kAvgQ:	7	19	3	2	7	2	6	7	7	4	9	9

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

Downtown College Prep
San Jose

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

Intersection #3650: LINCOLN/MINNESOTA



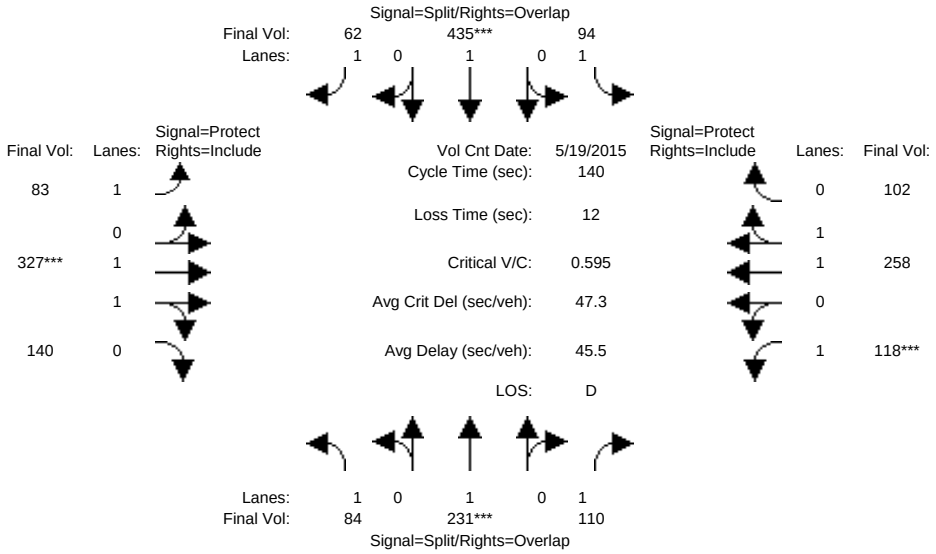
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 5:00-6:00PM												
Base Vol:	84	231	110	93	435	62	83	330	140	118	255	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:	84	231	110	93	435	62	83	330	140	118	255	99
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	84	231	110	93	435	62	83	330	140	118	255	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:	84	231	110	93	435	62	83	330	140	118	255	99
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	231	110	93	435	62	83	330	140	118	255	99
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	84	231	110	93	435	62	83	330	140	118	255	99
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	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	1.39	0.61	1.00	1.43	0.57
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	2597	1102	1750	2664	1034
Capacity Analysis Module:												
Vol/Sat:	0.05	0.12	0.06	0.05	0.23	0.04	0.05	0.13	0.13	0.07	0.10	0.10
Crit Moves:		****			****			****			****	
Green Time:	28.6	28.6	44.4	53.8	53.8	69.4	15.7	29.8	29.8	15.8	30.0	30.0
Volume/Cap:	0.24	0.60	0.20	0.14	0.60	0.07	0.42	0.60	0.60	0.60	0.45	0.45
Delay/Veh:	46.9	53.0	35.0	28.1	35.8	18.5	59.4	50.9	50.9	63.9	48.2	48.2
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:	46.9	53.0	35.0	28.1	35.8	18.5	59.4	50.9	50.9	63.9	48.2	48.2
LOS by Move:	D	D	D	C	D	B	E	D	D	E	D	D
HCM2kAvgQ:	3	10	4	3	14	1	4	10	10	5	6	6

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

Downtown College Prep
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex + P PM

Intersection #3650: LINCOLN/MINNESOTA



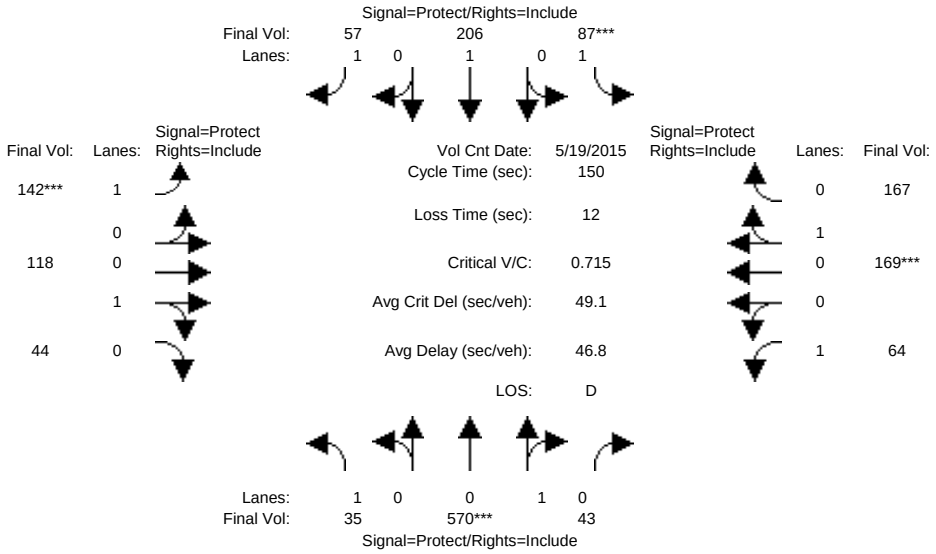
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 5:00-6:00PM												
Base Vol:	84	231	110	93	435	62	83	330	140	118	255	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:	84	231	110	93	435	62	83	330	140	118	255	99
Added Vol:	0	0	0	1	0	0	0	-3	0	0	3	3
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	84	231	110	94	435	62	83	327	140	118	258	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	231	110	94	435	62	83	327	140	118	258	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	231	110	94	435	62	83	327	140	118	258	102
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	84	231	110	94	435	62	83	327	140	118	258	102
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	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	1.38	0.62	1.00	1.42	0.58
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	2590	1109	1750	2651	1048
Capacity Analysis Module:												
Vol/Sat:	0.05	0.12	0.06	0.05	0.23	0.04	0.05	0.13	0.13	0.07	0.10	0.10
Crit Moves:		****			****			****			****	
Green Time:	28.6	28.6	44.5	53.8	53.8	69.3	15.5	29.7	29.7	15.9	30.1	30.1
Volume/Cap:	0.24	0.60	0.20	0.14	0.60	0.07	0.43	0.60	0.60	0.60	0.45	0.45
Delay/Veh:	46.9	53.0	35.0	28.1	35.7	18.5	59.7	51.0	51.0	63.9	48.2	48.2
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:	46.9	53.0	35.0	28.1	35.7	18.5	59.7	51.0	51.0	63.9	48.2	48.2
LOS by Move:	D	D	C	C	D	B	E	D	D	E	D	D
HCM2kAvgQ:	3	10	4	3	14	1	4	10	10	5	7	7

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

Downtown College Prep
San Jose

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

Intersection #3654: LINCOLN/WILLOW



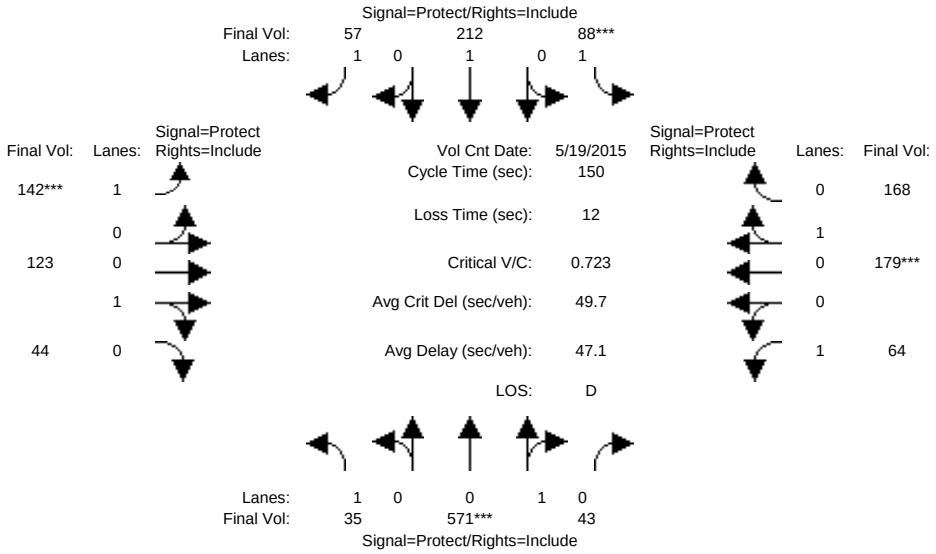
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 8:00-9:00AM												
Base Vol:	35	570	43	87	206	57	142	118	44	64	169	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:	35	570	43	87	206	57	142	118	44	64	169	167
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	570	43	87	206	57	142	118	44	64	169	167
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	570	43	87	206	57	142	118	44	64	169	167
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	570	43	87	206	57	142	118	44	64	169	167
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	570	43	87	206	57	142	118	44	64	169	167
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	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.93	0.07	1.00	1.00	1.00	1.00	0.73	0.27	1.00	0.50	0.50
Final Sat.:	1750	1674	126	1750	1900	1750	1750	1311	489	1750	905	895
Capacity Analysis Module:												
Vol/Sat:	0.02	0.34	0.34	0.05	0.11	0.03	0.08	0.09	0.09	0.04	0.19	0.19
Crit Moves:		****		****			****				****	
Green Time:	24.6	71.4	71.4	10.4	57.2	57.2	17.0	37.0	37.0	19.2	39.1	39.1
Volume/Cap:	0.12	0.72	0.72	0.72	0.28	0.09	0.72	0.37	0.37	0.29	0.72	0.72
Delay/Veh:	53.7	34.1	34.1	86.6	32.4	29.7	75.9	47.3	47.3	59.9	55.6	55.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.7	34.1	34.1	86.6	32.4	29.7	75.9	47.3	47.3	59.9	55.6	55.6
LOS by Move:	D	C	C	F	C	C	E	D	D	E	E	E
HCM2kAvgQ:	1	23	23	4	6	2	8	6	6	3	15	15

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

Downtown College Prep
San Jose

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

Intersection #3654: LINCOLN/WILLOW



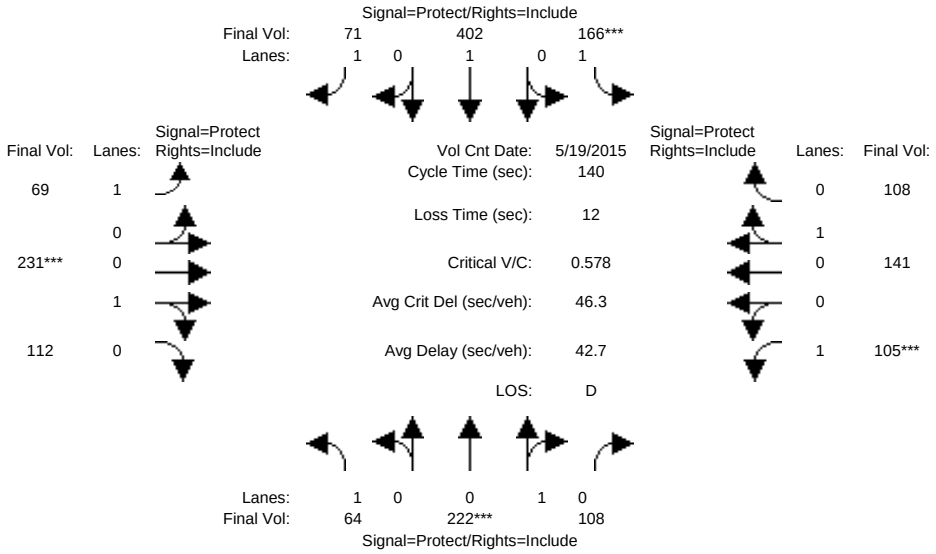
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 8:00-9:00AM												
Base Vol:	35	570	43	87	206	57	142	118	44	64	169	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:	35	570	43	87	206	57	142	118	44	64	169	167
Added Vol:	0	1	0	1	6	0	0	5	0	0	10	1
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	571	43	88	212	57	142	123	44	64	179	168
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	571	43	88	212	57	142	123	44	64	179	168
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	571	43	88	212	57	142	123	44	64	179	168
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	571	43	88	212	57	142	123	44	64	179	168
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	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.93	0.07	1.00	1.00	1.00	1.00	0.74	0.26	1.00	0.52	0.48
Final Sat.:	1750	1674	126	1750	1900	1750	1750	1326	474	1750	929	871
Capacity Analysis Module:												
Vol/Sat:	0.02	0.34	0.34	0.05	0.11	0.03	0.08	0.09	0.09	0.04	0.19	0.19
Crit Moves:		****		****			****				****	
Green Time:	23.9	70.8	70.8	10.4	57.2	57.2	16.8	37.8	37.8	19.0	40.0	40.0
Volume/Cap:	0.13	0.72	0.72	0.72	0.29	0.09	0.72	0.37	0.37	0.29	0.72	0.72
Delay/Veh:	54.3	34.9	34.9	87.5	32.5	29.7	76.8	46.8	46.8	60.1	55.4	55.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.3	34.9	34.9	87.5	32.5	29.7	76.8	46.8	46.8	60.1	55.4	55.4
LOS by Move:	D	C	C	F	C	C	E	D	D	E	E	E
HCM2kAvgQ:	1	23	23	5	6	2	8	7	7	3	15	15

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

Downtown College Prep
San Jose

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

Intersection #3654: LINCOLN/WILLOW



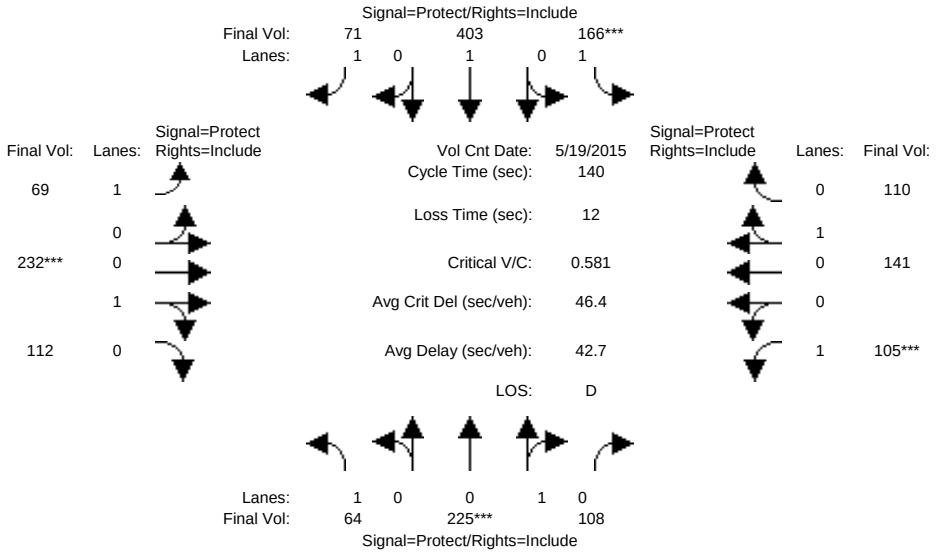
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 5:00-6:00PM												
Base Vol:	64	222	108	166	402	71	69	231	112	105	141	108
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	64	222	108	166	402	71	69	231	112	105	141	108
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	64	222	108	166	402	71	69	231	112	105	141	108
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	64	222	108	166	402	71	69	231	112	105	141	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	222	108	166	402	71	69	231	112	105	141	108
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	64	222	108	166	402	71	69	231	112	105	141	108
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	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.67	0.33	1.00	1.00	1.00	1.00	0.67	0.33	1.00	0.57	0.43
Final Sat.:	1750	1211	589	1750	1900	1750	1750	1212	588	1750	1019	781
Capacity Analysis Module:												
Vol/Sat:	0.04	0.18	0.18	0.09	0.21	0.04	0.04	0.19	0.19	0.06	0.14	0.14
Crit Moves:		****		****				****		****		
Green Time:	12.9	44.4	44.4	23.0	54.5	54.5	16.1	46.1	46.1	14.5	44.6	44.6
Volume/Cap:	0.40	0.58	0.58	0.58	0.54	0.10	0.34	0.58	0.58	0.58	0.43	0.43
Delay/Veh:	61.5	41.5	41.5	57.0	34.0	27.3	58.1	40.3	40.3	64.4	38.3	38.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.5	41.5	41.5	57.0	34.0	27.3	58.1	40.3	40.3	64.4	38.3	38.3
LOS by Move:	E	D	D	E	C	C	E	D	D	E	D	D
HCM2kAvgQ:	3	12	12	7	13	2	3	13	13	5	9	9

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

Downtown College Prep
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex + P PM

Intersection #3654: LINCOLN/WILLOW



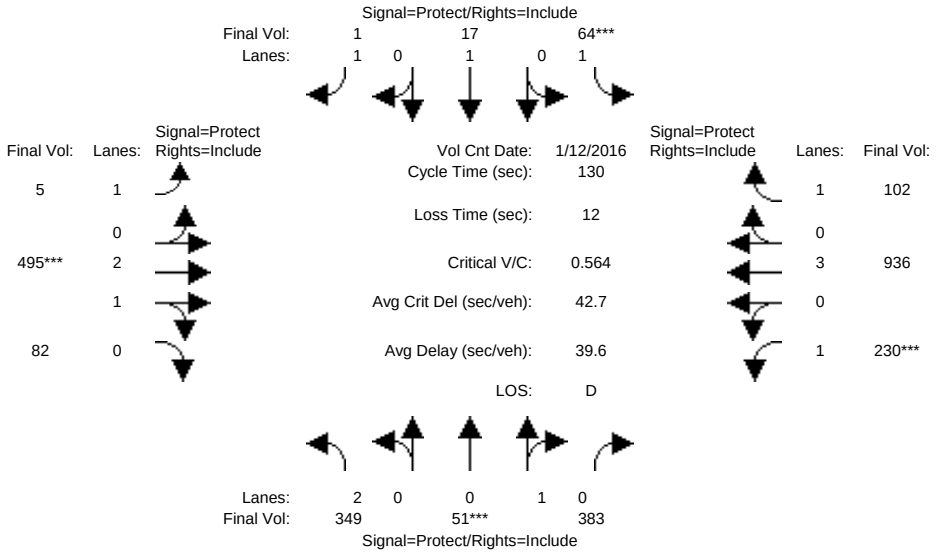
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 5:00-6:00PM												
Base Vol:	64	222	108	166	402	71	69	231	112	105	141	108
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	64	222	108	166	402	71	69	231	112	105	141	108
Added Vol:	0	3	0	0	1	0	0	1	0	0	0	2
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	64	225	108	166	403	71	69	232	112	105	141	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	64	225	108	166	403	71	69	232	112	105	141	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	225	108	166	403	71	69	232	112	105	141	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	64	225	108	166	403	71	69	232	112	105	141	110
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	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.68	0.32	1.00	1.00	1.00	1.00	0.67	0.33	1.00	0.56	0.44
Final Sat.:	1750	1216	584	1750	1900	1750	1750	1214	586	1750	1011	789
Capacity Analysis Module:												
Vol/Sat:	0.04	0.19	0.19	0.09	0.21	0.04	0.04	0.19	0.19	0.06	0.14	0.14
Crit Moves:		****		****				****		****		
Green Time:	12.9	44.6	44.6	22.9	54.6	54.6	16.0	46.1	46.1	14.5	44.6	44.6
Volume/Cap:	0.40	0.58	0.58	0.58	0.54	0.10	0.35	0.58	0.58	0.58	0.44	0.44
Delay/Veh:	61.5	41.4	41.4	57.1	33.9	27.2	58.2	40.4	40.4	64.6	38.3	38.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.5	41.4	41.4	57.1	33.9	27.2	58.2	40.4	40.4	64.6	38.3	38.3
LOS by Move:	E	D	D	E	C	C	E	D	D	E	D	D
HCM2kAvgQ:	3	12	12	7	13	2	3	13	13	5	9	9

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

Downtown College Prep
San Jose

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

Intersection #3658: LUCRETIA/STORY



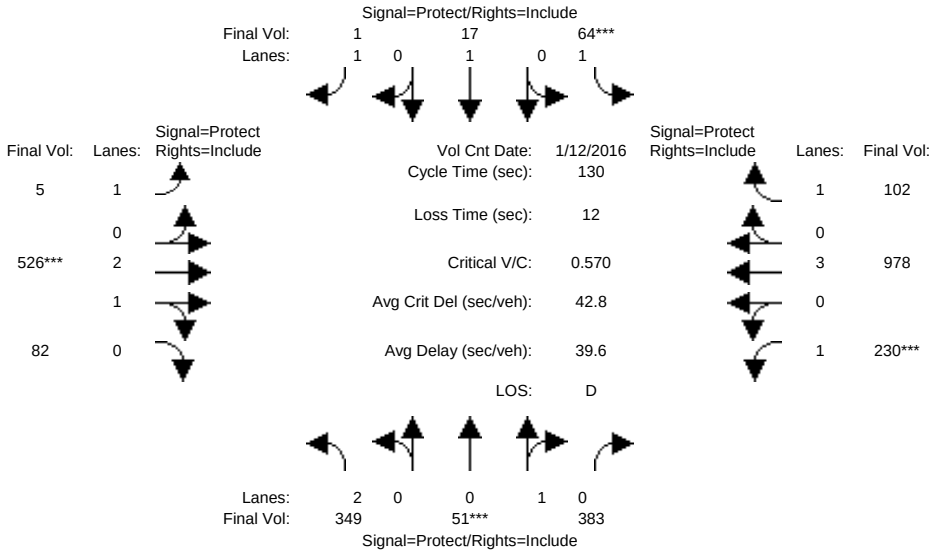
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Min. Green:	7	10	10		7	10	10		7	10	10		7	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 12 Jan 2016 << 7:15-8:15AM																
Base Vol:	349	51	383		64	17	1		5	495	82		230	936	102	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	349	51	383		64	17	1		5	495	82		230	936	102	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
ATI:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	349	51	383		64	17	1		5	495	82		230	936	102	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	349	51	383		64	17	1		5	495	82		230	936	102	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	349	51	383		64	17	1		5	495	82		230	936	102	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	349	51	383		64	17	1		5	495	82		230	936	102	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.83	0.95	0.95		0.92	1.00	0.92		0.92	0.99	0.95		0.92	1.00	0.92	
Lanes:	2.00	0.12	0.88		1.00	1.00	1.00		1.00	2.56	0.44		1.00	3.00	1.00	
Final Sat.:	3150	212	1588		1750	1900	1750		1750	4803	796		1750	5700	1750	
Capacity Analysis Module:																
Vol/Sat:	0.11	0.24	0.24		0.04	0.01	0.00		0.00	0.10	0.10		0.13	0.16	0.06	
Crit Moves:		****			****					****			****			
Green Time:	37.8	55.6	55.6		8.4	26.2	26.2		13.3	23.7	23.7		30.3	40.7	40.7	
Volume/Cap:	0.38	0.56	0.56		0.56	0.04	0.00		0.03	0.56	0.56		0.56	0.52	0.19	
Delay/Veh:	37.1	29.1	29.1		65.4	41.8	41.5		52.6	49.1	49.1		45.9	37.0	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:	37.1	29.1	29.1		65.4	41.8	41.5		52.6	49.1	49.1		45.9	37.0	32.7	
LOS by Move:	D	C	C		E	D	D		D	D	D		D	D	C	
HCM2kAvgQ:	7	14	14		4	1	0		0	8	8		8	10	3	

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

Downtown College Prep
San Jose

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

Intersection #3658: LUCRETIA/STORY



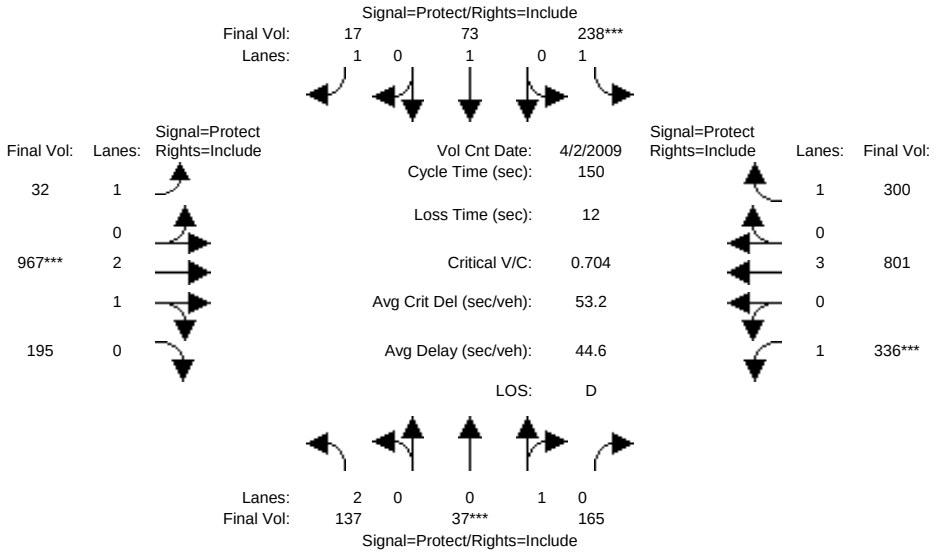
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 Jan 2016 << 7:15-8:15AM												
Base Vol:	349	51	383	64	17	1	5	495	82	230	936	102
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	349	51	383	64	17	1	5	495	82	230	936	102
Added Vol:	0	0	0	0	0	0	0	31	0	0	42	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	349	51	383	64	17	1	5	526	82	230	978	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	349	51	383	64	17	1	5	526	82	230	978	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	349	51	383	64	17	1	5	526	82	230	978	102
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	349	51	383	64	17	1	5	526	82	230	978	102
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92
Lanes:	2.00	0.12	0.88	1.00	1.00	1.00	1.00	2.58	0.42	1.00	3.00	1.00
Final Sat.:	3150	212	1588	1750	1900	1750	1750	4844	755	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.24	0.24	0.04	0.01	0.00	0.00	0.11	0.11	0.13	0.17	0.06
Crit Moves:		****		****				****		****		
Green Time:	37.4	55.0	55.0	8.3	25.9	25.9	13.1	24.8	24.8	30.0	41.6	41.6
Volume/Cap:	0.39	0.57	0.57	0.57	0.04	0.00	0.03	0.57	0.57	0.57	0.54	0.18
Delay/Veh:	37.4	29.6	29.6	65.9	42.1	41.7	52.8	48.5	48.5	46.3	36.6	32.0
User DelAdj:	1.00	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	29.6	29.6	65.9	42.1	41.7	52.8	48.5	48.5	46.3	36.6	32.0
LOS by Move:	D	C	C	E	D	D	D	D	D	D	D	C
HCM2kAvgQ:	7	14	14	4	1	0	0	8	8	9	10	3

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

Downtown College Prep
San Jose

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

Intersection #3658: LUCRETIA/STORY



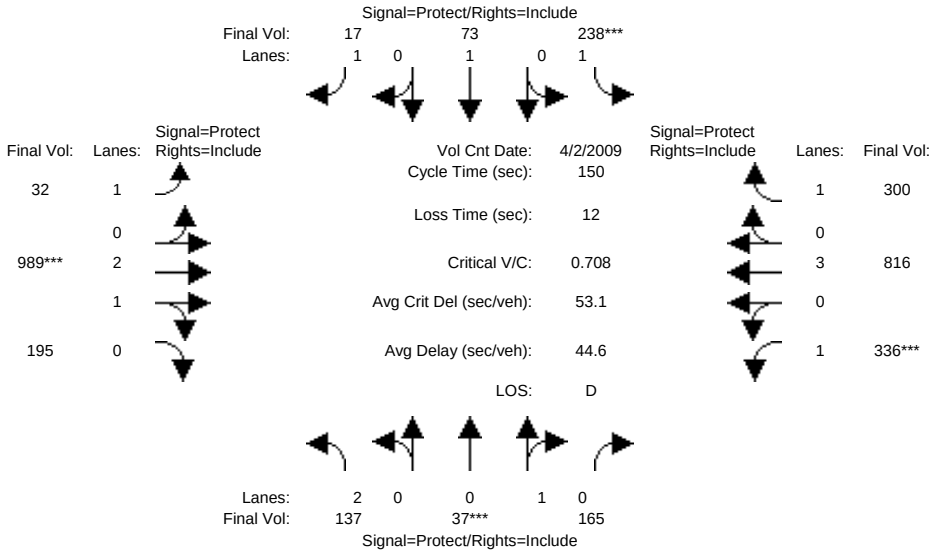
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 2 Apr 2009 << 5:00-6:00PM												
Base Vol:	137	37	165	238	73	17	32	967	195	336	801	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:	137	37	165	238	73	17	32	967	195	336	801	300
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	137	37	165	238	73	17	32	967	195	336	801	300
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	137	37	165	238	73	17	32	967	195	336	801	300
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	137	37	165	238	73	17	32	967	195	336	801	300
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	137	37	165	238	73	17	32	967	195	336	801	300
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92
Lanes:	2.00	0.18	0.82	1.00	1.00	1.00	1.00	2.48	0.52	1.00	3.00	1.00
Final Sat.:	3150	330	1470	1750	1900	1750	1750	4659	940	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.11	0.11	0.14	0.04	0.01	0.02	0.21	0.21	0.19	0.14	0.17
Crit Moves:		****		****				****		****		
Green Time:	21.8	23.9	23.9	29.0	31.1	31.1	18.2	44.2	44.2	40.9	66.9	66.9
Volume/Cap:	0.30	0.70	0.70	0.70	0.19	0.05	0.15	0.70	0.70	0.70	0.32	0.38
Delay/Veh:	57.7	67.4	67.4	63.1	49.2	47.6	59.3	48.5	48.5	53.8	26.8	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:	57.7	67.4	67.4	63.1	49.2	47.6	59.3	48.5	48.5	53.8	26.8	28.1
LOS by Move:	E	E	E	E	D	D	E	D	D	D	C	C
HCM2kAvgQ:	3	10	10	12	3	1	1	17	17	15	7	10

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

Downtown College Prep
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex + P PM

Intersection #3658: LUCRETIA/STORY



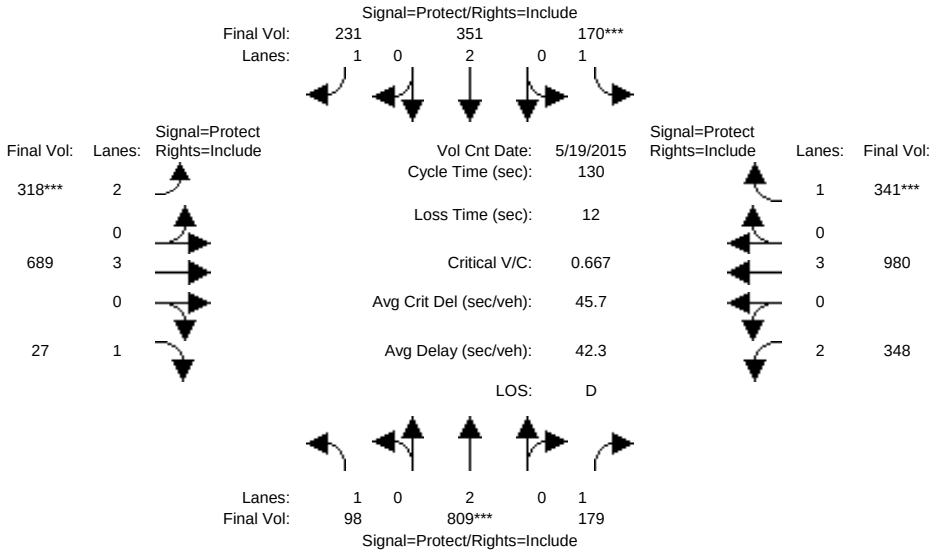
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 2 Apr 2009 << 5:00-6:00PM												
Base Vol:	137	37	165	238	73	17	32	967	195	336	801	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:	137	37	165	238	73	17	32	967	195	336	801	300
Added Vol:	0	0	0	0	0	0	0	22	0	0	15	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	137	37	165	238	73	17	32	989	195	336	816	300
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	137	37	165	238	73	17	32	989	195	336	816	300
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	137	37	165	238	73	17	32	989	195	336	816	300
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	137	37	165	238	73	17	32	989	195	336	816	300
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92
Lanes:	2.00	0.18	0.82	1.00	1.00	1.00	1.00	2.49	0.51	1.00	3.00	1.00
Final Sat.:	3150	330	1470	1750	1900	1750	1750	4676	922	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.11	0.11	0.14	0.04	0.01	0.02	0.21	0.21	0.19	0.14	0.17
Crit Moves:		****		****				****		****		
Green Time:	21.6	23.8	23.8	28.8	30.9	30.9	18.3	44.8	44.8	40.7	67.2	67.2
Volume/Cap:	0.30	0.71	0.71	0.71	0.19	0.05	0.15	0.71	0.71	0.71	0.32	0.38
Delay/Veh:	57.8	67.8	67.8	63.5	49.4	47.8	59.2	48.2	48.2	54.2	26.8	27.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.8	67.8	67.8	63.5	49.4	47.8	59.2	48.2	48.2	54.2	26.8	27.9
LOS by Move:	E	E	E	E	D	D	E	D	D	D	C	C
HCM2kAvgQ:	4	10	10	12	3	1	1	17	17	15	8	9

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

Downtown College Prep
San Jose

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

Intersection #3683: McLAUGHLIN/STORY



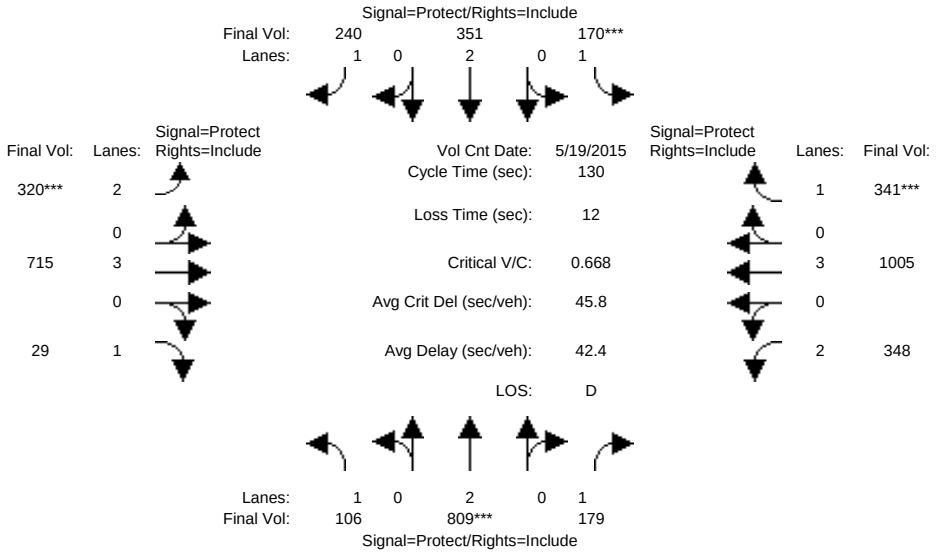
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 7:30-8:30AM												
Base Vol:	98	809	179	170	351	231	318	689	27	348	980	341
Growth Adj:	1.00	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	809	179	170	351	231	318	689	27	348	980	341
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	98	809	179	170	351	231	318	689	27	348	980	341
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	809	179	170	351	231	318	689	27	348	980	341
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	809	179	170	351	231	318	689	27	348	980	341
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	98	809	179	170	351	231	318	689	27	348	980	341
Saturation Flow Module:												
Sat/Lane:	1900	1900	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:	0.06	0.21	0.10	0.10	0.09	0.13	0.10	0.12	0.02	0.11	0.17	0.19
Crit Moves:		****		****			****					****
Green Time:	18.0	41.5	41.5	18.9	42.4	42.4	19.7	30.1	30.1	27.5	38.0	38.0
Volume/Cap:	0.40	0.67	0.32	0.67	0.28	0.40	0.67	0.52	0.07	0.52	0.59	0.67
Delay/Veh:	52.2	39.7	33.9	59.2	32.6	34.5	55.7	44.0	39.1	46.2	39.9	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:	52.2	39.7	33.9	59.2	32.6	34.5	55.7	44.0	39.1	46.2	39.9	43.8
LOS by Move:	D	D	C	E	C	C	E	D	D	D	D	D
HCM2kAvgQ:	4	15	6	8	5	8	7	8	1	7	11	13

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

Downtown College Prep
San Jose

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

Intersection #3683: McLAUGHLIN/STORY



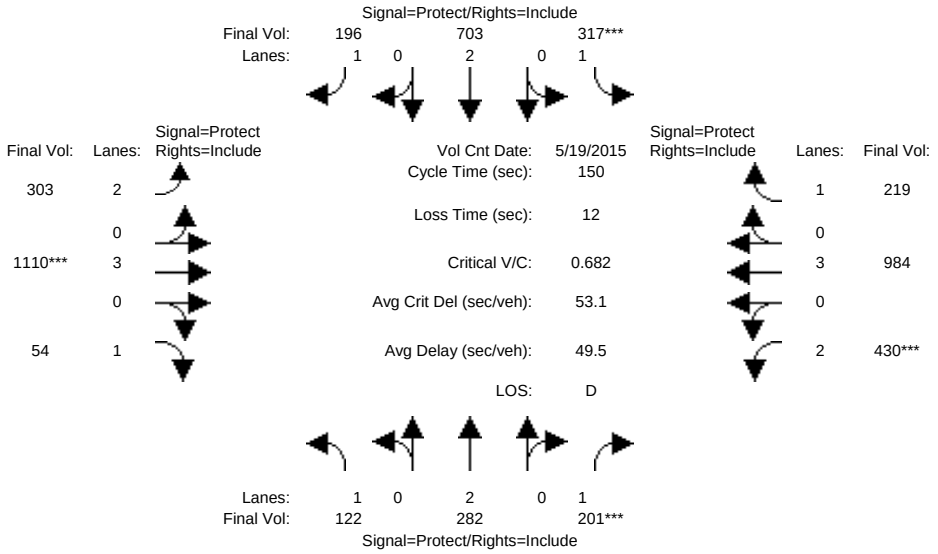
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 7:30-8:30AM												
Base Vol:	98	809	179	170	351	231	318	689	27	348	980	341
Growth Adj:	1.00	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	809	179	170	351	231	318	689	27	348	980	341
Added Vol:	8	0	0	0	0	9	2	26	2	0	25	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	106	809	179	170	351	240	320	715	29	348	1005	341
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	809	179	170	351	240	320	715	29	348	1005	341
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	809	179	170	351	240	320	715	29	348	1005	341
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	106	809	179	170	351	240	320	715	29	348	1005	341
Saturation Flow Module:												
Sat/Lane:	1900	1900	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:	0.06	0.21	0.10	0.10	0.09	0.14	0.10	0.13	0.02	0.11	0.18	0.19
Crit Moves:		****		****			****					****
Green Time:	18.5	41.4	41.4	18.9	41.8	41.8	19.8	30.7	30.7	27.0	37.9	37.9
Volume/Cap:	0.43	0.67	0.32	0.67	0.29	0.43	0.67	0.53	0.07	0.53	0.60	0.67
Delay/Veh:	52.1	39.8	34.0	59.2	33.1	35.2	55.6	43.8	38.7	46.7	40.2	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:	52.1	39.8	34.0	59.2	33.1	35.2	55.6	43.8	38.7	46.7	40.2	43.9
LOS by Move:	D	D	C	E	C	D	E	D	D	D	D	D
HCM2kAvgQ:	5	15	6	8	5	8	7	8	1	7	11	13

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

Downtown College Prep
San Jose

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

Intersection #3683: McLAUGHLIN/STORY



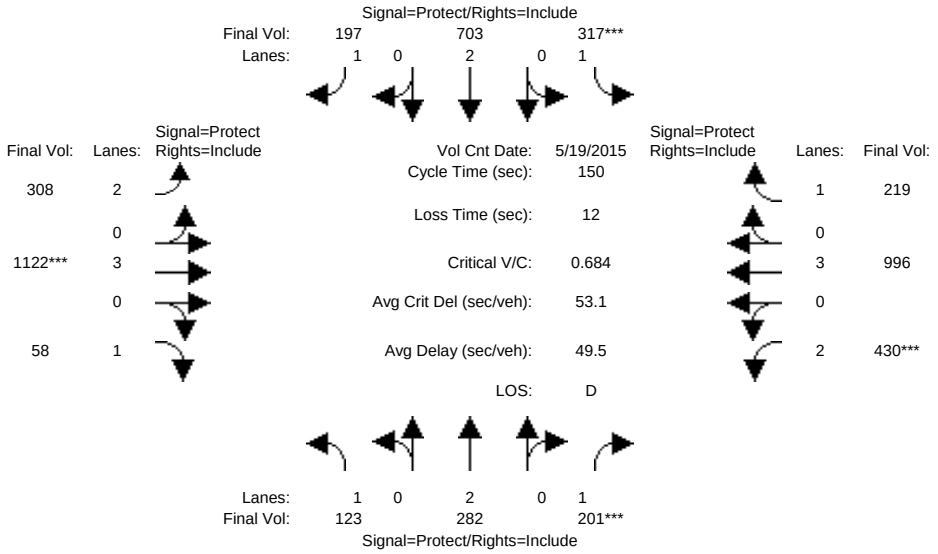
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 4:00-5:00PM												
Base Vol:	122	282	201	317	703	196	303	1110	54	430	984	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:	122	282	201	317	703	196	303	1110	54	430	984	219
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	122	282	201	317	703	196	303	1110	54	430	984	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:	122	282	201	317	703	196	303	1110	54	430	984	219
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	122	282	201	317	703	196	303	1110	54	430	984	219
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	122	282	201	317	703	196	303	1110	54	430	984	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:	0.07	0.07	0.11	0.18	0.19	0.11	0.10	0.19	0.03	0.14	0.17	0.13
Crit Moves:			****	****				****		****		
Green Time:	17.8	25.3	25.3	39.9	47.3	47.3	26.1	42.8	42.8	30.0	46.8	46.8
Volume/Cap:	0.59	0.44	0.68	0.68	0.59	0.36	0.55	0.68	0.11	0.68	0.55	0.40
Delay/Veh:	66.9	56.5	65.0	53.5	43.9	40.0	57.9	48.7	39.6	58.6	43.3	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:	66.9	56.5	65.0	53.5	43.9	40.0	57.9	48.7	39.6	58.6	43.3	41.1
LOS by Move:	E	E	E	D	D	D	E	D	D	E	D	D
HCM2kAvgQ:	7	6	10	15	14	7	7	15	2	11	12	8

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

Downtown College Prep
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex + P PM

Intersection #3683: McLAUGHLIN/STORY



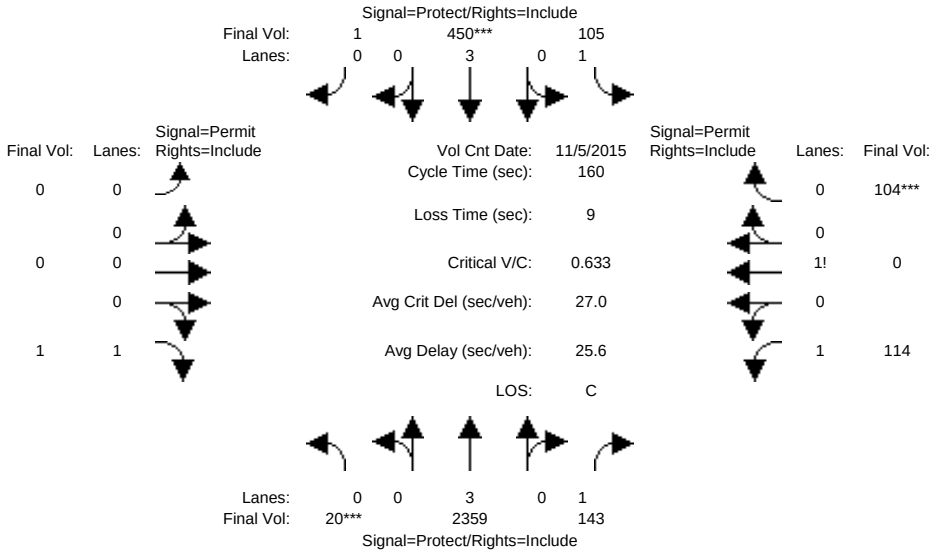
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 4:00-5:00PM												
Base Vol:	122	282	201	317	703	196	303	1110	54	430	984	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:	122	282	201	317	703	196	303	1110	54	430	984	219
Added Vol:	1	0	0	0	0	1	5	12	4	0	12	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	123	282	201	317	703	197	308	1122	58	430	996	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:	123	282	201	317	703	197	308	1122	58	430	996	219
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	123	282	201	317	703	197	308	1122	58	430	996	219
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	123	282	201	317	703	197	308	1122	58	430	996	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:	0.07	0.07	0.11	0.18	0.19	0.11	0.10	0.20	0.03	0.14	0.17	0.13
Crit Moves:			****	****				****		****		
Green Time:	17.9	25.2	25.2	39.7	47.0	47.0	26.2	43.2	43.2	29.9	46.9	46.9
Volume/Cap:	0.59	0.44	0.68	0.68	0.59	0.36	0.56	0.68	0.12	0.68	0.56	0.40
Delay/Veh:	67.0	56.6	65.2	53.7	44.1	40.2	57.9	48.6	39.5	58.8	43.4	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:	67.0	56.6	65.2	53.7	44.1	40.2	57.9	48.6	39.5	58.8	43.4	41.0
LOS by Move:	E	E	E	D	D	D	E	D	D	E	D	D
HCM2kAvgQ:	7	6	10	15	14	7	7	15	2	11	12	8

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

Downtown College Prep
San Jose

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

Intersection #3704: MONTEREY/PHELAN



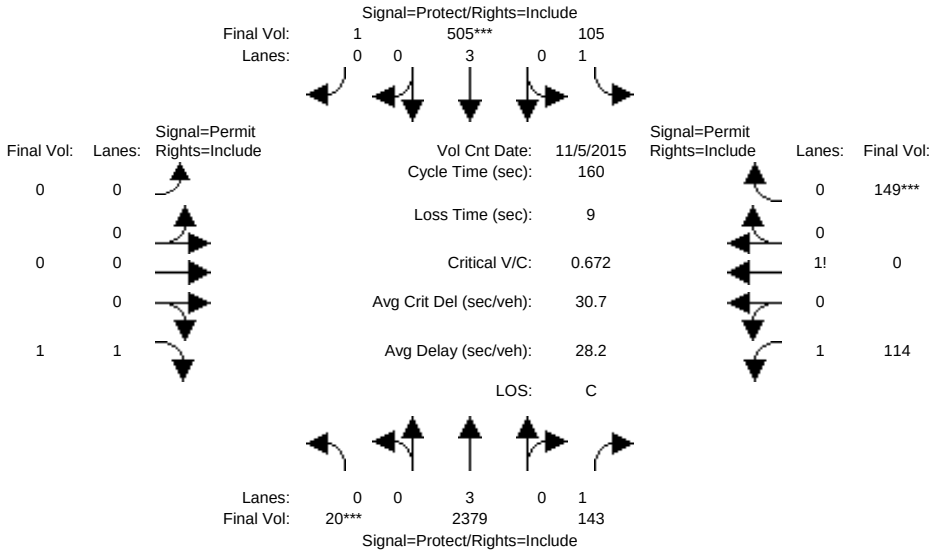
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0	10	10		7	10	0		0	0	10		10	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 5 Nov 2015 <<																
Base Vol:	20	2359	143		105	450	1		0	0	1		114	0	104	
Growth Adj:	1.00	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	2359	143		105	450	1		0	0	1		114	0	104	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
ATI:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	20	2359	143		105	450	1		0	0	1		114	0	104	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	20	2359	143		105	450	1		0	0	1		114	0	104	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	20	2359	143		105	450	1		0	0	1		114	0	104	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	20	2359	143		105	450	1		0	0	1		114	0	104	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.98	0.92		0.92	0.98	0.95		0.92	1.00	0.92		0.92	1.00	0.92	
Lanes:	0.03	2.97	1.00		1.00	2.99	0.01		0.00	0.00	1.00		1.35	0.00	0.65	
Final Sat.:	47	5553	1750		1750	5588	12		0	0	1750		2370	0	1130	
Capacity Analysis Module:																
Vol/Sat:	0.42	0.42	0.08		0.06	0.08	0.08		0.00	0.00	0.00		0.05	0.00	0.09	
Crit Moves:	****					****									****	
Green Time:	107.4	112	111.9		15.8	20.4	20.4		0.0	0.0	23.3		23.3	0.0	23.3	
Volume/Cap:	0.63	0.61	0.12		0.61	0.63	0.63		0.00	0.00	0.00		0.33	0.00	0.63	
Delay/Veh:	15.4	12.8	7.9		75.2	68.1	68.1		0.0	0.0	58.5		61.7	0.0	68.2	
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:	15.4	12.8	7.9		75.2	68.1	68.1		0.0	0.0	58.5		61.7	0.0	68.2	
LOS by Move:	B	B	A		E	E	E		A	A	E		E	A	E	
HCM2kAvgQ:	22	20	2		5	7	7		0	0	0		4	0	8	

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

Downtown College Prep
San Jose

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

Intersection #3704: MONTEREY/PHELAN



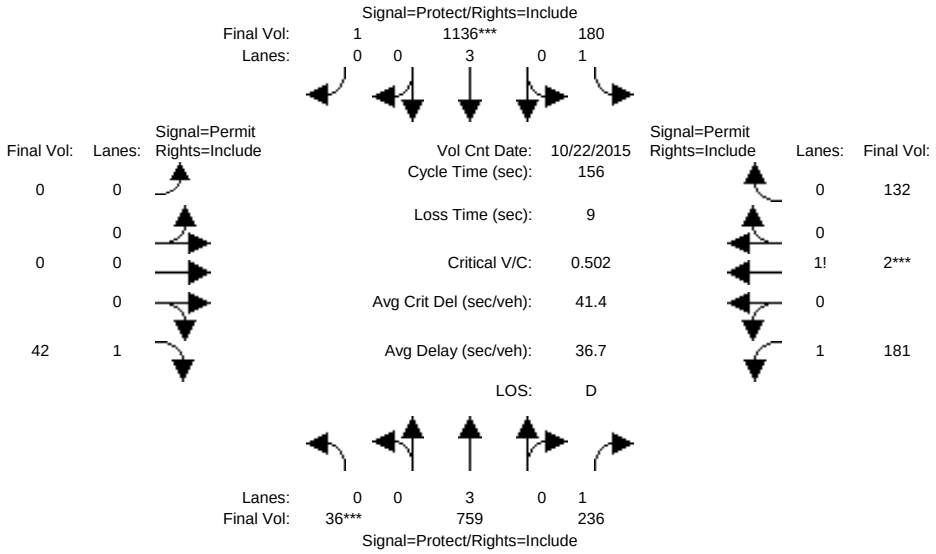
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Nov 2015 <<												
Base Vol:	20	2359	143	105	450	1	0	0	1	114	0	104
Growth Adj:	1.00	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	2359	143	105	450	1	0	0	1	114	0	104
Added Vol:	0	20	0	0	55	0	0	0	0	0	0	45
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	2379	143	105	505	1	0	0	1	114	0	149
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	2379	143	105	505	1	0	0	1	114	0	149
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	2379	143	105	505	1	0	0	1	114	0	149
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	2379	143	105	505	1	0	0	1	114	0	149
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.95
Lanes:	0.03	2.97	1.00	1.00	2.99	0.01	0.00	0.00	1.00	1.28	0.00	0.72
Final Sat.:	47	5553	1750	1750	5589	11	0	0	1750	2244	0	1292
Capacity Analysis Module:												
Vol/Sat:	0.43	0.43	0.08	0.06	0.09	0.09	0.00	0.00	0.00	0.05	0.00	0.12
Crit Moves:	****				****							****
Green Time:	102.0	108	108.4	15.2	21.5	21.5	0.0	0.0	27.5	27.5	0.0	27.5
Volume/Cap:	0.67	0.63	0.12	0.63	0.67	0.67	0.00	0.00	0.00	0.30	0.00	0.67
Delay/Veh:	18.9	14.9	9.1	77.4	68.3	68.3	0.0	0.0	54.9	58.0	0.0	66.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.9	14.9	9.1	77.4	68.3	68.3	0.0	0.0	54.9	58.0	0.0	66.6
LOS by Move:	B	B	A	E	E	E	A	A	D	E	A	E
HCM2kAvgQ:	25	22	3	5	8	8	0	0	0	4	0	10

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

Downtown College Prep
San Jose

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

Intersection #3704: MONTEREY/PHELAN



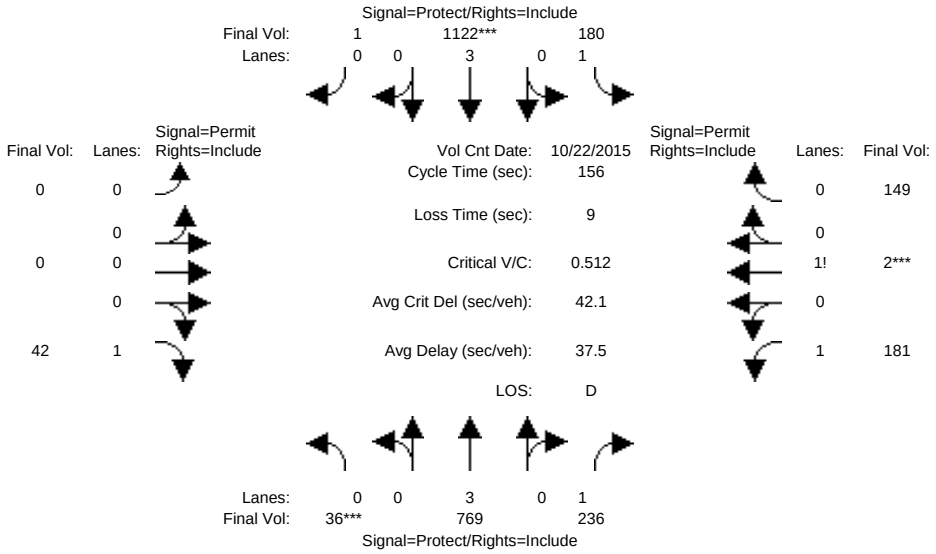
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Oct 2015 <<												
Base Vol:	36	759	236	180	1136	1	0	0	42	181	2	132
Growth 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:	36	759	236	180	1136	1	0	0	42	181	2	132
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	759	236	180	1136	1	0	0	42	181	2	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:	36	759	236	180	1136	1	0	0	42	181	2	132
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	759	236	180	1136	1	0	0	42	181	2	132
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	36	759	236	180	1136	1	0	0	42	181	2	132
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	0.14	2.86	1.00	1.00	2.99	0.01	0.00	0.00	1.00	1.40	0.01	0.59
Final Sat.:	254	5346	1750	1750	5595	5	0	0	1750	2455	16	1029
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.13	0.10	0.20	0.20	0.00	0.00	0.02	0.07	0.13	0.13
Crit Moves:	****				****						****	
Green Time:	44.1	62.1	62.1	45.0	63.1	63.1	0.0	0.0	39.8	39.8	39.8	39.8
Volume/Cap:	0.50	0.36	0.34	0.36	0.50	0.50	0.00	0.00	0.09	0.29	0.50	0.50
Delay/Veh:	47.0	33.0	32.9	44.4	34.9	34.9	0.0	0.0	44.4	46.8	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:	47.0	33.0	32.9	44.4	34.9	34.9	0.0	0.0	44.4	46.8	50.3	50.3
LOS by Move:	D	C	C	D	C	C	A	A	D	D	D	D
HCM2kAvgQ:	11	9	8	7	13	13	0	0	2	5	10	10

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

Downtown College Prep
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex + P PM

Intersection #3704: MONTEREY/PHELAN



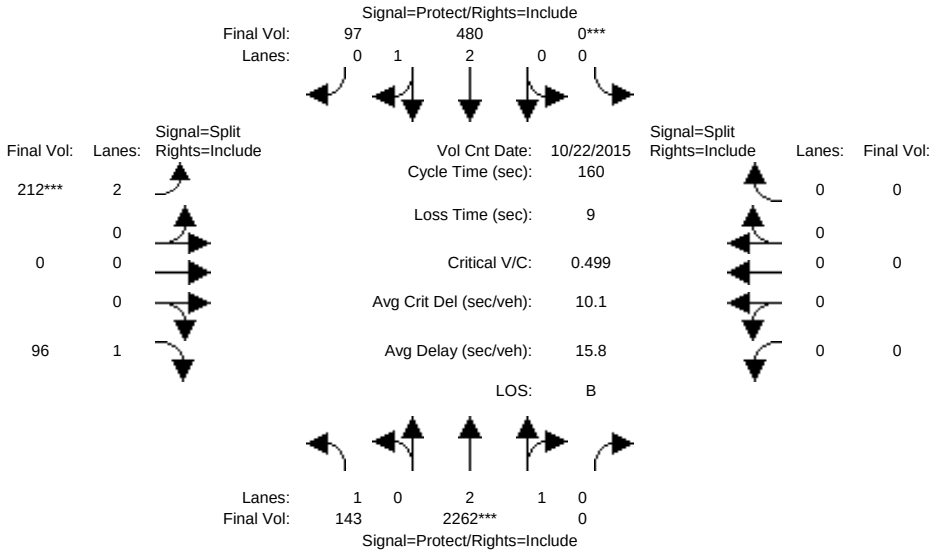
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	7	10	0	0	0	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Oct 2015 <<												
Base Vol:	36	759	236	180	1136	1	0	0	42	181	2	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:	36	759	236	180	1136	1	0	0	42	181	2	132
Added Vol:	0	10	0	0	-14	0	0	0	0	0	0	17
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	769	236	180	1122	1	0	0	42	181	2	149
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	36	769	236	180	1122	1	0	0	42	181	2	149
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	769	236	180	1122	1	0	0	42	181	2	149
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	36	769	236	180	1122	1	0	0	42	181	2	149
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	0.14	2.86	1.00	1.00	2.99	0.01	0.00	0.00	1.00	1.37	0.01	0.62
Final Sat.:	250	5349	1750	1750	5595	5	0	0	1750	2406	14	1080
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.13	0.10	0.20	0.20	0.00	0.00	0.02	0.08	0.14	0.14
Crit Moves:	****				****						****	
Green Time:	43.8	61.2	61.2	43.8	61.1	61.1	0.0	0.0	42.1	42.1	42.1	42.1
Volume/Cap:	0.51	0.37	0.34	0.37	0.51	0.51	0.00	0.00	0.09	0.28	0.51	0.51
Delay/Veh:	47.4	33.8	33.6	45.5	36.3	36.3	0.0	0.0	42.7	45.1	49.0	49.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.4	33.8	33.6	45.5	36.3	36.3	0.0	0.0	42.7	45.1	49.0	49.0
LOS by Move:	D	C	C	D	D	D	A	A	D	D	D	D
HCM2kAvgQ:	11	9	8	7	13	13	0	0	2	5	10	10

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

Downtown College Prep
San Jose

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

Intersection #3705: MONTEREY/SAN JOSE



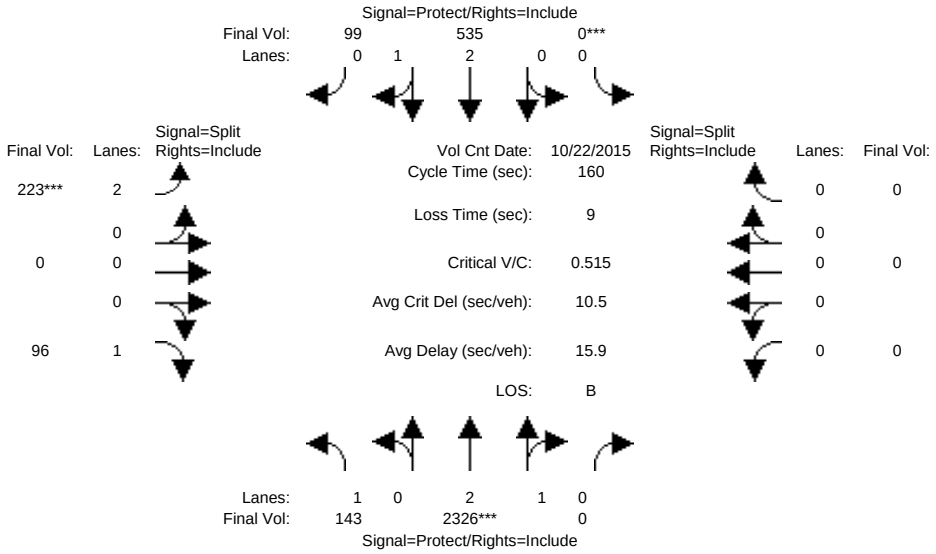
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Oct 2015 <<												
Base Vol:	143	2262	0	0	480	97	212	0	96	0	0	0
Growth 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:	143	2262	0	0	480	97	212	0	96	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	143	2262	0	0	480	97	212	0	96	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:	143	2262	0	0	480	97	212	0	96	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	143	2262	0	0	480	97	212	0	96	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:	143	2262	0	0	480	97	212	0	96	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.92	0.92	0.99	0.95	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	0.00	0.00	2.48	0.52	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	5600	0	0	4657	941	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.08	0.40	0.00	0.00	0.10	0.10	0.07	0.00	0.05	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green Time:	57.2	129	0.0	0.0	72.2	72.2	21.6	0.0	21.6	0.0	0.0	0.0
Volume/Cap:	0.23	0.50	0.00	0.00	0.23	0.23	0.50	0.00	0.41	0.00	0.00	0.00
Delay/Veh:	36.1	5.0	0.0	0.0	26.9	26.9	65.1	0.0	64.5	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:	36.1	5.0	0.0	0.0	26.9	26.9	65.1	0.0	64.5	0.0	0.0	0.0
LOS by Move:	D	A	A	A	C	C	E	A	E	A	A	A
HCM2kAvgQ:	5	12	0	0	6	6	6	0	5	0	0	0

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

Downtown College Prep
San Jose

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

Intersection #3705: MONTEREY/SAN JOSE



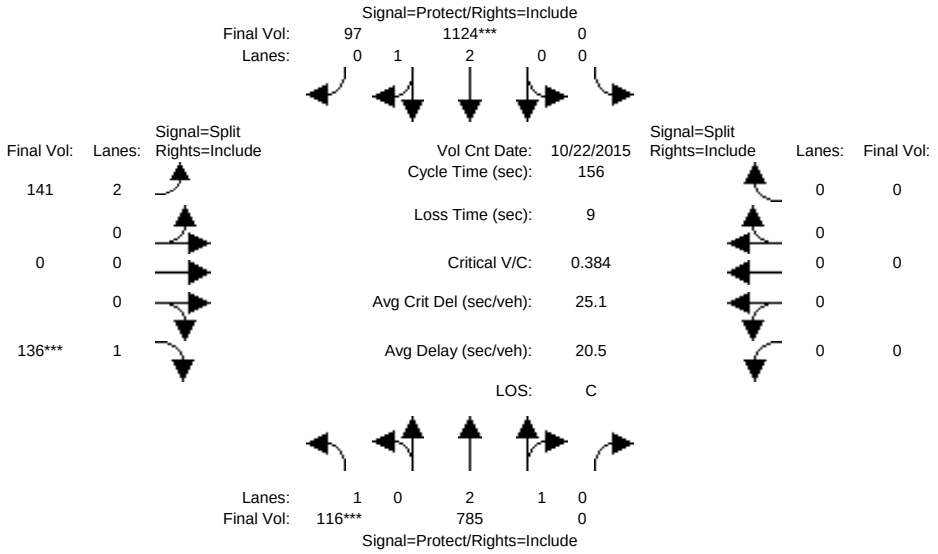
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Oct 2015 <<												
Base Vol:	143	2262	0	0	480	97	212	0	96	0	0	0
Growth 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:	143	2262	0	0	480	97	212	0	96	0	0	0
Added Vol:	0	64	0	0	55	2	11	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	143	2326	0	0	535	99	223	0	96	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:	143	2326	0	0	535	99	223	0	96	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	143	2326	0	0	535	99	223	0	96	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:	143	2326	0	0	535	99	223	0	96	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.92	0.92	0.99	0.95	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	0.00	0.00	2.51	0.49	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	5600	0	0	4724	874	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.08	0.42	0.00	0.00	0.11	0.11	0.07	0.00	0.05	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green Time:	54.1	129	0.0	0.0	74.9	74.9	22.0	0.0	22.0	0.0	0.0	0.0
Volume/Cap:	0.24	0.52	0.00	0.00	0.24	0.24	0.52	0.00	0.40	0.00	0.00	0.00
Delay/Veh:	38.4	5.2	0.0	0.0	25.5	25.5	65.1	0.0	64.1	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:	38.4	5.2	0.0	0.0	25.5	25.5	65.1	0.0	64.1	0.0	0.0	0.0
LOS by Move:	D	A	A	A	C	C	E	A	E	A	A	A
HCM2kAvgQ:	5	13	0	0	6	6	7	0	5	0	0	0

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

Downtown College Prep
San Jose

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

Intersection #3705: MONTEREY/SAN JOSE



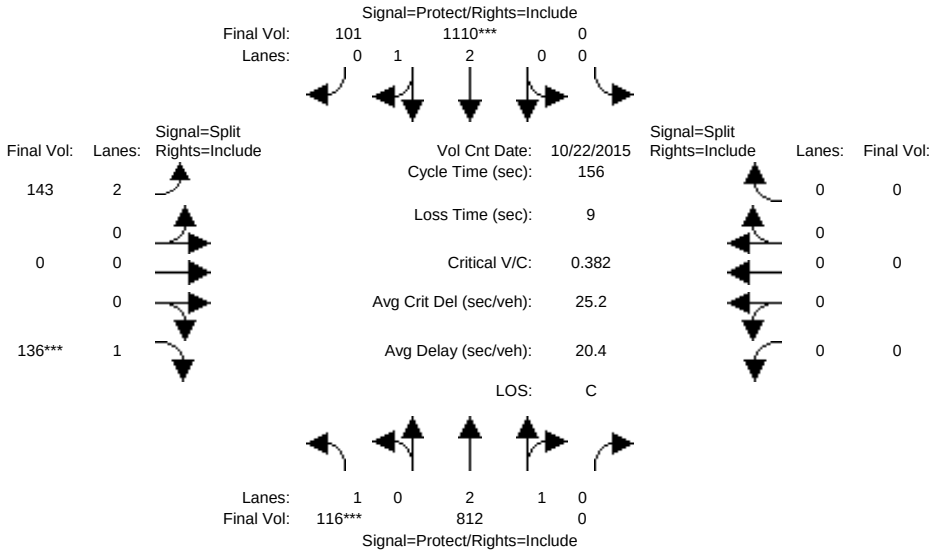
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Oct 2015 <<												
Base Vol:	116	785	0	0	1124	97	141	0	136	0	0	0
Growth 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	785	0	0	1124	97	141	0	136	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	116	785	0	0	1124	97	141	0	136	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	785	0	0	1124	97	141	0	136	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	785	0	0	1124	97	141	0	136	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	116	785	0	0	1124	97	141	0	136	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.92	0.92	0.99	0.95	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	0.00	0.00	2.75	0.25	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	5600	0	0	5155	445	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.14	0.00	0.00	0.22	0.22	0.04	0.00	0.08	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green Time:	26.9	115	0.0	0.0	88.5	88.5	31.6	0.0	31.6	0.0	0.0	0.0
Volume/Cap:	0.38	0.19	0.00	0.00	0.38	0.38	0.22	0.00	0.38	0.00	0.00	0.00
Delay/Veh:	58.0	6.2	0.0	0.0	18.7	18.7	52.1	0.0	54.5	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:	58.0	6.2	0.0	0.0	18.7	18.7	52.1	0.0	54.5	0.0	0.0	0.0
LOS by Move:	E	A	A	A	B	B	D	A	D	A	A	A
HCM2kAvgQ:	5	4	0	0	11	11	3	0	6	0	0	0

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

Downtown College Prep
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex + P PM

Intersection #3705: MONTEREY/SAN JOSE



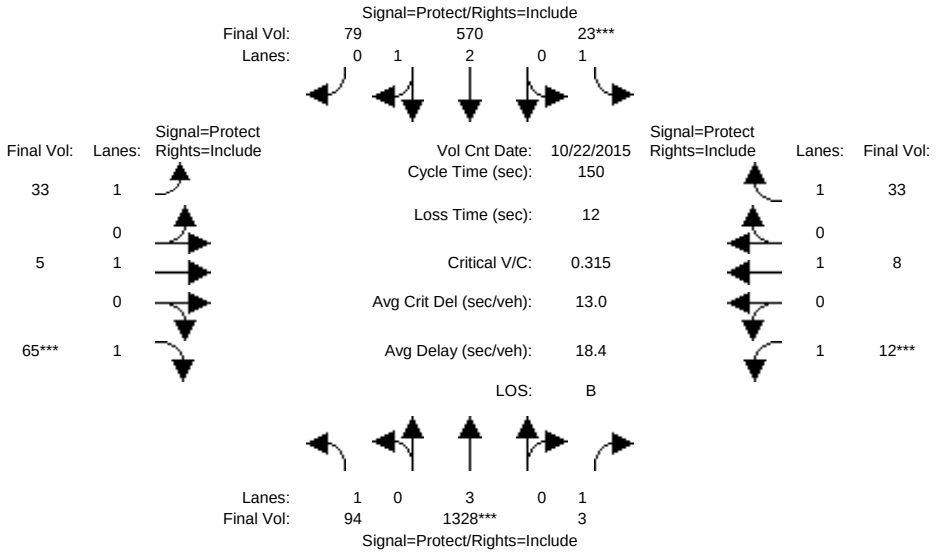
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Oct 2015 <<												
Base Vol:	116	785	0	0	1124	97	141	0	136	0	0	0
Growth 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	785	0	0	1124	97	141	0	136	0	0	0
Added Vol:	0	27	0	0	-14	4	2	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	116	812	0	0	1110	101	143	0	136	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	812	0	0	1110	101	143	0	136	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	812	0	0	1110	101	143	0	136	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	116	812	0	0	1110	101	143	0	136	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.92	0.92	0.99	0.95	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	0.00	0.00	2.74	0.26	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	5600	0	0	5132	467	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.15	0.00	0.00	0.22	0.22	0.05	0.00	0.08	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green Time:	27.0	115	0.0	0.0	88.2	88.2	31.7	0.0	31.7	0.0	0.0	0.0
Volume/Cap:	0.38	0.20	0.00	0.00	0.38	0.38	0.22	0.00	0.38	0.00	0.00	0.00
Delay/Veh:	57.9	6.2	0.0	0.0	18.9	18.9	52.0	0.0	54.4	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:	57.9	6.2	0.0	0.0	18.9	18.9	52.0	0.0	54.4	0.0	0.0	0.0
LOS by Move:	E	A	A	A	B	B	D	A	D	A	A	A
HCM2kAvgQ:	5	4	0	0	10	10	3	0	6	0	0	0

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

Downtown College Prep
San Jose

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

Intersection #3739: PHELAN/SENTER



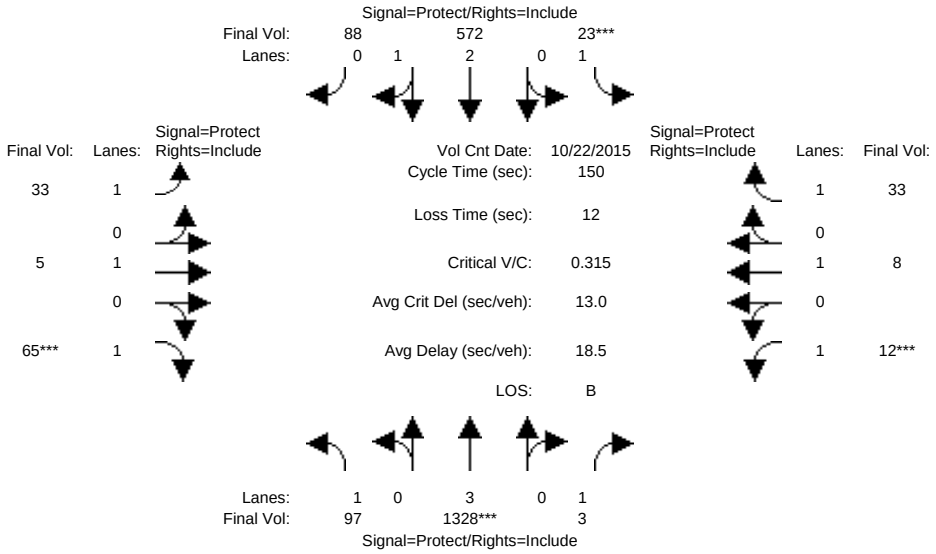
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Oct 2015 <<												
Base Vol:	94	1328	3	23	570	79	33	5	65	12	8	33
Growth 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:	94	1328	3	23	570	79	33	5	65	12	8	33
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	94	1328	3	23	570	79	33	5	65	12	8	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:	94	1328	3	23	570	79	33	5	65	12	8	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	1328	3	23	570	79	33	5	65	12	8	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	94	1328	3	23	570	79	33	5	65	12	8	33
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	2.62	0.38	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	1750	4917	682	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.23	0.00	0.01	0.12	0.12	0.02	0.00	0.04	0.01	0.00	0.02
Crit Moves:		****		****					****	****		
Green Time:	35.3	104	104.4	7.0	76.1	76.1	13.3	16.6	16.6	10.0	13.3	13.3
Volume/Cap:	0.23	0.33	0.00	0.28	0.23	0.23	0.21	0.02	0.33	0.10	0.05	0.21
Delay/Veh:	46.7	9.1	7.0	71.0	20.6	20.6	64.2	59.5	62.6	66.2	62.7	64.2
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:	46.7	9.1	7.0	71.0	20.6	20.6	64.2	59.5	62.6	66.2	62.7	64.2
LOS by Move:	D	A	A	E	C	C	E	E	E	E	E	E
HCM2kAvgQ:	4	8	0	1	5	5	1	0	3	1	0	2

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

Downtown College Prep
San Jose

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

Intersection #3739: PHELAN/SENTER



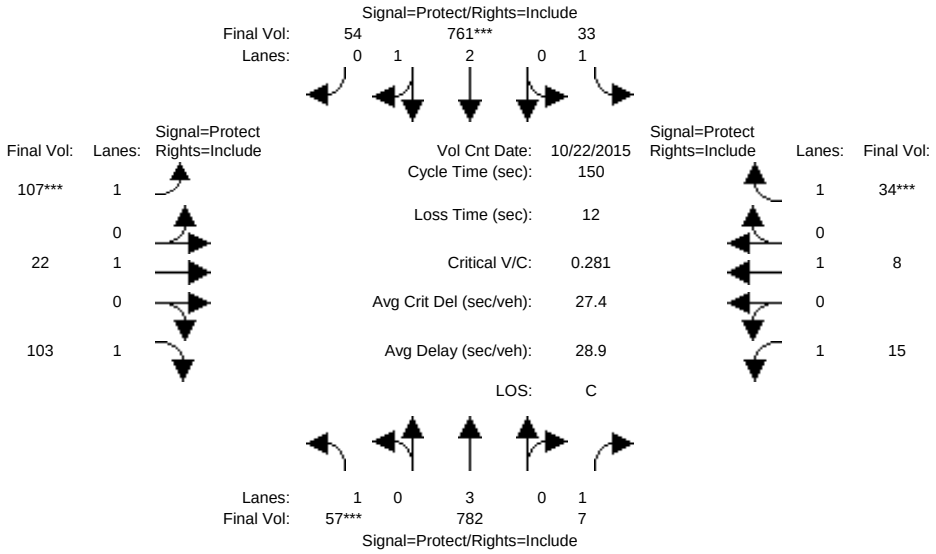
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Oct 2015 <<												
Base Vol:	94	1328	3	23	570	79	33	5	65	12	8	33
Growth 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:	94	1328	3	23	570	79	33	5	65	12	8	33
Added Vol:	3	0	0	0	2	9	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	97	1328	3	23	572	88	33	5	65	12	8	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:	97	1328	3	23	572	88	33	5	65	12	8	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	97	1328	3	23	572	88	33	5	65	12	8	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	97	1328	3	23	572	88	33	5	65	12	8	33
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	2.59	0.41	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	1750	4852	747	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.23	0.00	0.01	0.12	0.12	0.02	0.00	0.04	0.01	0.00	0.02
Crit Moves:		****		****					****	****		
Green Time:	35.6	104	104.4	7.0	75.7	75.7	13.3	16.6	16.6	10.0	13.3	13.3
Volume/Cap:	0.23	0.33	0.00	0.28	0.23	0.23	0.21	0.02	0.33	0.10	0.05	0.21
Delay/Veh:	46.5	9.1	7.0	71.0	20.9	20.9	64.2	59.5	62.6	66.2	62.7	64.2
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	9.1	7.0	71.0	20.9	20.9	64.2	59.5	62.6	66.2	62.7	64.2
LOS by Move:	D	A	A	E	C	C	E	E	E	E	E	E
HCM2kAvgQ:	4	8	0	1	6	6	1	0	3	1	0	2

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

Downtown College Prep
San Jose

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

Intersection #3739: PHELAN/SENTER



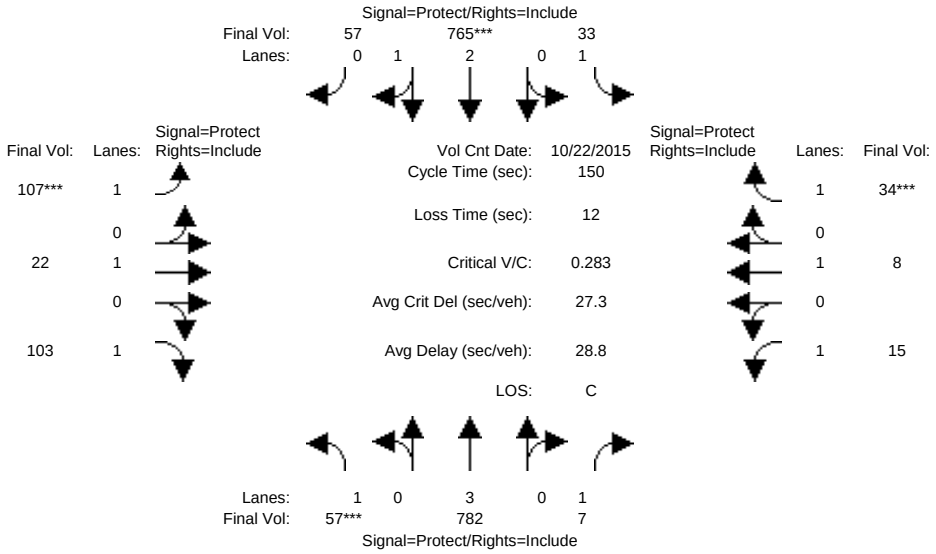
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Oct 2015 <<												
Base Vol:	57	782	7	33	761	54	107	22	103	15	8	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:	57	782	7	33	761	54	107	22	103	15	8	34
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	57	782	7	33	761	54	107	22	103	15	8	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:	57	782	7	33	761	54	107	22	103	15	8	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	782	7	33	761	54	107	22	103	15	8	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	57	782	7	33	761	54	107	22	103	15	8	34
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	2.79	0.21	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	1750	5228	371	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.14	0.00	0.02	0.15	0.15	0.06	0.01	0.06	0.01	0.00	0.02
Crit Moves:	****				****		****					****
Green Time:	17.4	70.9	70.9	24.1	77.6	77.6	32.6	21.5	21.5	21.5	10.4	10.4
Volume/Cap:	0.28	0.29	0.01	0.12	0.28	0.28	0.28	0.08	0.41	0.06	0.06	0.28
Delay/Veh:	61.4	24.2	20.9	54.0	20.5	20.5	49.3	55.8	59.6	55.6	65.5	67.6
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:	61.4	24.2	20.9	54.0	20.5	20.5	49.3	55.8	59.6	55.6	65.5	67.6
LOS by Move:	E	C	C	D	C	C	D	E	E	E	E	E
HCM2kAvgQ:	3	7	0	1	7	7	4	1	4	1	0	2

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

Downtown College Prep
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex + P PM

Intersection #3739: PHELAN/SENTER



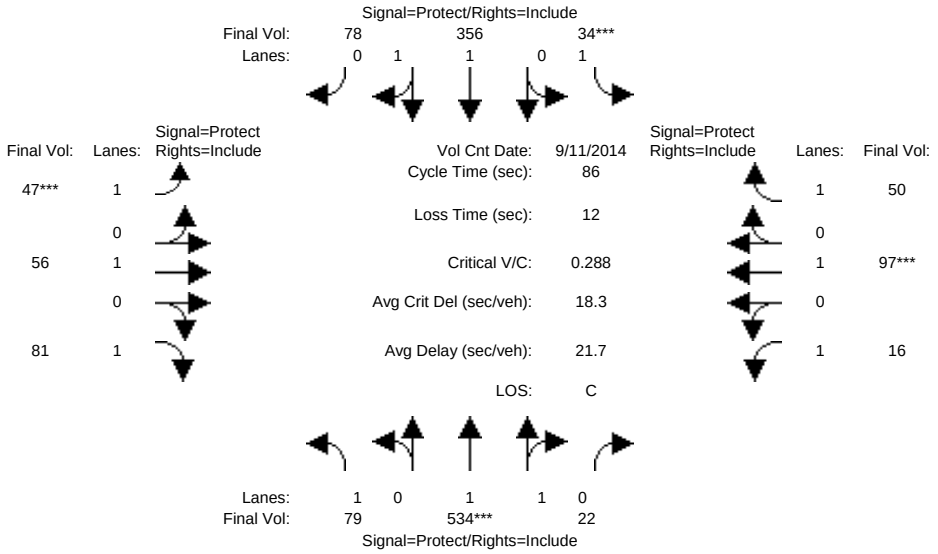
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Oct 2015 <<												
Base Vol:	57	782	7	33	761	54	107	22	103	15	8	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:	57	782	7	33	761	54	107	22	103	15	8	34
Added Vol:	0	0	0	0	4	3	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	57	782	7	33	765	57	107	22	103	15	8	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:	57	782	7	33	765	57	107	22	103	15	8	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	782	7	33	765	57	107	22	103	15	8	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	57	782	7	33	765	57	107	22	103	15	8	34
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	2.78	0.22	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	1750	5211	388	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.14	0.00	0.02	0.15	0.15	0.06	0.01	0.06	0.01	0.00	0.02
Crit Moves:	****				****		****					****
Green Time:	17.3	71.1	71.1	24.2	77.9	77.9	32.5	21.4	21.4	21.4	10.3	10.3
Volume/Cap:	0.28	0.29	0.01	0.12	0.28	0.28	0.28	0.08	0.41	0.06	0.06	0.28
Delay/Veh:	61.5	24.1	20.9	54.0	20.3	20.3	49.5	55.9	59.7	55.7	65.5	67.6
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:	61.5	24.1	20.9	54.0	20.3	20.3	49.5	55.9	59.7	55.7	65.5	67.6
LOS by Move:	E	C	C	D	C	C	D	E	E	E	E	E
HCM2kAvgQ:	3	7	0	1	7	7	4	1	4	1	0	2

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

Downtown College Prep
San Jose

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

Intersection #3740: PHELAN/10TH



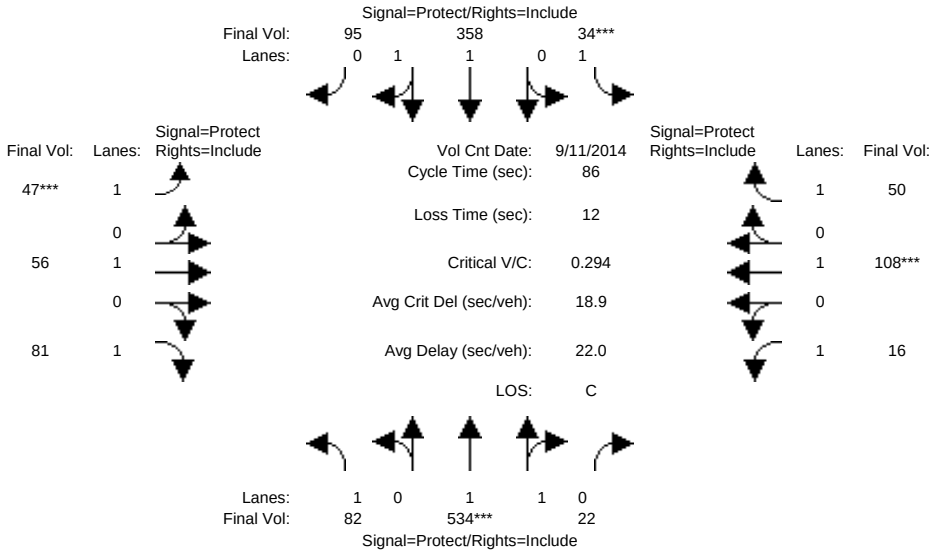
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Sep 2014 << 7:45-8:45AM												
Base Vol:	79	534	22	34	356	78	47	56	81	16	97	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:	79	534	22	34	356	78	47	56	81	16	97	50
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	79	534	22	34	356	78	47	56	81	16	97	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:	79	534	22	34	356	78	47	56	81	16	97	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	534	22	34	356	78	47	56	81	16	97	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:	79	534	22	34	356	78	47	56	81	16	97	50
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	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.92	0.08	1.00	1.63	0.37	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3553	146	1750	3035	665	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.15	0.15	0.02	0.12	0.12	0.03	0.03	0.05	0.01	0.05	0.03
Crit Moves:		****		****			****				****	
Green Time:	20.9	44.1	44.1	7.0	30.2	30.2	7.9	13.5	13.5	9.4	15.0	15.0
Volume/Cap:	0.19	0.29	0.29	0.24	0.33	0.33	0.29	0.19	0.30	0.08	0.29	0.16
Delay/Veh:	26.7	12.4	12.4	40.9	21.2	21.2	41.0	32.9	34.8	35.3	33.1	31.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.7	12.4	12.4	40.9	21.2	21.2	41.0	32.9	34.8	35.3	33.1	31.3
LOS by Move:	C	B	B	D	C	C	D	C	C	D	C	C
HCM2kAvgQ:	2	4	4	1	4	4	1	1	2	0	2	1

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

Downtown College Prep
San Jose

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

Intersection #3740: PHELAN/10TH



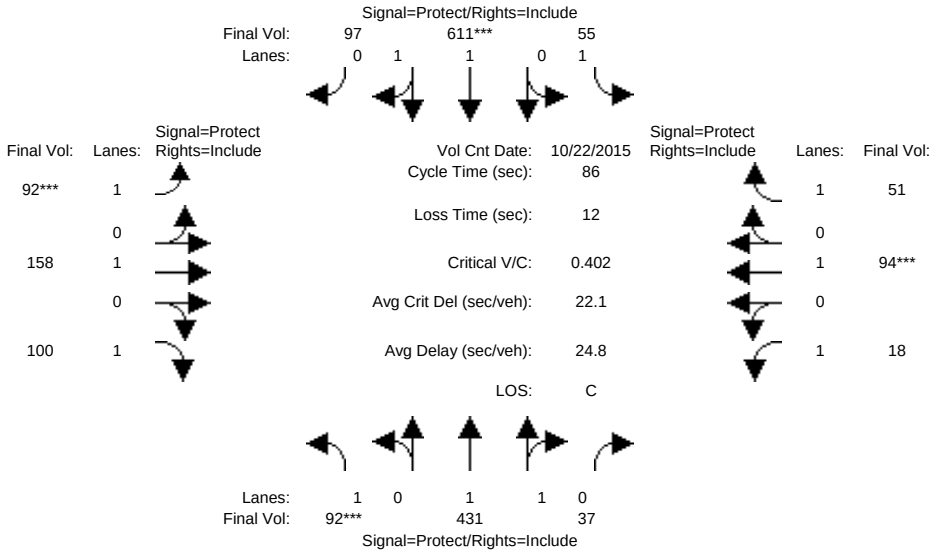
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Sep 2014 << 7:45-8:45AM												
Base Vol:	79	534	22	34	356	78	47	56	81	16	97	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:	79	534	22	34	356	78	47	56	81	16	97	50
Added Vol:	3	0	0	0	2	17	0	0	0	0	11	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	82	534	22	34	358	95	47	56	81	16	108	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:	82	534	22	34	358	95	47	56	81	16	108	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	534	22	34	358	95	47	56	81	16	108	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:	82	534	22	34	358	95	47	56	81	16	108	50
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	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.92	0.08	1.00	1.57	0.43	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3553	146	1750	2923	776	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.15	0.15	0.02	0.12	0.12	0.03	0.03	0.05	0.01	0.06	0.03
Crit Moves:		****		****			****				****	
Green Time:	20.0	43.0	43.0	7.0	30.1	30.1	7.7	14.1	14.1	9.9	16.3	16.3
Volume/Cap:	0.20	0.30	0.30	0.24	0.35	0.35	0.30	0.18	0.28	0.08	0.30	0.15
Delay/Veh:	27.7	13.0	13.0	40.9	21.5	21.5	41.5	32.2	34.0	34.8	32.1	30.1
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:	27.7	13.0	13.0	40.9	21.5	21.5	41.5	32.2	34.0	34.8	32.1	30.1
LOS by Move:	C	B	B	D	C	C	D	C	C	C	C	C
HCM2kAvgQ:	2	4	4	1	5	5	1	1	2	0	2	1

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

Downtown College Prep
San Jose

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

Intersection #3740: PHELAN/10TH



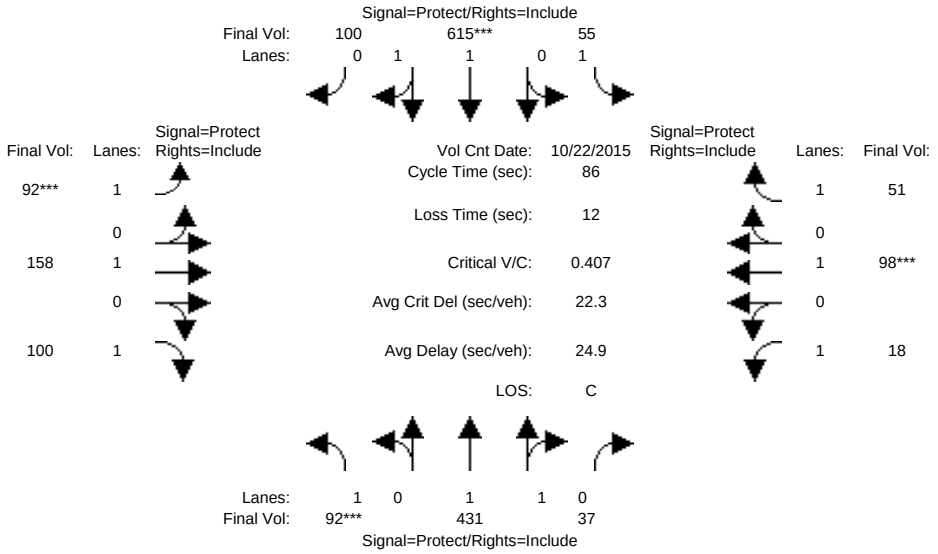
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Oct 2015 <<												
Base Vol:	92	431	37	55	611	97	92	158	100	18	94	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:	92	431	37	55	611	97	92	158	100	18	94	51
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	92	431	37	55	611	97	92	158	100	18	94	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:	92	431	37	55	611	97	92	158	100	18	94	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	431	37	55	611	97	92	158	100	18	94	51
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	92	431	37	55	611	97	92	158	100	18	94	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	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.84	0.16	1.00	1.72	0.28	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3407	293	1750	3193	507	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.13	0.13	0.03	0.19	0.19	0.05	0.08	0.06	0.01	0.05	0.03
Crit Moves:	****				****		****				****	
Green Time:	11.2	31.7	31.7	20.4	40.9	40.9	11.2	12.8	12.8	9.0	10.6	10.6
Volume/Cap:	0.40	0.34	0.34	0.13	0.40	0.40	0.40	0.56	0.38	0.10	0.40	0.24
Delay/Veh:	39.5	20.3	20.3	26.5	15.3	15.3	39.5	41.6	37.2	35.9	39.9	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:	39.5	20.3	20.3	26.5	15.3	15.3	39.5	41.6	37.2	35.9	39.9	36.6
LOS by Move:	D	C	C	C	B	B	D	D	D	D	D	D
HCM2kAvgQ:	3	5	5	1	6	6	2	4	3	0	2	1

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

Downtown College Prep
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex + P PM

Intersection #3740: PHELAN/10TH



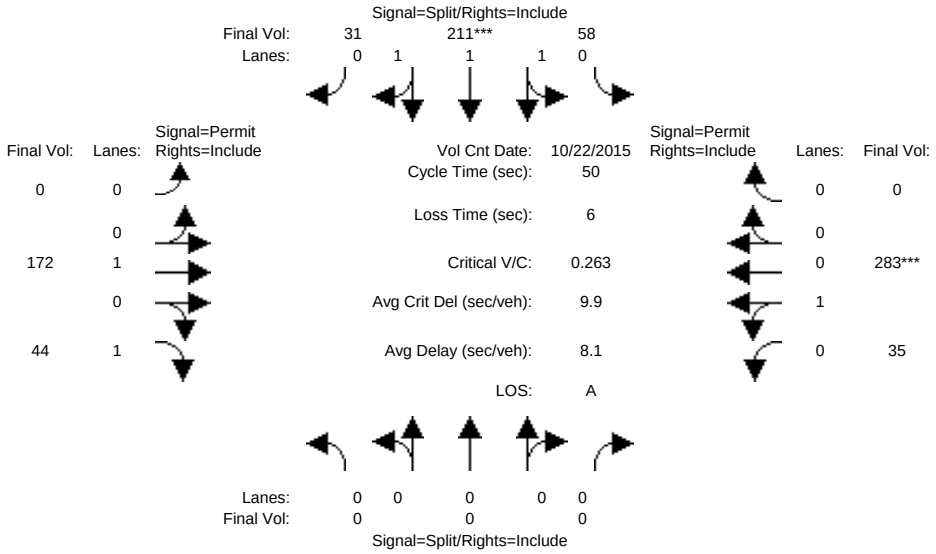
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Oct 2015 <<												
Base Vol:	92	431	37	55	611	97	92	158	100	18	94	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:	92	431	37	55	611	97	92	158	100	18	94	51
Added Vol:	0	0	0	0	4	3	0	0	0	0	4	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	92	431	37	55	615	100	92	158	100	18	98	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:	92	431	37	55	615	100	92	158	100	18	98	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	431	37	55	615	100	92	158	100	18	98	51
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	92	431	37	55	615	100	92	158	100	18	98	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	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.84	0.16	1.00	1.71	0.29	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3407	293	1750	3182	517	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.13	0.13	0.03	0.19	0.19	0.05	0.08	0.06	0.01	0.05	0.03
Crit Moves:	****				****		****				****	
Green Time:	11.1	31.6	31.6	20.4	40.9	40.9	11.1	13.0	13.0	9.1	10.9	10.9
Volume/Cap:	0.41	0.34	0.34	0.13	0.41	0.41	0.41	0.55	0.38	0.10	0.41	0.23
Delay/Veh:	39.8	20.4	20.4	26.5	15.4	15.4	39.8	41.3	37.0	35.8	39.6	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:	39.8	20.4	20.4	26.5	15.4	15.4	39.8	41.3	37.0	35.8	39.6	36.2
LOS by Move:	D	C	C	C	B	B	D	D	D	D	D	D
HCM2kAvgQ:	3	5	5	1	6	6	2	4	3	0	2	1

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

Downtown College Prep
San Jose

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

Intersection #3835: VINE/WILLOW



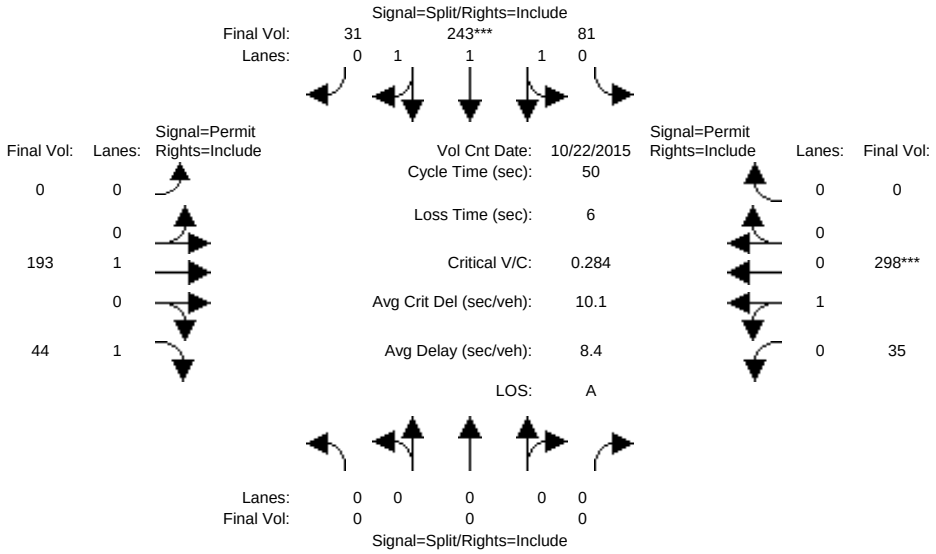
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Oct 2015 <<												
Base Vol:	0	0	0	58	211	31	0	172	44	35	283	0
Growth Adj:	1.00	1.00	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	58	211	31	0	172	44	35	283	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	58	211	31	0	172	44	35	283	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	58	211	31	0	172	44	35	283	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	58	211	31	0	172	44	35	283	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	58	211	31	0	172	44	35	283	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	0.95	0.97	0.95	0.92	1.00	0.92	0.95	0.95	0.92
Lanes:	0.00	0.00	0.00	0.59	2.09	0.32	0.00	1.00	1.00	0.11	0.89	0.00
Final Sat.:	0	0	0	1063	3868	568	0	1900	1750	198	1602	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.05	0.05	0.00	0.09	0.03	0.18	0.18	0.00
Crit Moves:					****						****	
Green Time:	0.0	0.0	0.0	10.4	10.4	10.4	0.0	33.6	33.6	33.6	33.6	0.0
Volume/Cap:	0.00	0.00	0.00	0.26	0.26	0.26	0.00	0.13	0.04	0.26	0.26	0.00
Delay/Veh:	0.0	0.0	0.0	16.7	16.7	16.7	0.0	3.0	2.8	3.4	3.4	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:	0.0	0.0	0.0	16.7	16.7	16.7	0.0	3.0	2.8	3.4	3.4	0.0
LOS by Move:	A	A	A	B	B	B	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	2	2	2	0	1	0	2	2	0

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

Downtown College Prep
San Jose

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

Intersection #3835: VINE/WILLOW



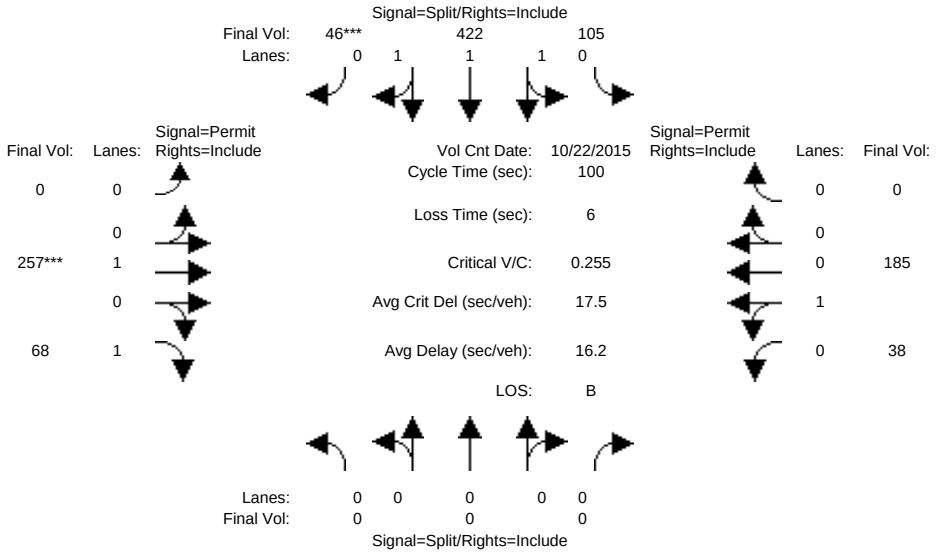
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Oct 2015 <<												
Base Vol:	0	0	0	58	211	31	0	172	44	35	283	0
Growth Adj:	1.00	1.00	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	58	211	31	0	172	44	35	283	0
Added Vol:	0	0	0	23	32	0	0	21	0	0	15	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	81	243	31	0	193	44	35	298	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	81	243	31	0	193	44	35	298	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	81	243	31	0	193	44	35	298	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	81	243	31	0	193	44	35	298	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	0.95	0.97	0.95	0.92	1.00	0.92	0.95	0.95	0.92
Lanes:	0.00	0.00	0.00	0.70	2.03	0.27	0.00	1.00	1.00	0.11	0.89	0.00
Final Sat.:	0	0	0	1255	3764	480	0	1900	1750	189	1611	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.06	0.06	0.00	0.10	0.03	0.19	0.19	0.00
Crit Moves:					****						****	
Green Time:	0.0	0.0	0.0	11.4	11.4	11.4	0.0	32.6	32.6	32.6	32.6	0.0
Volume/Cap:	0.00	0.00	0.00	0.28	0.28	0.28	0.00	0.16	0.04	0.28	0.28	0.00
Delay/Veh:	0.0	0.0	0.0	16.1	16.1	16.1	0.0	3.4	3.1	3.8	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	16.1	16.1	16.1	0.0	3.4	3.1	3.8	3.8	0.0
LOS by Move:	A	A	A	B	B	B	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	2	2	2	0	1	0	2	2	0

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

Downtown College Prep
San Jose

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

Intersection #3835: VINE/WILLOW



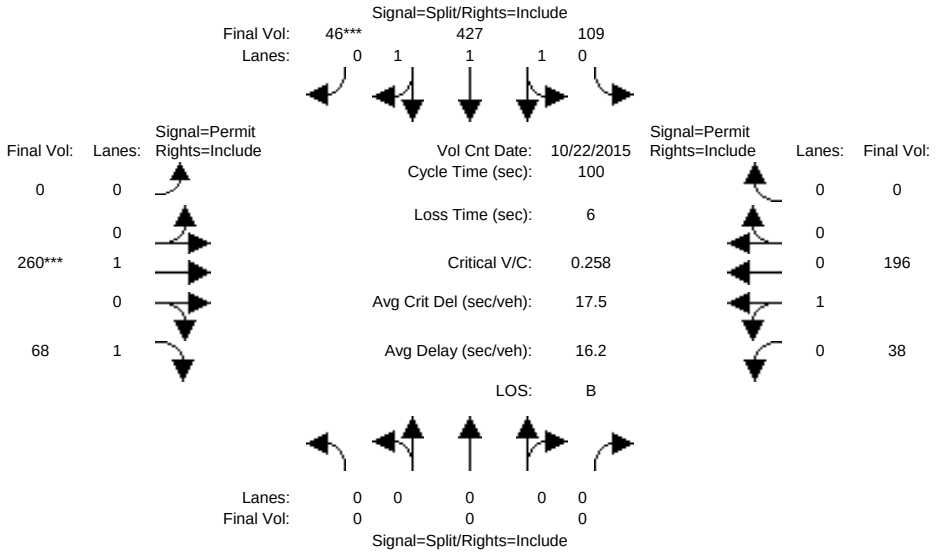
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Oct 2015 <<												
Base Vol:	0	0	0	105	422	46	0	257	68	38	185	0
Growth Adj:	1.00	1.00	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	105	422	46	0	257	68	38	185	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	105	422	46	0	257	68	38	185	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	105	422	46	0	257	68	38	185	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	105	422	46	0	257	68	38	185	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	105	422	46	0	257	68	38	185	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	0.95	0.97	0.95	0.92	1.00	0.92	0.95	0.95	0.92
Lanes:	0.00	0.00	0.00	0.56	2.19	0.25	0.00	1.00	1.00	0.17	0.83	0.00
Final Sat.:	0	0	0	1008	4050	441	0	1900	1750	307	1493	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.10	0.10	0.00	0.14	0.04	0.12	0.12	0.00
Crit Moves:						****		****				
Green Time:	0.0	0.0	0.0	40.9	40.9	40.9	0.0	53.1	53.1	53.1	53.1	0.0
Volume/Cap:	0.00	0.00	0.00	0.25	0.25	0.25	0.00	0.25	0.07	0.23	0.23	0.00
Delay/Veh:	0.0	0.0	0.0	19.6	19.6	19.6	0.0	12.9	11.5	12.7	12.7	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	19.6	19.6	19.6	0.0	12.9	11.5	12.7	12.7	0.0
LOS by Move:	A	A	A	B	B	B	A	B	B	B	B	A
HCM2kAvgQ:	0	0	0	4	4	4	0	4	1	4	4	0

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

Downtown College Prep
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex + P PM

Intersection #3835: VINE/WILLOW



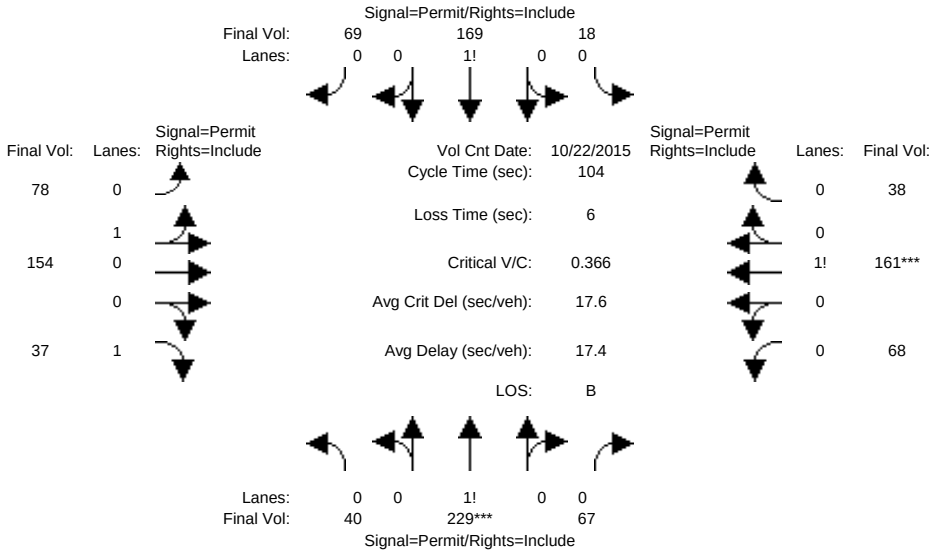
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Oct 2015 <<												
Base Vol:	0	0	0	105	422	46	0	257	68	38	185	0
Growth Adj:	1.00	1.00	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	105	422	46	0	257	68	38	185	0
Added Vol:	0	0	0	4	5	0	0	3	0	0	11	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	109	427	46	0	260	68	38	196	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	109	427	46	0	260	68	38	196	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	109	427	46	0	260	68	38	196	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	109	427	46	0	260	68	38	196	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	0.95	0.97	0.95	0.92	1.00	0.92	0.95	0.95	0.92
Lanes:	0.00	0.00	0.00	0.57	2.19	0.24	0.00	1.00	1.00	0.16	0.84	0.00
Final Sat.:	0	0	0	1030	4035	435	0	1900	1750	292	1508	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.11	0.11	0.00	0.14	0.04	0.13	0.13	0.00
Crit Moves:						****		****				
Green Time:	0.0	0.0	0.0	41.0	41.0	41.0	0.0	53.0	53.0	53.0	53.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.26	0.26	0.26	0.00	0.26	0.07	0.25	0.25	0.00
Delay/Veh:	0.0	0.0	0.0	19.5	19.5	19.5	0.0	12.9	11.5	12.8	12.8	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	19.5	19.5	19.5	0.0	12.9	11.5	12.8	12.8	0.0
LOS by Move:	A	A	A	B	B	B	A	B	B	B	B	A
HCM2kAvgQ:	0	0	0	4	4	4	0	4	1	4	4	0

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

Downtown College Prep
San Jose

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

Intersection #3901: PHELAN/SEVENTH



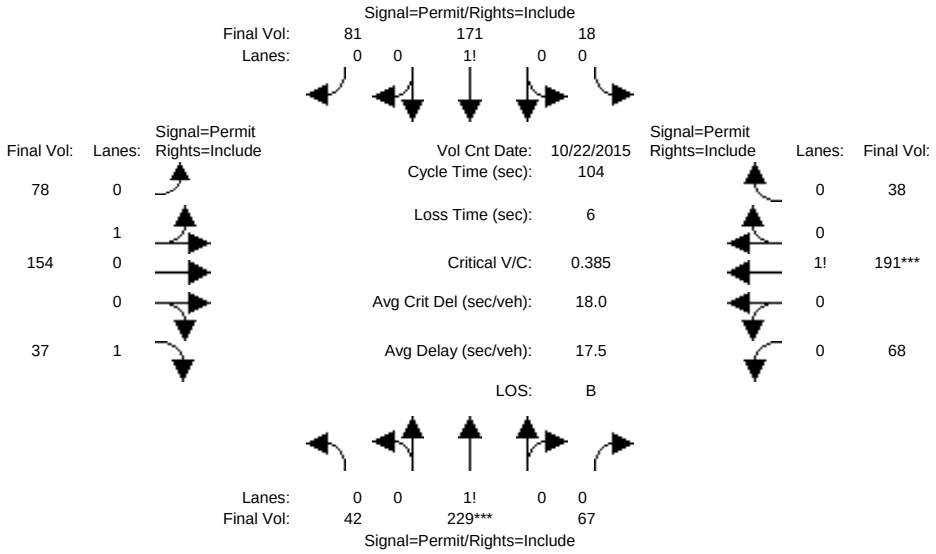
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Oct 2015 <<												
Base Vol:	40	229	67	18	169	69	78	154	37	68	161	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:	40	229	67	18	169	69	78	154	37	68	161	38
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	229	67	18	169	69	78	154	37	68	161	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:	40	229	67	18	169	69	78	154	37	68	161	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	229	67	18	169	69	78	154	37	68	161	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:	40	229	67	18	169	69	78	154	37	68	161	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	0.92	0.92	0.92	0.92
Lanes:	0.12	0.68	0.20	0.07	0.66	0.27	0.34	0.66	1.00	0.25	0.61	0.14
Final Sat.:	208	1193	349	123	1155	472	605	1195	1750	446	1055	249
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.19	0.15	0.15	0.15	0.13	0.13	0.02	0.15	0.15	0.15
Crit Moves:		****									****	
Green Time:	54.6	54.6	54.6	54.6	54.6	54.6	43.4	43.4	43.4	43.4	43.4	43.4
Volume/Cap:	0.37	0.37	0.37	0.28	0.28	0.28	0.31	0.31	0.05	0.37	0.37	0.37
Delay/Veh:	14.8	14.8	14.8	13.9	13.9	13.9	20.5	20.5	18.1	21.2	21.2	21.2
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:	14.8	14.8	14.8	13.9	13.9	13.9	20.5	20.5	18.1	21.2	21.2	21.2
LOS by Move:	B	B	B	B	B	B	C	C	B	C	C	C
HCM2kAvgQ:	7	7	7	5	5	5	5	5	1	6	6	6

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

Downtown College Prep
San Jose

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

Intersection #3901: PHELAN/SEVENTH



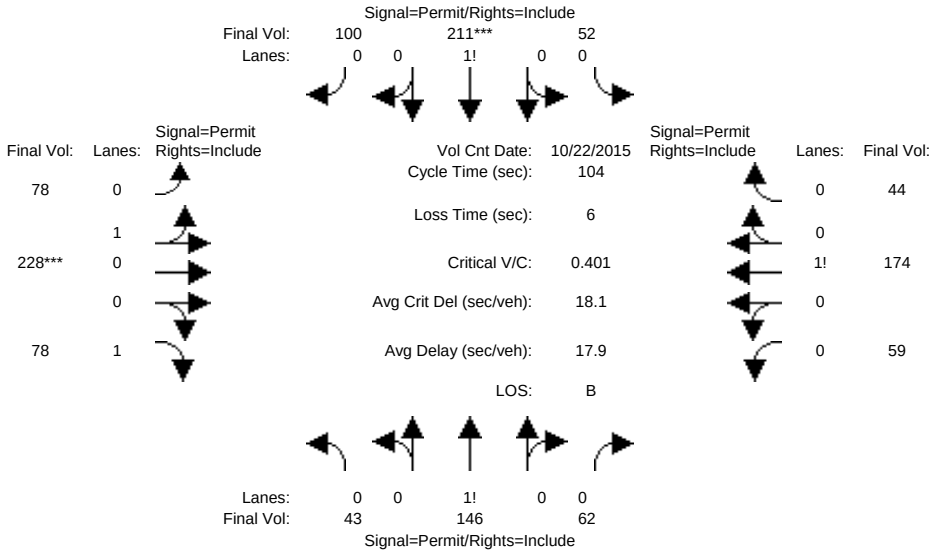
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Oct 2015 <<												
Base Vol:	40	229	67	18	169	69	78	154	37	68	161	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:	40	229	67	18	169	69	78	154	37	68	161	38
Added Vol:	2	0	0	0	2	12	0	0	0	0	30	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	42	229	67	18	171	81	78	154	37	68	191	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:	42	229	67	18	171	81	78	154	37	68	191	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	229	67	18	171	81	78	154	37	68	191	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:	42	229	67	18	171	81	78	154	37	68	191	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	0.92	0.92	0.92	0.92
Lanes:	0.12	0.68	0.20	0.07	0.63	0.30	0.34	0.66	1.00	0.23	0.64	0.13
Final Sat.:	217	1186	347	117	1108	525	605	1195	1750	401	1125	224
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.19	0.15	0.15	0.15	0.13	0.13	0.02	0.17	0.17	0.17
Crit Moves:		****									****	
Green Time:	52.2	52.2	52.2	52.2	52.2	52.2	45.8	45.8	45.8	45.8	45.8	45.8
Volume/Cap:	0.39	0.39	0.39	0.31	0.31	0.31	0.29	0.29	0.05	0.39	0.39	0.39
Delay/Veh:	16.3	16.3	16.3	15.5	15.5	15.5	18.9	18.9	16.6	19.9	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:	16.3	16.3	16.3	15.5	15.5	15.5	18.9	18.9	16.6	19.9	19.9	19.9
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
HCM2kAvgQ:	7	7	7	5	5	5	5	5	1	7	7	7

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

Downtown College Prep
San Jose

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

Intersection #3901: PHELAN/SEVENTH



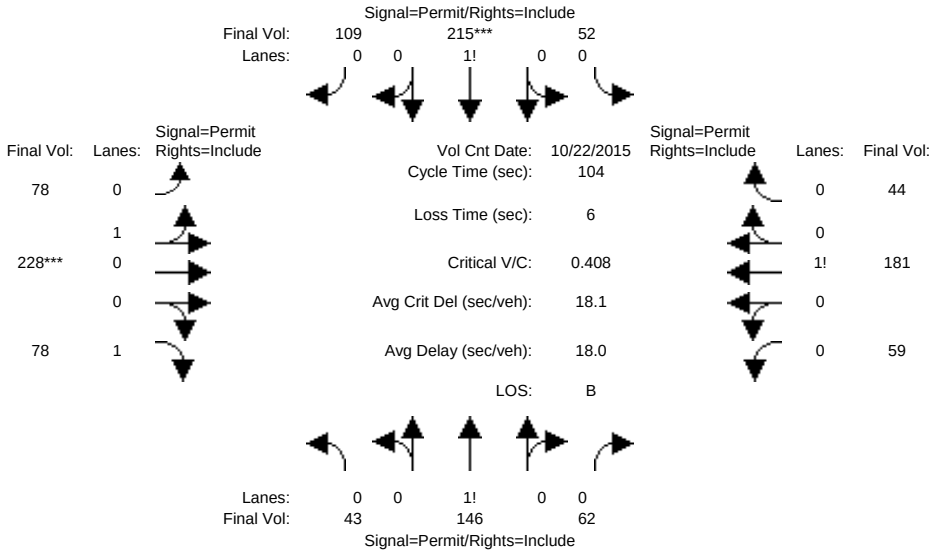
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Oct 2015 <<												
Base Vol:	43	146	62	52	211	100	78	228	78	59	174	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:	43	146	62	52	211	100	78	228	78	59	174	44
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	146	62	52	211	100	78	228	78	59	174	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:	43	146	62	52	211	100	78	228	78	59	174	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	146	62	52	211	100	78	228	78	59	174	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:	43	146	62	52	211	100	78	228	78	59	174	44
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	0.92	0.92	0.92
Lanes:	0.17	0.58	0.25	0.14	0.58	0.28	0.25	0.75	1.00	0.21	0.63	0.16
Final Sat.:	300	1018	432	251	1017	482	459	1341	1750	373	1099	278
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.14	0.21	0.21	0.21	0.17	0.17	0.04	0.16	0.16	0.16
Crit Moves:					****			****				
Green Time:	53.9	53.9	53.9	53.9	53.9	53.9	44.1	44.1	44.1	44.1	44.1	44.1
Volume/Cap:	0.28	0.28	0.28	0.40	0.40	0.40	0.40	0.40	0.11	0.37	0.37	0.37
Delay/Veh:	14.3	14.3	14.3	15.5	15.5	15.5	21.1	21.1	18.1	20.8	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:	14.3	14.3	14.3	15.5	15.5	15.5	21.1	21.1	18.1	20.8	20.8	20.8
LOS by Move:	B	B	B	B	B	B	C	C	B	C	C	C
HCM2kAvgQ:	5	5	5	7	7	7	7	7	2	6	6	6

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

Downtown College Prep
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex + P PM

Intersection #3901: PHELAN/SEVENTH



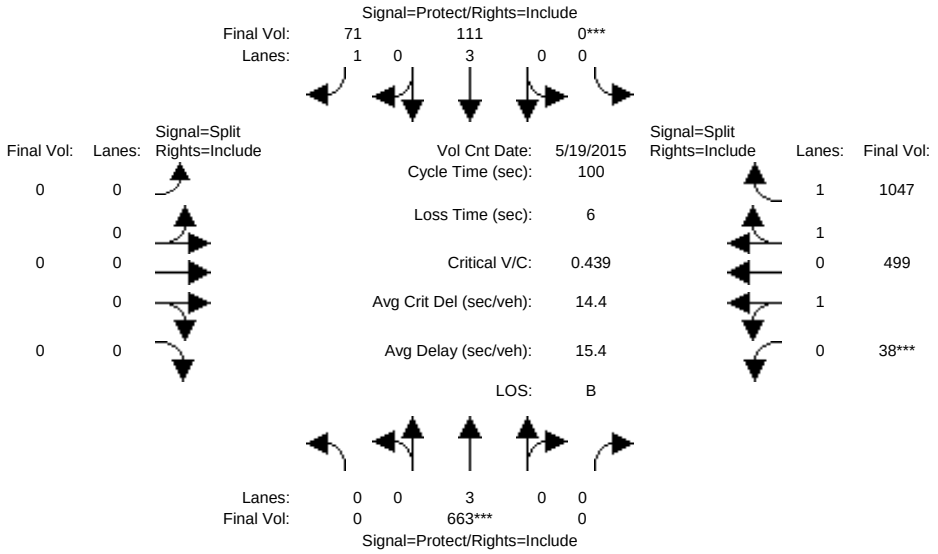
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Oct 2015 <<												
Base Vol:	43	146	62	52	211	100	78	228	78	59	174	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:	43	146	62	52	211	100	78	228	78	59	174	44
Added Vol:	0	0	0	0	4	9	0	0	0	0	7	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	146	62	52	215	109	78	228	78	59	181	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:	43	146	62	52	215	109	78	228	78	59	181	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	146	62	52	215	109	78	228	78	59	181	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:	43	146	62	52	215	109	78	228	78	59	181	44
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	0.92	0.92	0.92
Lanes:	0.17	0.58	0.25	0.14	0.57	0.29	0.25	0.75	1.00	0.21	0.64	0.15
Final Sat.:	300	1018	432	242	1001	507	459	1341	1750	364	1115	271
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.14	0.21	0.21	0.21	0.17	0.17	0.04	0.16	0.16	0.16
Crit Moves:					****			****				
Green Time:	54.7	54.7	54.7	54.7	54.7	54.7	43.3	43.3	43.3	43.3	43.3	43.3
Volume/Cap:	0.27	0.27	0.27	0.41	0.41	0.41	0.41	0.41	0.11	0.39	0.39	0.39
Delay/Veh:	13.8	13.8	13.8	15.2	15.2	15.2	21.7	21.7	18.6	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:	13.8	13.8	13.8	15.2	15.2	15.2	21.7	21.7	18.6	21.5	21.5	21.5
LOS by Move:	B	B	B	B	B	B	C	C	B	C	C	C
HCM2kAvgQ:	5	5	5	8	8	8	7	7	2	7	7	7

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

Downtown College Prep
San Jose

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

Intersection #3957: 280/ALMADEN



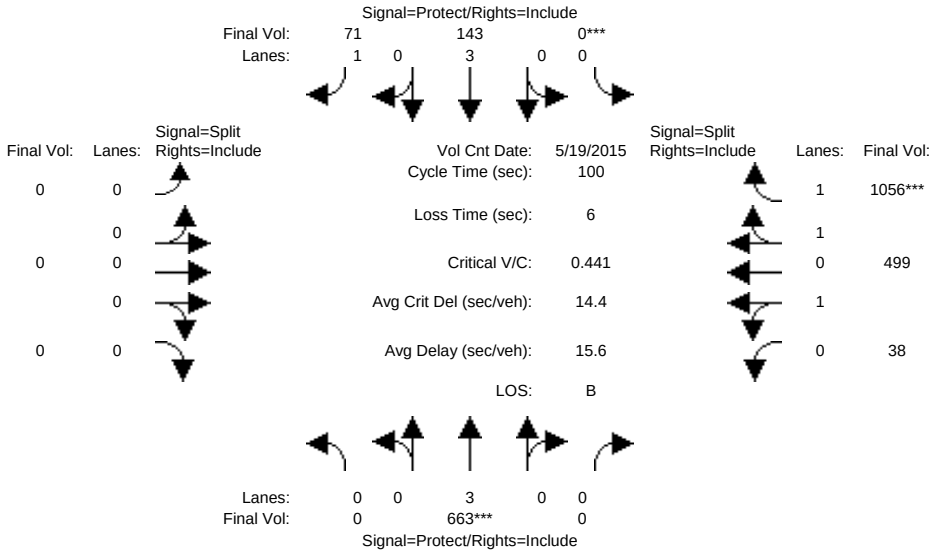
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 7:45-8:45AM												
Base Vol:	0	663	0	0	111	71	0	0	0	38	499	1047
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	663	0	0	111	71	0	0	0	38	499	1047
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	663	0	0	111	71	0	0	0	38	499	1047
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	663	0	0	111	71	0	0	0	38	499	1047
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	663	0	0	111	71	0	0	0	38	499	1047
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	663	0	0	111	71	0	0	0	38	499	1047
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.93
Lanes:	0.00	3.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	0.07	0.94	1.99
Final Sat.:	0	5700	0	0	5700	1750	0	0	0	128	1685	3536
Capacity Analysis Module:												
Vol/Sat:	0.00	0.12	0.00	0.00	0.02	0.04	0.00	0.00	0.00	0.30	0.30	0.30
Crit Moves:		****		****						****		
Green Time:	0.0	26.5	0.0	0.0	26.5	26.5	0.0	0.0	0.0	67.5	67.5	67.5
Volume/Cap:	0.00	0.44	0.00	0.00	0.07	0.15	0.00	0.00	0.00	0.44	0.44	0.44
Delay/Veh:	0.0	30.8	0.0	0.0	27.6	28.3	0.0	0.0	0.0	7.6	7.6	7.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	30.8	0.0	0.0	27.6	28.3	0.0	0.0	0.0	7.6	7.6	7.6
LOS by Move:	A	C	A	A	C	C	A	A	A	A	A	A
HCM2kAvgQ:	0	5	0	0	1	2	0	0	0	8	8	8

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

Downtown College Prep
San Jose

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

Intersection #3957: 280/ALMADEN



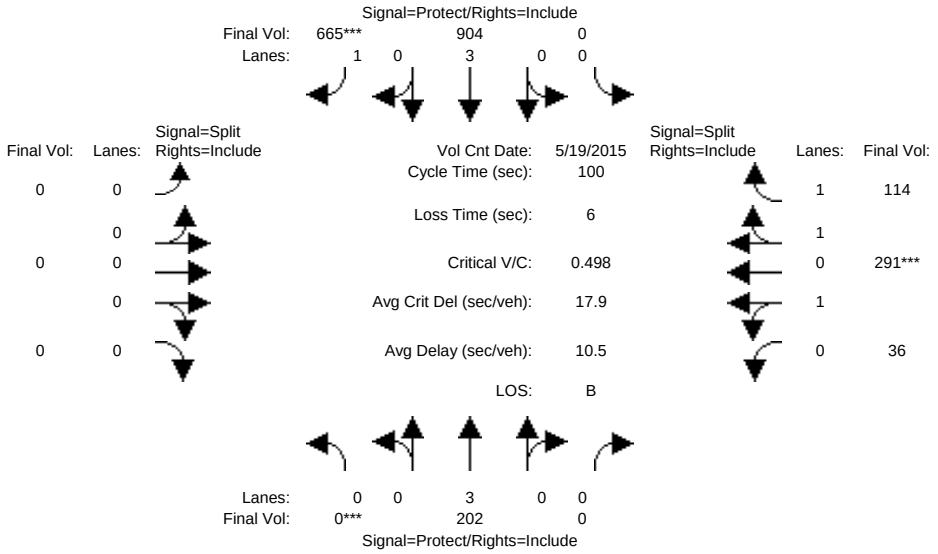
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 7:45-8:45AM												
Base Vol:	0	663	0	0	111	71	0	0	0	38	499	1047
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	663	0	0	111	71	0	0	0	38	499	1047
Added Vol:	0	0	0	0	32	0	0	0	0	0	0	9
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	663	0	0	143	71	0	0	0	38	499	1056
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	663	0	0	143	71	0	0	0	38	499	1056
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	663	0	0	143	71	0	0	0	38	499	1056
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	663	0	0	143	71	0	0	0	38	499	1056
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.93
Lanes:	0.00	3.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	0.07	0.93	2.00
Final Sat.:	0	5700	0	0	5700	1750	0	0	0	128	1676	3546
Capacity Analysis Module:												
Vol/Sat:	0.00	0.12	0.00	0.00	0.03	0.04	0.00	0.00	0.00	0.30	0.30	0.30
Crit Moves:		****		****								****
Green Time:	0.0	26.4	0.0	0.0	26.4	26.4	0.0	0.0	0.0	67.6	67.6	67.6
Volume/Cap:	0.00	0.44	0.00	0.00	0.10	0.15	0.00	0.00	0.00	0.44	0.44	0.44
Delay/Veh:	0.0	30.9	0.0	0.0	27.8	28.4	0.0	0.0	0.0	7.6	7.6	7.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	30.9	0.0	0.0	27.8	28.4	0.0	0.0	0.0	7.6	7.6	7.6
LOS by Move:	A	C	A	A	C	C	A	A	A	A	A	A
HCM2kAvgQ:	0	5	0	0	1	2	0	0	0	8	8	8

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

Downtown College Prep
San Jose

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

Intersection #3957: 280/ALMADEN



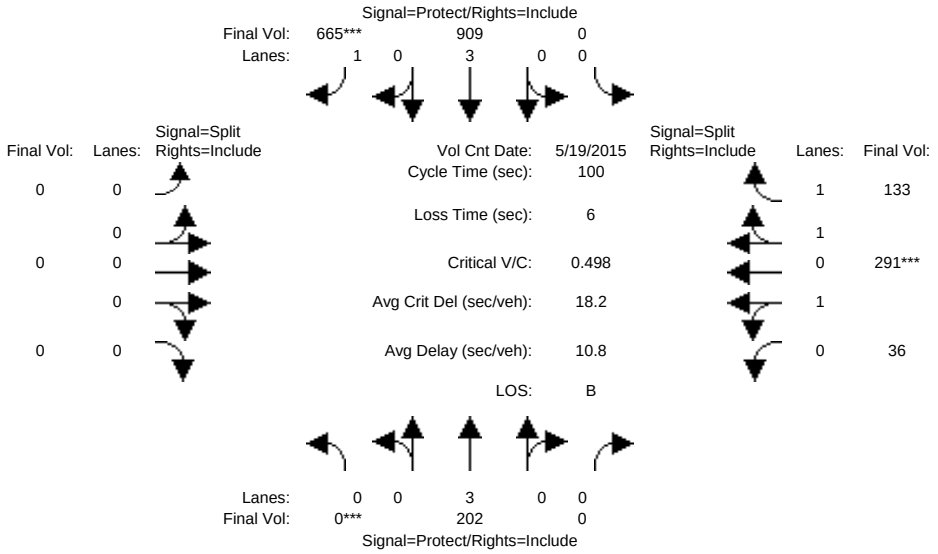
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 4:00-5:00PM												
Base Vol:	0	202	0	0	904	665	0	0	0	36	291	114
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	202	0	0	904	665	0	0	0	36	291	114
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	202	0	0	904	665	0	0	0	36	291	114
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	202	0	0	904	665	0	0	0	36	291	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	202	0	0	904	665	0	0	0	36	291	114
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	202	0	0	904	665	0	0	0	36	291	114
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.98	0.92
Lanes:	0.00	3.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	0.23	1.77	1.00
Final Sat.:	0	5700	0	0	5700	1750	0	0	0	407	3292	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.04	0.00	0.00	0.16	0.38	0.00	0.00	0.00	0.09	0.09	0.07
Crit Moves:	****					****					****	
Green Time:	0.0	76.3	0.0	0.0	76.3	76.3	0.0	0.0	0.0	17.7	17.7	17.7
Volume/Cap:	0.00	0.05	0.00	0.00	0.21	0.50	0.00	0.00	0.00	0.50	0.50	0.37
Delay/Veh:	0.0	2.9	0.0	0.0	3.4	4.8	0.0	0.0	0.0	37.6	37.6	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:	0.0	2.9	0.0	0.0	3.4	4.8	0.0	0.0	0.0	37.6	37.6	36.4
LOS by Move:	A	A	A	A	A	A	A	A	A	D	D	D
HCM2kAvgQ:	0	1	0	0	3	9	0	0	0	5	5	3

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

Downtown College Prep
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex + P PM

Intersection #3957: 280/ALMADEN



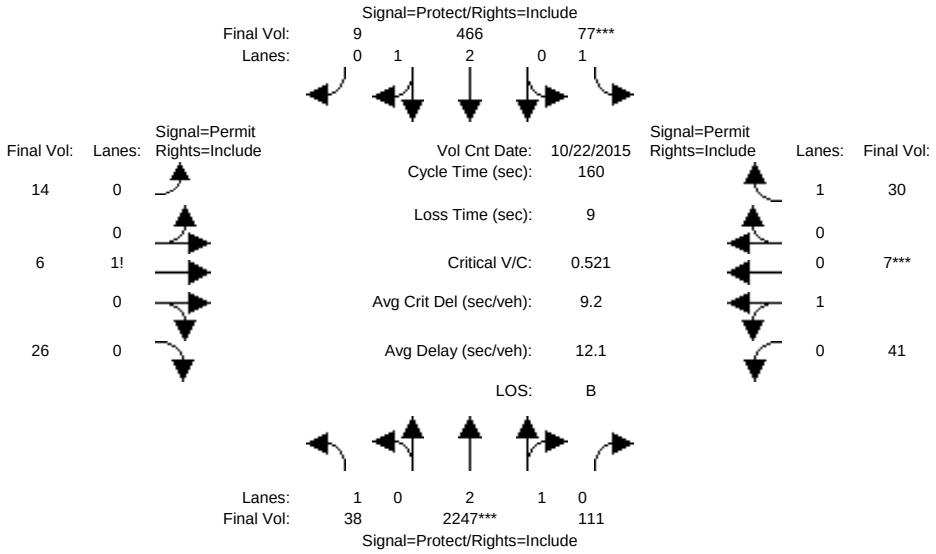
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 4:00-5:00PM												
Base Vol:	0	202	0	0	904	665	0	0	0	36	291	114
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	202	0	0	904	665	0	0	0	36	291	114
Added Vol:	0	0	0	0	5	0	0	0	0	0	0	19
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	202	0	0	909	665	0	0	0	36	291	133
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	202	0	0	909	665	0	0	0	36	291	133
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	202	0	0	909	665	0	0	0	36	291	133
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	202	0	0	909	665	0	0	0	36	291	133
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.98	0.92
Lanes:	0.00	3.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	0.23	1.77	1.00
Final Sat.:	0	5700	0	0	5700	1750	0	0	0	407	3292	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.04	0.00	0.00	0.16	0.38	0.00	0.00	0.00	0.09	0.09	0.08
Crit Moves:	****					****					****	
Green Time:	0.0	76.3	0.0	0.0	76.3	76.3	0.0	0.0	0.0	17.7	17.7	17.7
Volume/Cap:	0.00	0.05	0.00	0.00	0.21	0.50	0.00	0.00	0.00	0.50	0.50	0.43
Delay/Veh:	0.0	2.9	0.0	0.0	3.4	4.8	0.0	0.0	0.0	37.5	37.5	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:	0.0	2.9	0.0	0.0	3.4	4.8	0.0	0.0	0.0	37.5	37.5	36.9
LOS by Move:	A	A	A	A	A	A	A	A	A	D	D	D
HCM2kAvgQ:	0	1	0	0	3	9	0	0	0	5	5	4

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

Downtown College Prep
San Jose

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

Intersection #4104: COTTAGE GROVE/MONTEREY



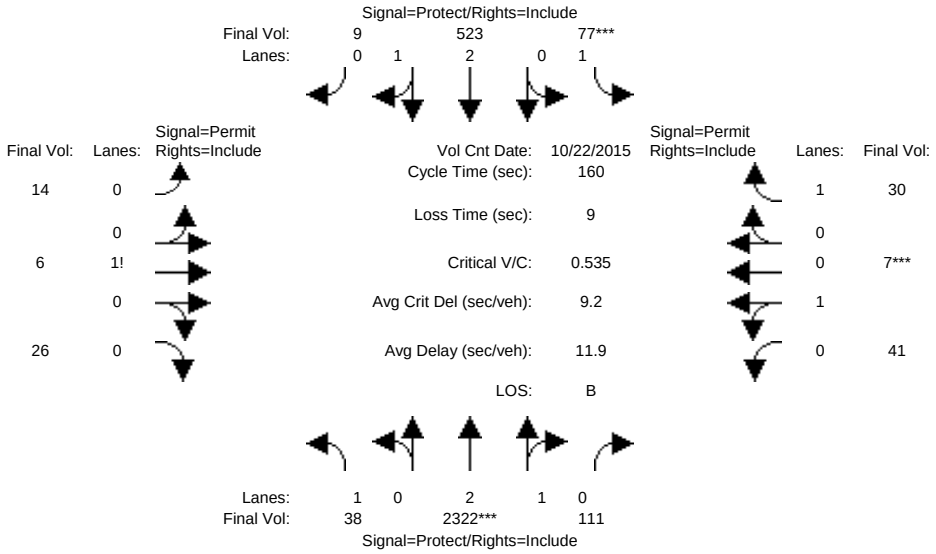
Street Name:	MONTEREY						COTTAGE GROVE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Oct 2015 <<												
Base Vol:	38	2247	111	77	466	9	14	6	26	41	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:	38	2247	111	77	466	9	14	6	26	41	7	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	2247	111	77	466	9	14	6	26	41	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:	38	2247	111	77	466	9	14	6	26	41	7	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	2247	111	77	466	9	14	6	26	41	7	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	38	2247	111	77	466	9	14	6	26	41	7	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	2.85	0.15	1.00	2.94	0.06	0.30	0.13	0.57	0.85	0.15	1.00
Final Sat.:	1750	5336	264	1750	5494	106	533	228	989	1537	262	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.42	0.42	0.04	0.08	0.08	0.03	0.03	0.03	0.03	0.03	0.02
Crit Moves:		****		****							****	
Green Time:	48.0	128	127.7	13.3	93.0	93.0	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.07	0.53	0.53	0.53	0.15	0.15	0.42	0.42	0.42	0.43	0.43	0.27
Delay/Veh:	40.1	5.8	5.8	73.9	15.3	15.3	74.8	74.8	74.8	74.8	74.8	72.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.1	5.8	5.8	73.9	15.3	15.3	74.8	74.8	74.8	74.8	74.8	72.9
LOS by Move:	D	A	A	E	B	B	E	E	E	E	E	E
HCM2kAvgQ:	1	14	14	5	3	3	3	3	3	3	3	2

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

Downtown College Prep
San Jose

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

Intersection #4104: COTTAGE GROVE/MONTEREY



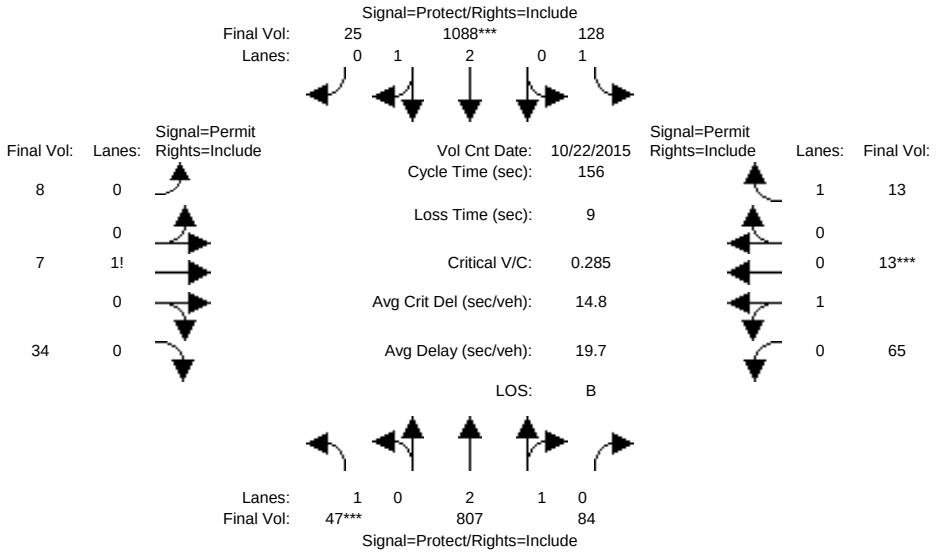
Street Name:	MONTEREY						COTTAGE GROVE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Oct 2015 <<												
Base Vol:	38	2247	111	77	466	9	14	6	26	41	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:	38	2247	111	77	466	9	14	6	26	41	7	30
Added Vol:	0	75	0	0	57	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	2322	111	77	523	9	14	6	26	41	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:	38	2322	111	77	523	9	14	6	26	41	7	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	2322	111	77	523	9	14	6	26	41	7	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	38	2322	111	77	523	9	14	6	26	41	7	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	2.86	0.14	1.00	2.95	0.05	0.30	0.13	0.57	0.85	0.15	1.00
Final Sat.:	1750	5344	255	1750	5505	95	533	228	989	1537	262	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.43	0.43	0.04	0.10	0.10	0.03	0.03	0.03	0.03	0.03	0.02
Crit Moves:		****		****							****	
Green Time:	44.5	128	128.0	13.0	96.5	96.5	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.08	0.54	0.54	0.54	0.16	0.16	0.42	0.42	0.42	0.43	0.43	0.27
Delay/Veh:	42.7	5.8	5.8	74.9	13.9	13.9	74.8	74.8	74.8	74.8	74.8	72.9
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:	42.7	5.8	5.8	74.9	13.9	13.9	74.8	74.8	74.8	74.8	74.8	72.9
LOS by Move:	D	A	A	E	B	B	E	E	E	E	E	E
HCM2kAvgQ:	1	14	14	5	4	4	3	3	3	3	3	2

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

Downtown College Prep
San Jose

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

Intersection #4104: COTTAGE GROVE/MONTEREY



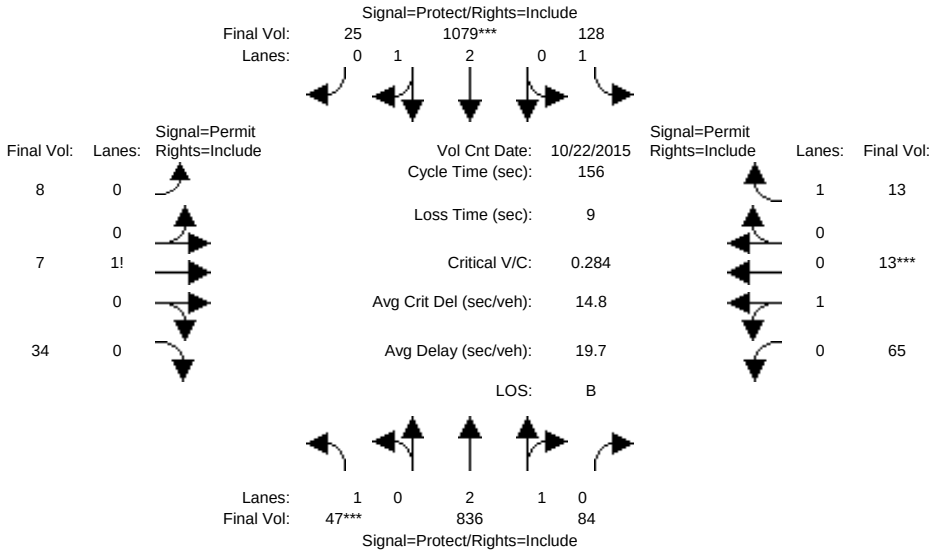
Street Name:	MONTEREY						COTTAGE GROVE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Oct 2015 <<												
Base Vol:	47	807	84	128	1088	25	8	7	34	65	13	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	807	84	128	1088	25	8	7	34	65	13	13
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	807	84	128	1088	25	8	7	34	65	13	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	47	807	84	128	1088	25	8	7	34	65	13	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	807	84	128	1088	25	8	7	34	65	13	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	47	807	84	128	1088	25	8	7	34	65	13	13
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	2.71	0.29	1.00	2.93	0.07	0.16	0.14	0.70	0.83	0.17	1.00
Final Sat.:	1750	5071	528	1750	5474	126	286	250	1214	1500	300	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.16	0.16	0.07	0.20	0.20	0.03	0.03	0.03	0.04	0.04	0.01
Crit Moves:	****				****						****	
Green Time:	14.7	84.5	84.5	38.8	109	108.6	23.7	23.7	23.7	23.7	23.7	23.7
Volume/Cap:	0.29	0.29	0.29	0.29	0.29	0.29	0.18	0.18	0.18	0.29	0.29	0.05
Delay/Veh:	70.1	19.7	19.7	49.2	9.2	9.2	59.3	59.3	59.3	61.3	61.3	56.9
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:	70.1	19.7	19.7	49.2	9.2	9.2	59.3	59.3	59.3	61.3	61.3	56.9
LOS by Move:	E	B	B	D	A	A	E	E	E	E	E	E
HCM2kAvgQ:	2	8	8	5	7	7	2	2	2	4	4	1

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

Downtown College Prep
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex + P PM

Intersection #4104: COTTAGE GROVE/MONTEREY



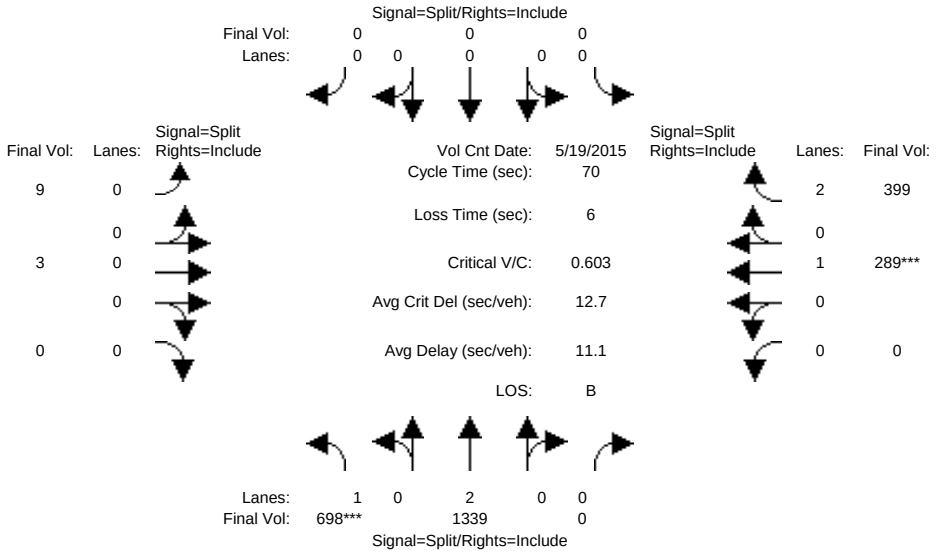
Street Name:	MONTEREY						COTTAGE GROVE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Oct 2015 <<												
Base Vol:	47	807	84	128	1088	25	8	7	34	65	13	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	807	84	128	1088	25	8	7	34	65	13	13
Added Vol:	0	29	0	0	-9	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	836	84	128	1079	25	8	7	34	65	13	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	47	836	84	128	1079	25	8	7	34	65	13	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	836	84	128	1079	25	8	7	34	65	13	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	47	836	84	128	1079	25	8	7	34	65	13	13
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	2.72	0.28	1.00	2.93	0.07	0.16	0.14	0.70	0.83	0.17	1.00
Final Sat.:	1750	5088	511	1750	5473	127	286	250	1214	1500	300	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.16	0.16	0.07	0.20	0.20	0.03	0.03	0.03	0.04	0.04	0.01
Crit Moves:	****				****						****	
Green Time:	14.8	85.2	85.2	37.9	108	108.4	23.8	23.8	23.8	23.8	23.8	23.8
Volume/Cap:	0.28	0.30	0.30	0.30	0.28	0.28	0.18	0.18	0.18	0.28	0.28	0.05
Delay/Veh:	69.9	19.5	19.5	50.0	9.2	9.2	59.1	59.1	59.1	61.1	61.1	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:	69.9	19.5	19.5	50.0	9.2	9.2	59.1	59.1	59.1	61.1	61.1	56.8
LOS by Move:	E	B	B	D	A	A	E	E	E	E	E	E
HCM2kAvgQ:	2	8	8	5	7	7	2	2	2	4	4	1

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

Downtown College Prep
San Jose

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

Intersection #3034: 280/11TH (N)



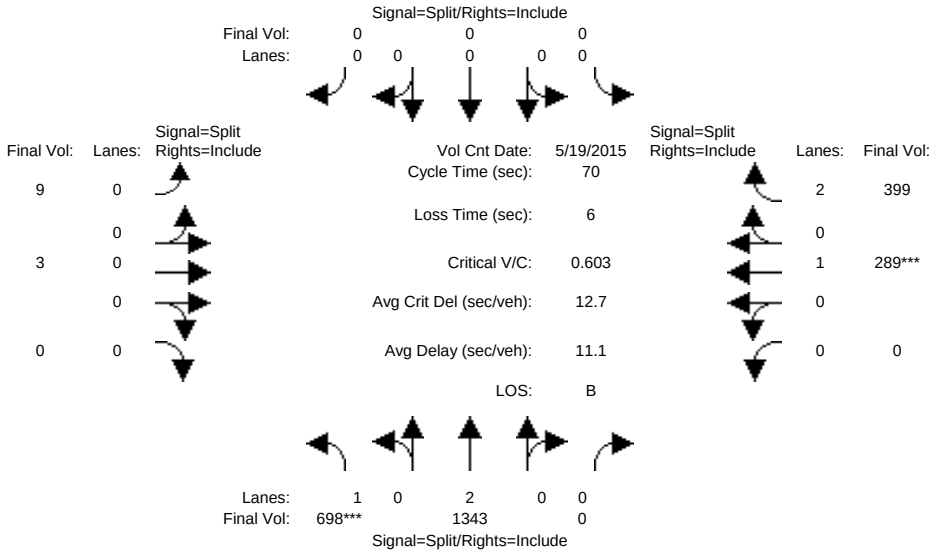
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	0	0	0	0	0	0	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 7:30-8:30AM												
Base Vol:	669	1229	0	0	0	0	0	0	0	0	282	375
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	669	1229	0	0	0	0	0	0	0	0	282	375
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	29	110	0	0	0	0	9	3	0	0	7	24
Initial Fut:	698	1339	0	0	0	0	9	3	0	0	289	399
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	698	1339	0	0	0	0	9	3	0	0	289	399
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	698	1339	0	0	0	0	9	3	0	0	289	399
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	698	1339	0	0	0	0	9	3	0	0	289	399
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	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	0.83
Lanes:	1.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	2.00
Final Sat.:	1750	3800	0	0	0	0	0	0	0	0	1900	3150
Capacity Analysis Module:												
Vol/Sat:	0.40	0.35	0.00	0.00	0.00	0.00	xxxx	xxxx	0.00	0.00	0.15	0.13
Crit Moves:	****										****	
Green Time:	46.3	46.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17.7	17.7
Volume/Cap:	0.60	0.53	0.00	0.00	0.00	0.00	xxxx	xxxx	0.00	0.00	0.60	0.50
Delay/Veh:	7.6	6.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.2	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:	7.6	6.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.2	22.9
LOS by Move:	A	A	A	A	A	A	A	A	A	A	C	C
HCM2kAvgQ:	9	7	0	0	0	0	0	0	0	0	6	5

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

Downtown College Prep
San Jose

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

Intersection #3034: 280/11TH (N)



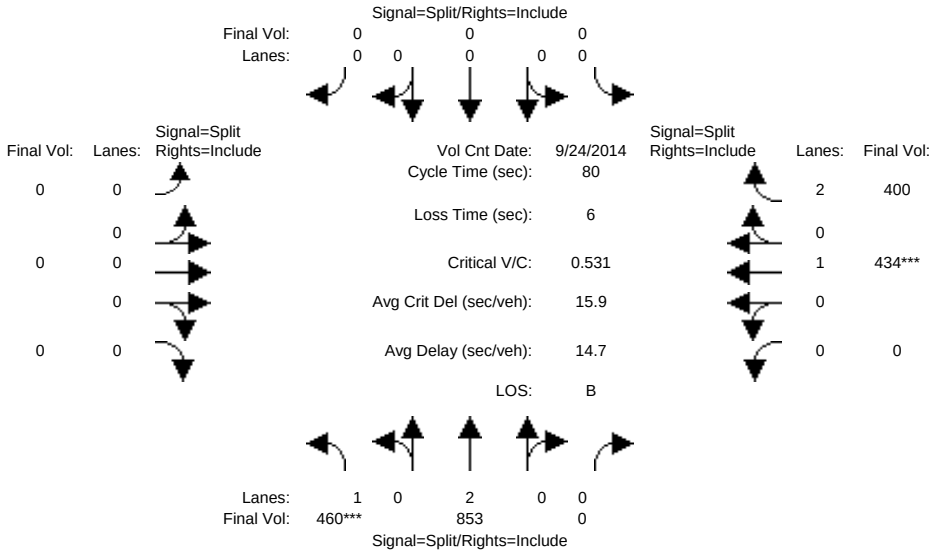
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	0	0	0	0	0	0	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 7:30-8:30AM												
Base Vol:	669	1229	0	0	0	0	0	0	0	0	282	375
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	669	1229	0	0	0	0	0	0	0	0	282	375
Added Vol:	0	4	0	0	0	0	0	0	0	0	0	0
ATI:	29	110	0	0	0	0	9	3	0	0	7	24
Initial Fut:	698	1343	0	0	0	0	9	3	0	0	289	399
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	698	1343	0	0	0	0	9	3	0	0	289	399
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	698	1343	0	0	0	0	9	3	0	0	289	399
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	698	1343	0	0	0	0	9	3	0	0	289	399
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	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	0.83
Lanes:	1.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	2.00
Final Sat.:	1750	3800	0	0	0	0	0	0	0	0	1900	3150
Capacity Analysis Module:												
Vol/Sat:	0.40	0.35	0.00	0.00	0.00	0.00	xxxx	xxxx	0.00	0.00	0.15	0.13
Crit Moves:	****										****	
Green Time:	46.3	46.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17.7	17.7
Volume/Cap:	0.60	0.53	0.00	0.00	0.00	0.00	xxxx	xxxx	0.00	0.00	0.60	0.50
Delay/Veh:	7.6	6.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.2	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:	7.6	6.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.2	22.9
LOS by Move:	A	A	A	A	A	A	A	A	A	A	C	C
HCM2kAvgQ:	9	8	0	0	0	0	0	0	0	0	6	5

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

Downtown College Prep
San Jose

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

Intersection #3034: 280/11TH (N)



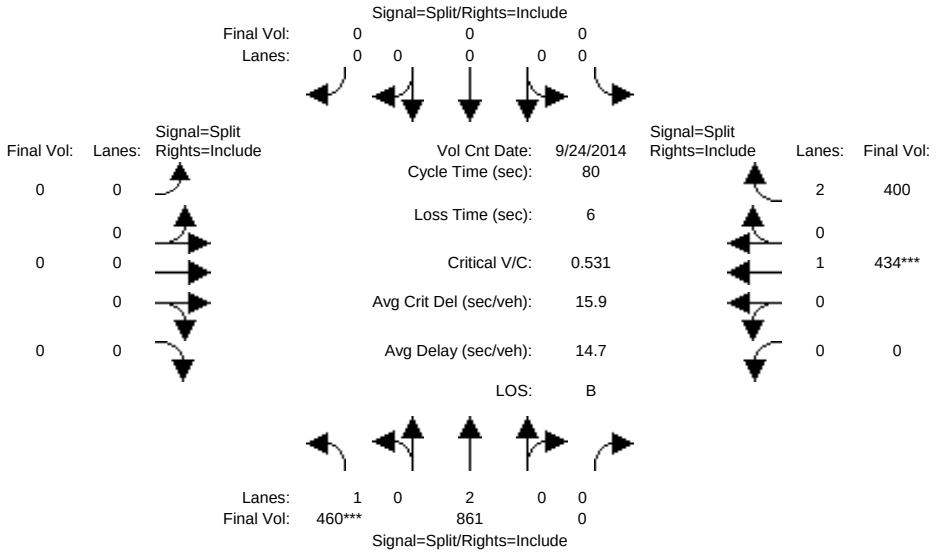
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	0	0	0	0	0	0	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Sep 2014 << 5:00-6:00PM												
Base Vol:	460	853	0	0	0	0	0	0	0	0	434	400
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	460	853	0	0	0	0	0	0	0	0	434	400
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	460	853	0	0	0	0	0	0	0	0	434	400
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	460	853	0	0	0	0	0	0	0	0	434	400
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	460	853	0	0	0	0	0	0	0	0	434	400
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	460	853	0	0	0	0	0	0	0	0	434	400
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	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	0.83
Lanes:	1.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	2.00
Final Sat.:	1750	3800	0	0	0	0	0	0	0	0	1900	3150
Capacity Analysis Module:												
Vol/Sat:	0.26	0.22	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.23	0.13
Crit Moves:	****										****	
Green Time:	39.6	39.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	34.4	34.4
Volume/Cap:	0.53	0.45	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.53	0.30
Delay/Veh:	14.5	13.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17.5	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:	14.5	13.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17.5	15.0
LOS by Move:	B	B	A	A	A	A	A	A	A	A	B	B
HCM2kAvgQ:	8	7	0	0	0	0	0	0	0	0	8	4

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

Downtown College Prep
San Jose

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

Intersection #3034: 280/11TH (N)



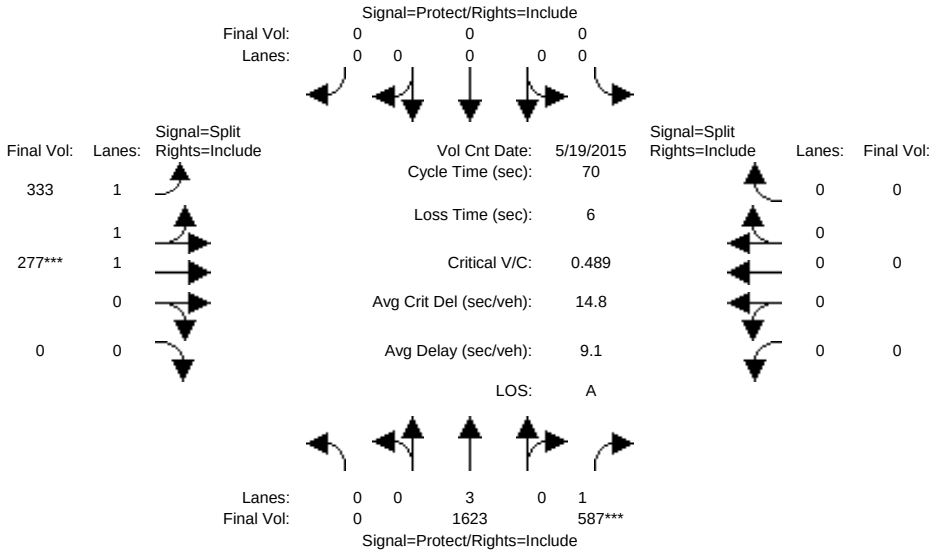
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	0	0	0	0	0	0	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Sep 2014 << 5:00-6:00PM												
Base Vol:	460	853	0	0	0	0	0	0	0	0	434	400
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	460	853	0	0	0	0	0	0	0	0	434	400
Added Vol:	0	8	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	460	861	0	0	0	0	0	0	0	0	434	400
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	460	861	0	0	0	0	0	0	0	0	434	400
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	460	861	0	0	0	0	0	0	0	0	434	400
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	460	861	0	0	0	0	0	0	0	0	434	400
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	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	0.83
Lanes:	1.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	2.00
Final Sat.:	1750	3800	0	0	0	0	0	0	0	0	1900	3150
Capacity Analysis Module:												
Vol/Sat:	0.26	0.23	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.23	0.13
Crit Moves:	****										****	
Green Time:	39.6	39.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	34.4	34.4
Volume/Cap:	0.53	0.46	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.53	0.30
Delay/Veh:	14.5	13.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17.5	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:	14.5	13.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17.5	15.0
LOS by Move:	B	B	A	A	A	A	A	A	A	A	B	B
HCM2kAvgQ:	8	7	0	0	0	0	0	0	0	0	8	4

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

Downtown College Prep
San Jose

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

Intersection #3035: 280/11TH (S)



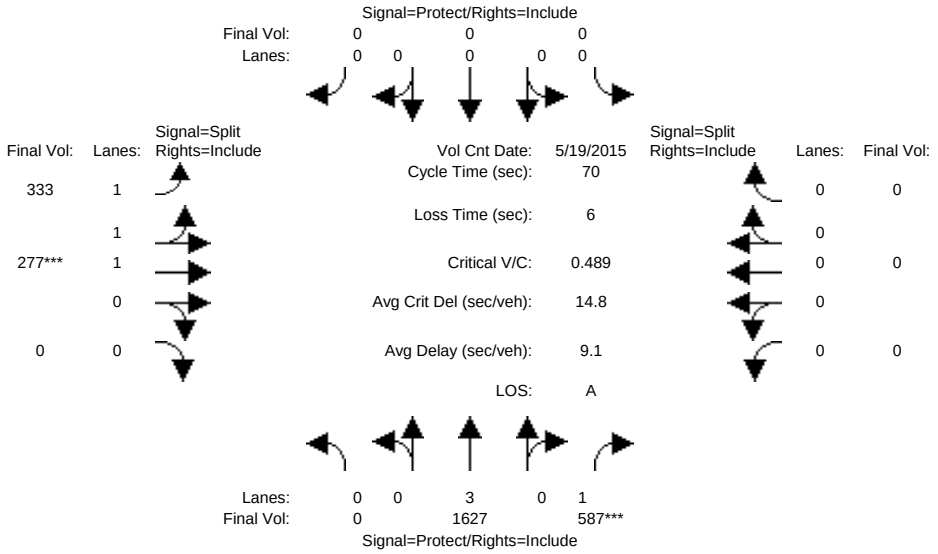
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	0	0	10	10	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 7:15-8:15AM												
Base Vol:	0	1512	557	0	0	0	306	255	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1512	557	0	0	0	306	255	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	111	30	0	0	0	27	22	0	0	0	0
Initial Fut:	0	1623	587	0	0	0	333	277	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1623	587	0	0	0	333	277	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1623	587	0	0	0	333	277	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1623	587	0	0	0	333	277	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.99	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	0.00	0.00	0.00	1.68	1.32	0.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	0	0	0	2973	2473	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.34	0.00	0.00	0.00	0.11	0.11	0.00	0.00	0.00	0.00
Crit Moves:			****					****				
Green Time:	0.0	48.0	48.0	0.0	0.0	0.0	16.0	16.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.42	0.49	0.00	0.00	0.00	0.49	0.49	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	4.9	5.5	0.0	0.0	0.0	23.7	23.7	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	4.9	5.5	0.0	0.0	0.0	23.7	23.7	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	C	C	A	A	A	A
HCM2kAvgQ:	0	5	7	0	0	0	4	4	0	0	0	0

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

Downtown College Prep
San Jose

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

Intersection #3035: 280/11TH (S)



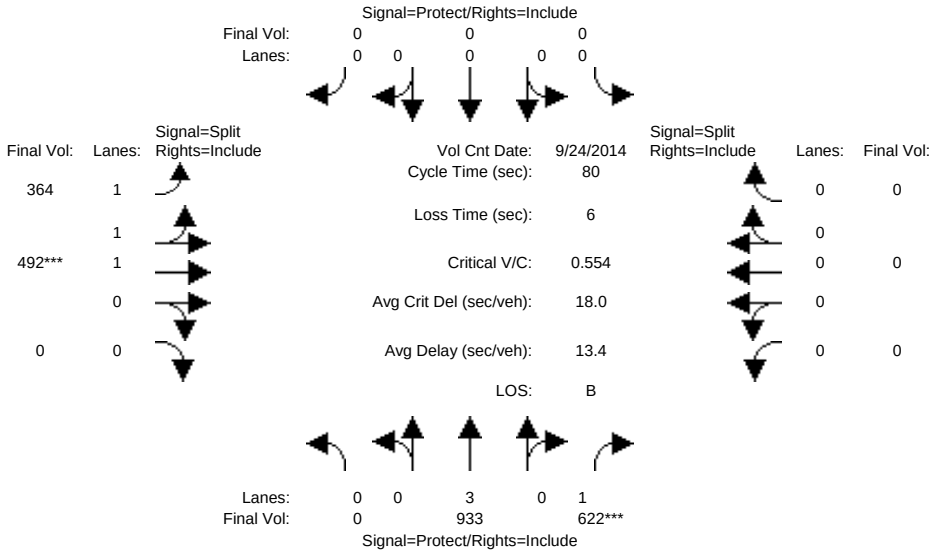
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	0	0	10	10	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 7:15-8:15AM												
Base Vol:	0	1512	557	0	0	0	306	255	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1512	557	0	0	0	306	255	0	0	0	0
Added Vol:	0	4	0	0	0	0	0	0	0	0	0	0
ATI:	0	111	30	0	0	0	27	22	0	0	0	0
Initial Fut:	0	1627	587	0	0	0	333	277	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1627	587	0	0	0	333	277	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1627	587	0	0	0	333	277	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1627	587	0	0	0	333	277	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.99	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	0.00	0.00	0.00	1.68	1.32	0.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	0	0	0	2973	2473	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.34	0.00	0.00	0.00	0.11	0.11	0.00	0.00	0.00	0.00
Crit Moves:			****					****				
Green Time:	0.0	48.0	48.0	0.0	0.0	0.0	16.0	16.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.42	0.49	0.00	0.00	0.00	0.49	0.49	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	4.9	5.5	0.0	0.0	0.0	23.7	23.7	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	4.9	5.5	0.0	0.0	0.0	23.7	23.7	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	C	C	A	A	A	A
HCM2kAvgQ:	0	5	7	0	0	0	4	4	0	0	0	0

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

Downtown College Prep
San Jose

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

Intersection #3035: 280/11TH (S)



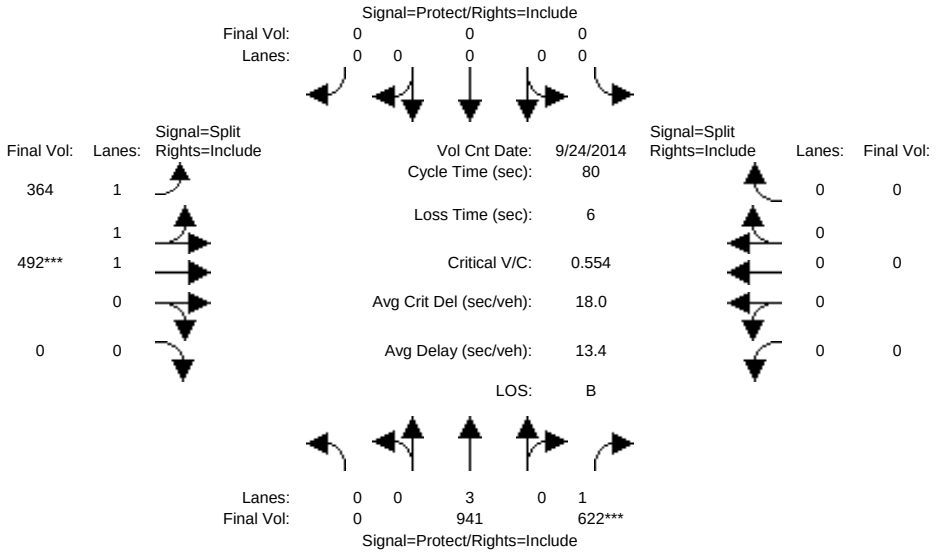
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	0	0	10	10	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Sep 2014 << 4:30-5:30PM												
Base Vol:	0	933	622	0	0	0	364	492	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	933	622	0	0	0	364	492	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	933	622	0	0	0	364	492	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	933	622	0	0	0	364	492	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	933	622	0	0	0	364	492	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	933	622	0	0	0	364	492	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.98	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	0.00	0.00	0.00	1.32	1.68	0.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	0	0	0	2316	3130	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.36	0.00	0.00	0.00	0.16	0.16	0.00	0.00	0.00	0.00
Crit Moves:			****					****				
Green Time:	0.0	51.3	51.3	0.0	0.0	0.0	22.7	22.7	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.26	0.55	0.00	0.00	0.00	0.55	0.55	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	6.2	8.6	0.0	0.0	0.0	24.8	24.8	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	6.2	8.6	0.0	0.0	0.0	24.8	24.8	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	C	C	A	A	A	A
HCM2kAvgQ:	0	3	10	0	0	0	6	6	0	0	0	0

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

Downtown College Prep
San Jose

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

Intersection #3035: 280/11TH (S)



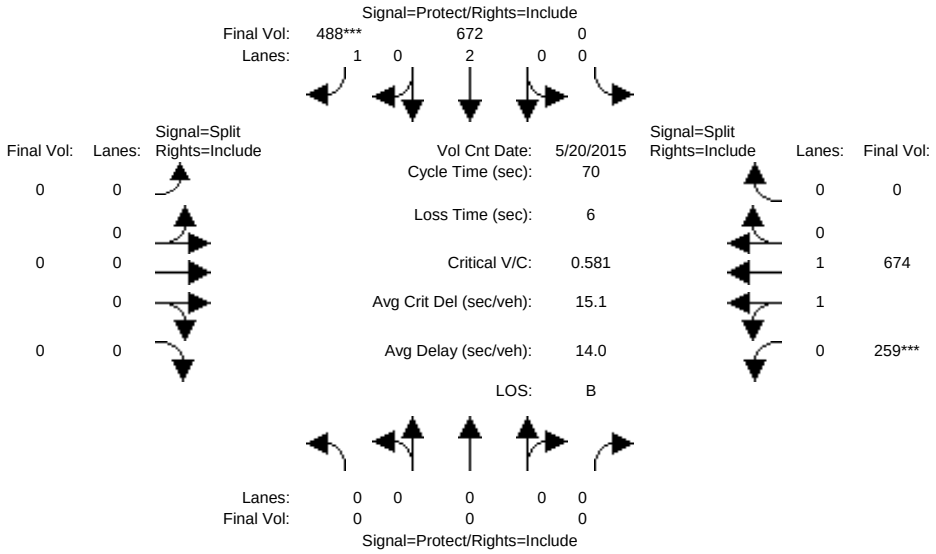
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	0	0	10	10	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Sep 2014 << 4:30-5:30PM												
Base Vol:	0	933	622	0	0	0	364	492	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	933	622	0	0	0	364	492	0	0	0	0
Added Vol:	0	8	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	941	622	0	0	0	364	492	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	941	622	0	0	0	364	492	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	941	622	0	0	0	364	492	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	941	622	0	0	0	364	492	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.98	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	0.00	0.00	0.00	1.32	1.68	0.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	0	0	0	2316	3130	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.36	0.00	0.00	0.00	0.16	0.16	0.00	0.00	0.00	0.00
Crit Moves:			****					****				
Green Time:	0.0	51.3	51.3	0.0	0.0	0.0	22.7	22.7	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.26	0.55	0.00	0.00	0.00	0.55	0.55	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	6.2	8.6	0.0	0.0	0.0	24.8	24.8	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	6.2	8.6	0.0	0.0	0.0	24.8	24.8	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	C	C	A	A	A	A
HCM2kAvgQ:	0	3	10	0	0	0	6	6	0	0	0	0

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

Downtown College Prep
San Jose

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

Intersection #3040: 280/10TH (N)



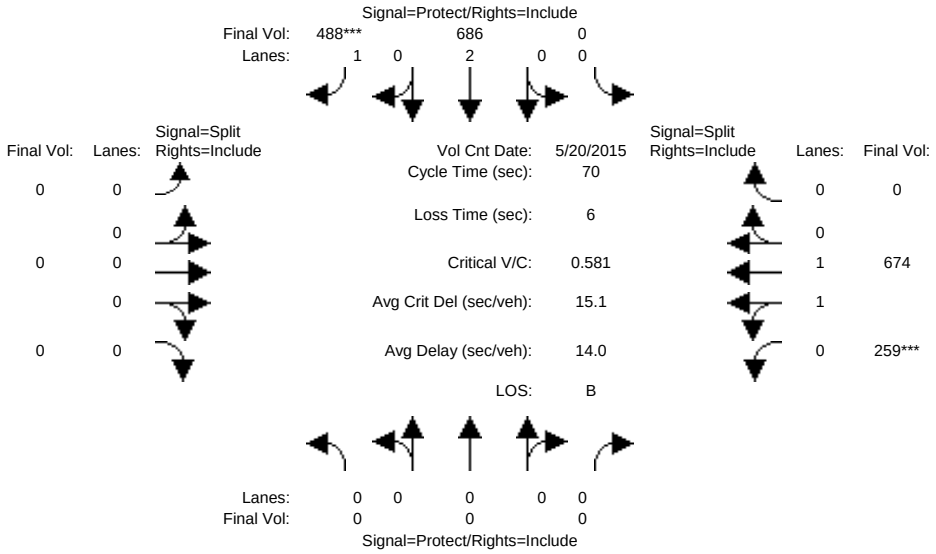
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	10	10	0	0	0	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 May 2015 << 7:15-8:15AM												
Base Vol:	0	0	0	0	640	480	0	0	0	255	654	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	640	480	0	0	0	255	654	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	32	8	0	0	0	4	20	0
Initial Fut:	0	0	0	0	672	488	0	0	0	259	674	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	0	672	488	0	0	0	259	674	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	672	488	0	0	0	259	674	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	0	672	488	0	0	0	259	674	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	0.95	0.98	0.92
Lanes:	0.00	0.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.57	1.43	0.00
Final Sat.:	0	0	0	0	3800	1750	0	0	0	1027	2672	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.18	0.28	0.00	0.00	0.00	0.25	0.25	0.00
Crit Moves:						****				****		
Green Time:	0.0	0.0	0.0	0.0	33.6	33.6	0.0	0.0	0.0	30.4	30.4	0.0
Volume/Cap:	0.00	0.00	0.00	0.00	0.37	0.58	0.00	0.00	0.00	0.58	0.58	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	11.6	14.2	0.0	0.0	0.0	15.5	15.5	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	0.0	11.6	14.2	0.0	0.0	0.0	15.5	15.5	0.0
LOS by Move:	A	A	A	A	B	B	A	A	A	B	B	A
HCM2kAvgQ:	0	0	0	0	5	9	0	0	0	8	8	0

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

Downtown College Prep
San Jose

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

Intersection #3040: 280/10TH (N)



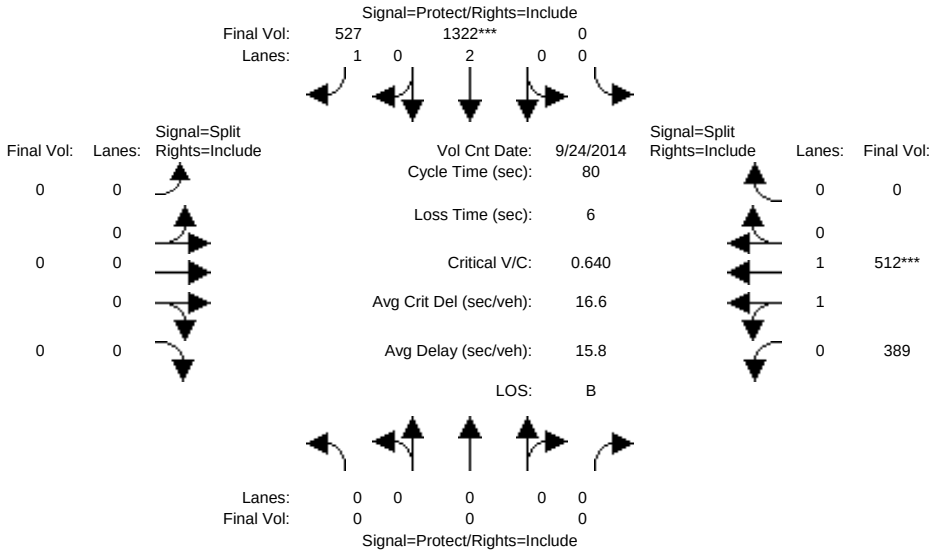
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	10	10	0	0	0	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 May 2015 << 7:15-8:15AM												
Base Vol:	0	0	0	0	640	480	0	0	0	255	654	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	640	480	0	0	0	255	654	0
Added Vol:	0	0	0	0	14	0	0	0	0	0	0	0
ATI:	0	0	0	0	32	8	0	0	0	4	20	0
Initial Fut:	0	0	0	0	686	488	0	0	0	259	674	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	0	686	488	0	0	0	259	674	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	686	488	0	0	0	259	674	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	0	686	488	0	0	0	259	674	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	0.95	0.98	0.92
Lanes:	0.00	0.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.57	1.43	0.00
Final Sat.:	0	0	0	0	3800	1750	0	0	0	1027	2672	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.18	0.28	0.00	0.00	0.00	0.25	0.25	0.00
Crit Moves:						****				****		
Green Time:	0.0	0.0	0.0	0.0	33.6	33.6	0.0	0.0	0.0	30.4	30.4	0.0
Volume/Cap:	0.00	0.00	0.00	0.00	0.38	0.58	0.00	0.00	0.00	0.58	0.58	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	11.7	14.2	0.0	0.0	0.0	15.5	15.5	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	0.0	11.7	14.2	0.0	0.0	0.0	15.5	15.5	0.0
LOS by Move:	A	A	A	A	B	B	A	A	A	B	B	A
HCM2kAvgQ:	0	0	0	0	5	9	0	0	0	8	8	0

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

Downtown College Prep
San Jose

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

Intersection #3040: 280/10TH (N)



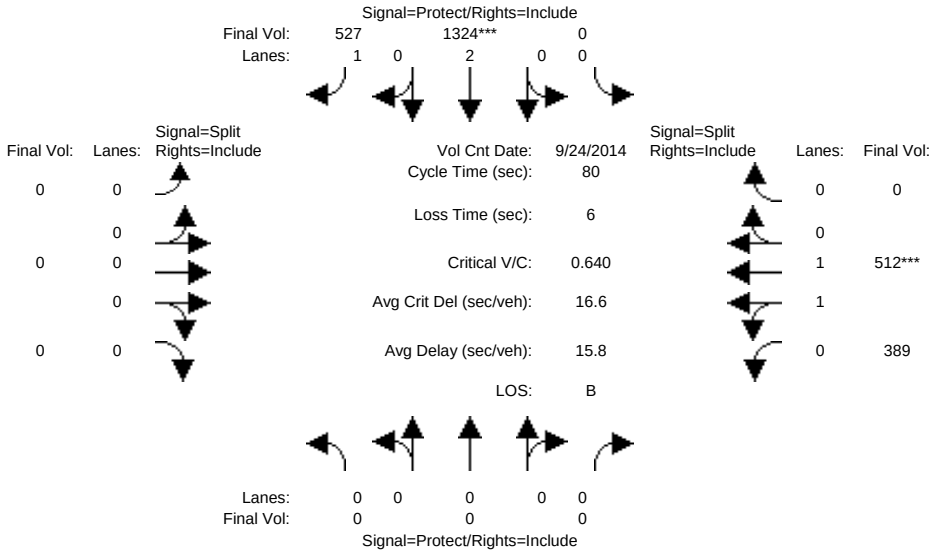
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	10	10	0	0	0	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Sep 2014 << 4:30-5:30PM												
Base Vol:	0	0	0	0	1322	527	0	0	0	389	512	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	1322	527	0	0	0	389	512	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	1322	527	0	0	0	389	512	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	0	1322	527	0	0	0	389	512	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	1322	527	0	0	0	389	512	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	0	1322	527	0	0	0	389	512	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	0.95	0.99	0.92
Lanes:	0.00	0.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.89	1.11	0.00
Final Sat.:	0	0	0	0	3800	1750	0	0	0	1597	2101	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.35	0.30	0.00	0.00	0.00	0.24	0.24	0.00
Crit Moves:					****						****	
Green Time:	0.0	0.0	0.0	0.0	43.5	43.5	0.0	0.0	0.0	30.5	30.5	0.0
Volume/Cap:	0.00	0.00	0.00	0.00	0.64	0.55	0.00	0.00	0.00	0.64	0.64	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	13.4	12.6	0.0	0.0	0.0	21.3	21.3	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:	0.0	0.0	0.0	0.0	13.4	12.6	0.0	0.0	0.0	21.3	21.3	0.0
LOS by Move:	A	A	A	A	B	B	A	A	A	C	C	A
HCM2kAvgQ:	0	0	0	0	12	10	0	0	0	9	9	0

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

Downtown College Prep
San Jose

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

Intersection #3040: 280/10TH (N)



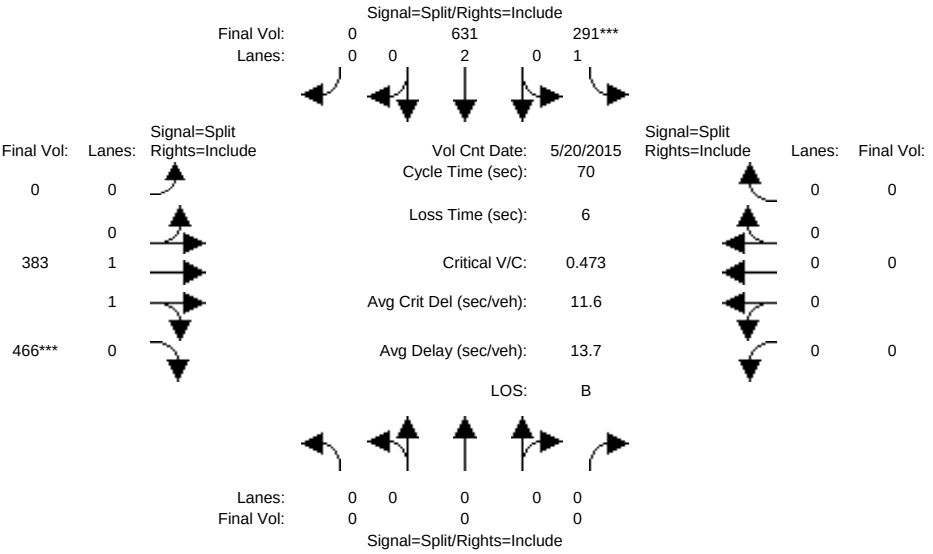
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	10	10	0	0	0	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Sep 2014 << 4:30-5:30PM												
Base Vol:	0	0	0	0	1322	527	0	0	0	389	512	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	1322	527	0	0	0	389	512	0
Added Vol:	0	0	0	0	2	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	1324	527	0	0	0	389	512	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	0	1324	527	0	0	0	389	512	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	1324	527	0	0	0	389	512	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	0	1324	527	0	0	0	389	512	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	0.95	0.99	0.92
Lanes:	0.00	0.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.89	1.11	0.00
Final Sat.:	0	0	0	0	3800	1750	0	0	0	1597	2101	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.35	0.30	0.00	0.00	0.00	0.24	0.24	0.00
Crit Moves:					****						****	
Green Time:	0.0	0.0	0.0	0.0	43.5	43.5	0.0	0.0	0.0	30.5	30.5	0.0
Volume/Cap:	0.00	0.00	0.00	0.00	0.64	0.55	0.00	0.00	0.00	0.64	0.64	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	13.4	12.6	0.0	0.0	0.0	21.3	21.3	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:	0.0	0.0	0.0	0.0	13.4	12.6	0.0	0.0	0.0	21.3	21.3	0.0
LOS by Move:	A	A	A	A	B	B	A	A	A	C	C	A
HCM2kAvgQ:	0	0	0	0	12	10	0	0	0	9	9	0

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

Downtown College Prep
San Jose

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

Intersection #3041: 280/10TH (S)



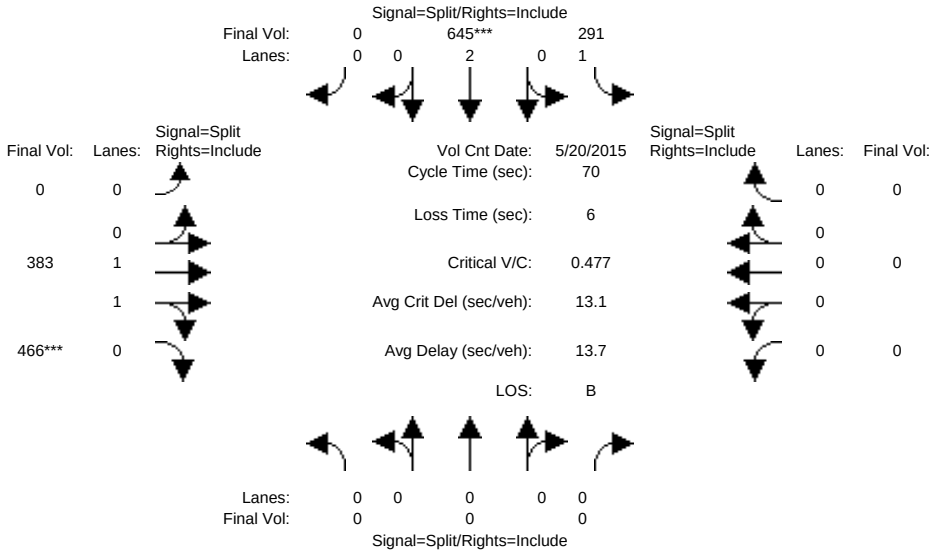
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	0	0	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 May 2015 << 7:15-8:15AM												
Base Vol:	0	0	0	283	611	0	0	367	449	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	283	611	0	0	367	449	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	8	20	0	0	16	17	0	0	0
Initial Fut:	0	0	0	291	631	0	0	383	466	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	0	0	291	631	0	0	383	466	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	291	631	0	0	383	466	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	0	0	291	631	0	0	383	466	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	0.00	0.00	1.00	2.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00
Final Sat.:	0	0	0	1750	3800	0	0	1900	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.17	0.17	0.00	0.00	0.20	0.27	0.00	0.00	0.00
Crit Moves:				****					****			
Green Time:	0.0	0.0	0.0	24.6	24.6	0.0	0.0	39.4	39.4	0.0	0.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.47	0.47	0.00	0.00	0.36	0.47	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	18.2	17.9	0.0	0.0	8.5	9.3	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	0.0	0.0	18.2	17.9	0.0	0.0	8.5	9.3	0.0	0.0	0.0
LOS by Move:	A	A	A	B	B	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	5	5	0	0	5	7	0	0	0

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

Downtown College Prep
San Jose

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

Intersection #3041: 280/10TH (S)



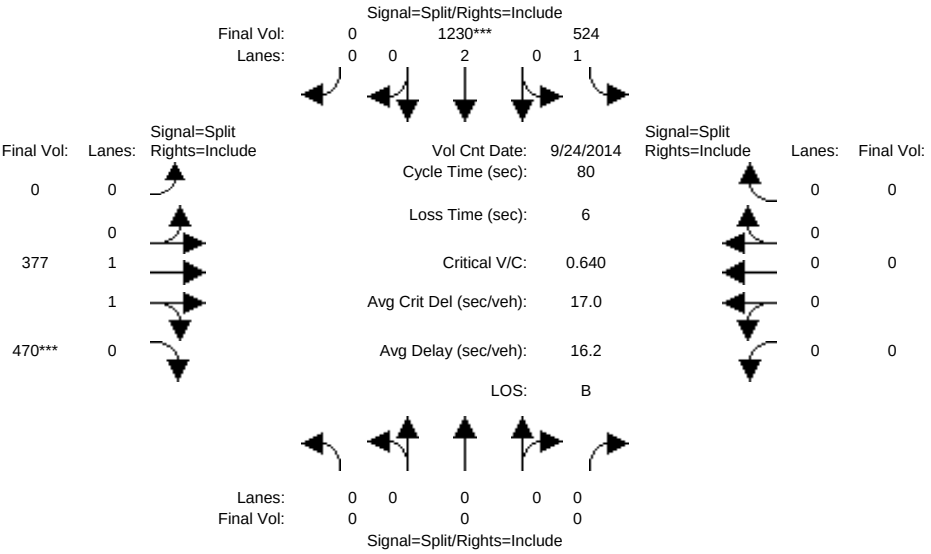
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	0	0	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 May 2015 << 7:15-8:15AM												
Base Vol:	0	0	0	283	611	0	0	367	449	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	283	611	0	0	367	449	0	0	0
Added Vol:	0	0	0	0	14	0	0	0	0	0	0	0
ATI:	0	0	0	8	20	0	0	16	17	0	0	0
Initial Fut:	0	0	0	291	645	0	0	383	466	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	0	0	291	645	0	0	383	466	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	291	645	0	0	383	466	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	0	0	291	645	0	0	383	466	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	0.00	0.00	1.00	2.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00
Final Sat.:	0	0	0	1750	3800	0	0	1900	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.17	0.17	0.00	0.00	0.20	0.27	0.00	0.00	0.00
Crit Moves:					****				****			
Green Time:	0.0	0.0	0.0	24.9	24.9	0.0	0.0	39.1	39.1	0.0	0.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.47	0.48	0.00	0.00	0.36	0.48	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	18.0	17.8	0.0	0.0	8.6	9.5	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	0.0	0.0	18.0	17.8	0.0	0.0	8.6	9.5	0.0	0.0	0.0
LOS by Move:	A	A	A	B	B	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	5	5	0	0	5	7	0	0	0

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

Downtown College Prep
San Jose

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

Intersection #3041: 280/10TH (S)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	0	0	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Sep 2014 << 5:00-6:00PM												
Base Vol:	0	0	0	524	1230	0	0	377	470	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	524	1230	0	0	377	470	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	524	1230	0	0	377	470	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	0	0	524	1230	0	0	377	470	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	524	1230	0	0	377	470	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	524	1230	0	0	377	470	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	0.00	0.00	1.00	2.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00
Final Sat.:	0	0	0	1750	3800	0	0	1900	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.30	0.32	0.00	0.00	0.20	0.27	0.00	0.00	0.00
Crit Moves:					****				****			
Green Time:	0.0	0.0	0.0	40.4	40.4	0.0	0.0	33.6	33.6	0.0	0.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.59	0.64	0.00	0.00	0.47	0.64	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	15.0	15.2	0.0	0.0	17.0	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	0.0	0.0	15.0	15.2	0.0	0.0	17.0	19.5	0.0	0.0	0.0
LOS by Move:	A	A	A	B	B	A	A	B	B	A	A	A
HCM2kAvgQ:	0	0	0	10	11	0	0	7	11	0	0	0

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

Downtown College Prep
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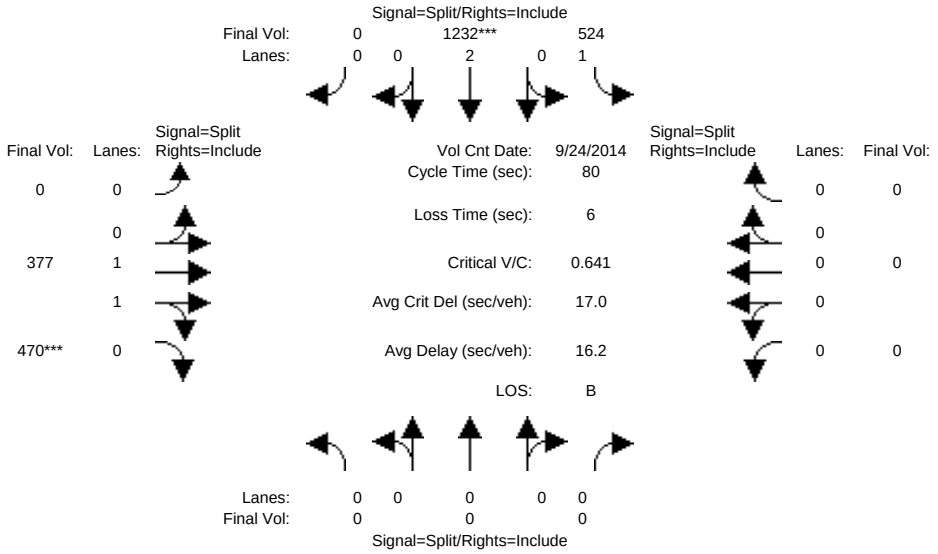
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background + P (PM)

Intersection #3041: 280/10TH (S)



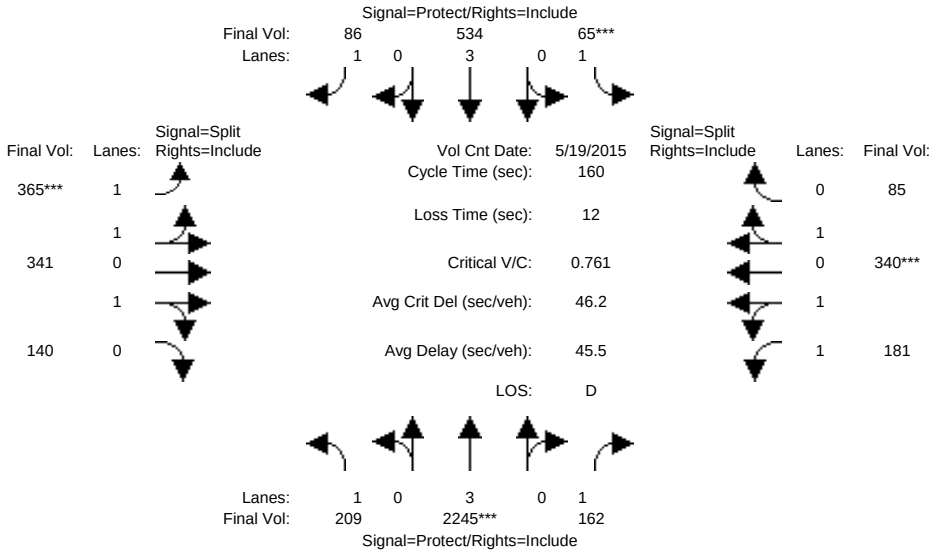
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	0	0	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 24 Sep 2014 << 5:00-6:00PM												
Base Vol:	0	0	0	524	1230	0	0	377	470	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	524	1230	0	0	377	470	0	0	0
Added Vol:	0	0	0	0	2	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	524	1232	0	0	377	470	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	0	0	524	1232	0	0	377	470	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	524	1232	0	0	377	470	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	524	1232	0	0	377	470	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	0.00	0.00	1.00	2.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00
Final Sat.:	0	0	0	1750	3800	0	0	1900	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.30	0.32	0.00	0.00	0.20	0.27	0.00	0.00	0.00
Crit Moves:					****				****			
Green Time:	0.0	0.0	0.0	40.5	40.5	0.0	0.0	33.5	33.5	0.0	0.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.59	0.64	0.00	0.00	0.47	0.64	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	15.0	15.2	0.0	0.0	17.0	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	0.0	0.0	15.0	15.2	0.0	0.0	17.0	19.5	0.0	0.0	0.0
LOS by Move:	A	A	A	B	B	A	A	B	B	A	A	A
HCM2kAvgQ:	0	0	0	10	11	0	0	7	11	0	0	0

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

Downtown College Prep
San Jose

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

Intersection #3060: ALMA/FIRST



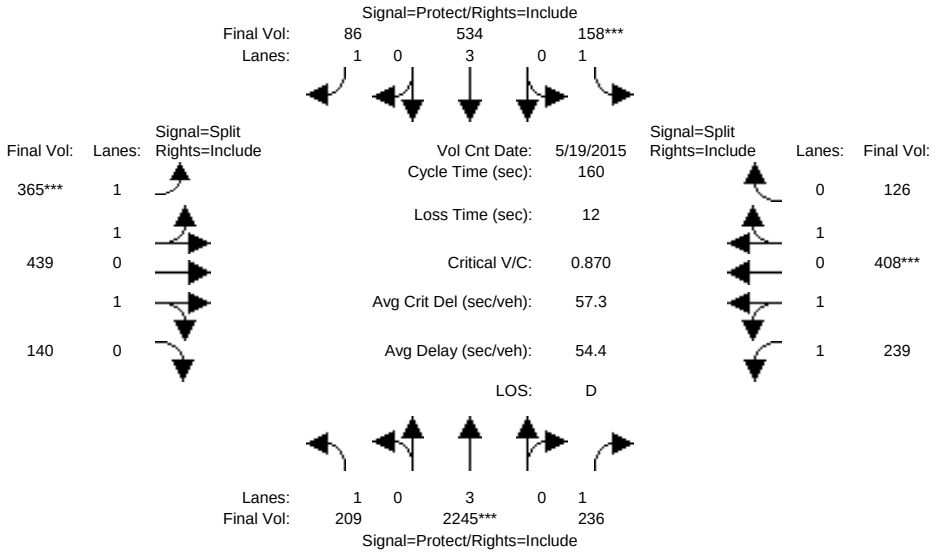
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 7:30-8:30AM												
Base Vol:	182	2023	132	20	302	72	328	277	102	141	249	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	182	2023	132	20	302	72	328	277	102	141	249	52
Added Vol:	0	0	24	14	0	0	0	13	0	13	10	6
ATI:	27	222	6	31	232	14	37	51	38	27	81	27
Initial Fut:	209	2245	162	65	534	86	365	341	140	181	340	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:	209	2245	162	65	534	86	365	341	140	181	340	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	209	2245	162	65	534	86	365	341	140	181	340	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	209	2245	162	65	534	86	365	341	140	181	340	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	0.93	0.95	0.95	0.92	0.98	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.31	1.20	0.49	1.00	1.59	0.41
Final Sat.:	1750	5700	1750	1750	5700	1750	2308	2156	885	1750	2959	740
Capacity Analysis Module:												
Vol/Sat:	0.12	0.39	0.09	0.04	0.09	0.05	0.16	0.16	0.16	0.10	0.11	0.11
Crit Moves:		****		****			****				****	
Green Time:	50.8	82.8	82.8	7.8	39.8	39.8	33.2	33.2	33.2	24.2	24.2	24.2
Volume/Cap:	0.38	0.76	0.18	0.76	0.38	0.20	0.76	0.76	0.76	0.69	0.76	0.76
Delay/Veh:	42.8	31.9	20.6	107.5	50.0	47.7	62.8	62.8	62.8	66.6	69.5	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:	42.8	31.9	20.6	107.5	50.0	47.7	62.8	62.8	62.8	66.6	69.5	69.5
LOS by Move:	D	C	C	F	D	D	E	E	E	E	E	E
HCM2kAvgQ:	8	29	4	5	7	4	15	15	15	10	12	12

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

Downtown College Prep
San Jose

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

Intersection #3060: ALMA/FIRST



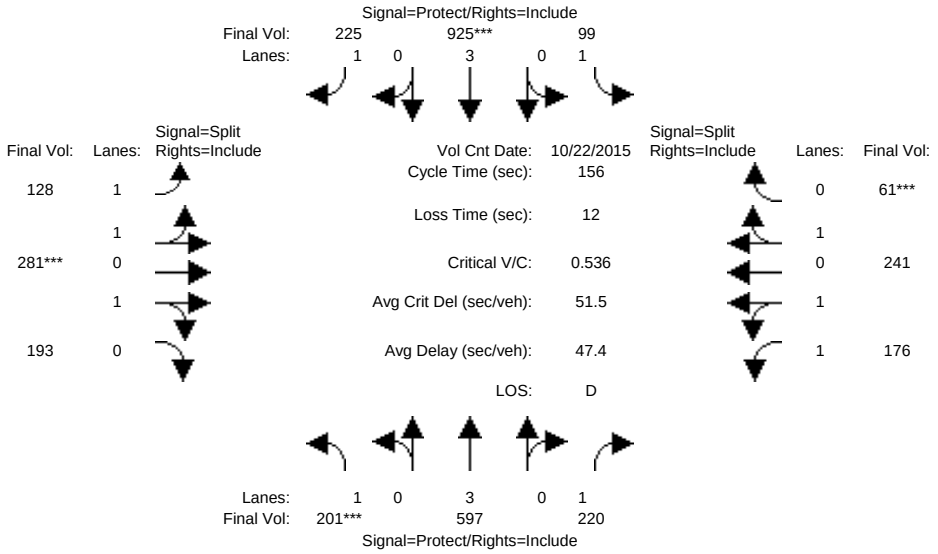
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 7:30-8:30AM												
Base Vol:	182	2023	132	20	302	72	328	277	102	141	249	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	182	2023	132	20	302	72	328	277	102	141	249	52
Added Vol:	0	0	98	107	0	0	0	111	0	71	78	47
ATI:	27	222	6	31	232	14	37	51	38	27	81	27
Initial Fut:	209	2245	236	158	534	86	365	439	140	239	408	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:	209	2245	236	158	534	86	365	439	140	239	408	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	209	2245	236	158	534	86	365	439	140	239	408	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:	209	2245	236	158	534	86	365	439	140	239	408	126
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	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	0.98	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.18	1.38	0.44	1.00	1.52	0.48
Final Sat.:	1750	5700	1750	1750	5700	1750	2068	2488	793	1750	2826	873
Capacity Analysis Module:												
Vol/Sat:	0.12	0.39	0.13	0.09	0.09	0.05	0.18	0.18	0.18	0.14	0.14	0.14
Crit Moves:		****		****			****				****	
Green Time:	49.9	72.4	72.4	16.6	39.1	39.1	32.4	32.4	32.4	26.5	26.5	26.5
Volume/Cap:	0.38	0.87	0.30	0.87	0.38	0.20	0.87	0.87	0.87	0.82	0.87	0.87
Delay/Veh:	43.5	43.0	27.9	104.1	50.6	48.2	69.5	69.5	69.5	70.4	74.3	74.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.5	43.0	27.9	104.1	50.6	48.2	69.5	69.5	69.5	70.4	74.3	74.3
LOS by Move:	D	D	C	F	D	D	E	E	E	E	E	E
HCM2kAvgQ:	8	35	8	11	7	4	18	18	18	14	16	16

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

Downtown College Prep
San Jose

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

Intersection #3060: ALMA/FIRST



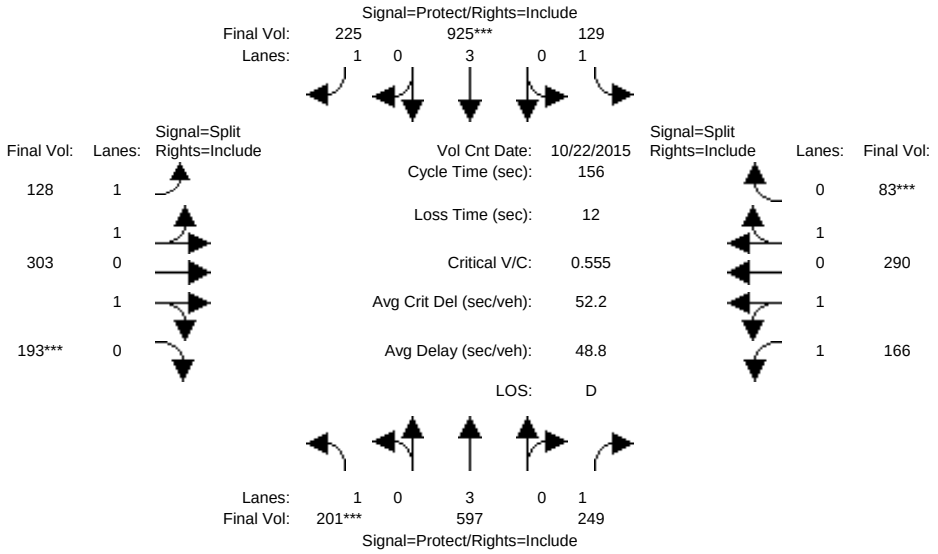
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Oct 2015 <<												
Base Vol:	201	597	174	72	925	225	128	257	193	144	218	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:	201	597	174	72	925	225	128	257	193	144	218	47
Added Vol:	0	0	46	27	0	0	0	24	0	32	23	14
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	201	597	220	99	925	225	128	281	193	176	241	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	597	220	99	925	225	128	281	193	176	241	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	201	597	220	99	925	225	128	281	193	176	241	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	201	597	220	99	925	225	128	281	193	176	241	61
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95	0.92	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.16	0.84	1.12	1.50	0.38
Final Sat.:	1750	5700	1750	1750	5700	1750	1750	2192	1506	1970	2697	683
Capacity Analysis Module:												
Vol/Sat:	0.11	0.10	0.13	0.06	0.16	0.13	0.07	0.13	0.13	0.09	0.09	0.09
Crit Moves:	****				****			****				****
Green Time:	33.4	55.6	55.6	25.0	47.2	47.2	37.3	37.3	37.3	26.0	26.0	26.0
Volume/Cap:	0.54	0.29	0.35	0.35	0.54	0.42	0.31	0.54	0.54	0.54	0.54	0.54
Delay/Veh:	55.9	36.1	37.3	59.0	45.6	44.1	48.8	52.3	52.3	60.1	60.1	60.1
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:	55.9	36.1	37.3	59.0	45.6	44.1	48.8	52.3	52.3	60.1	60.1	60.1
LOS by Move:	E	D	D	E	D	D	D	D	D	E	E	E
HCM2kAvgQ:	9	7	8	5	12	9	5	10	10	8	8	8

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

Downtown College Prep
San Jose

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

Intersection #3060: ALMA/FIRST



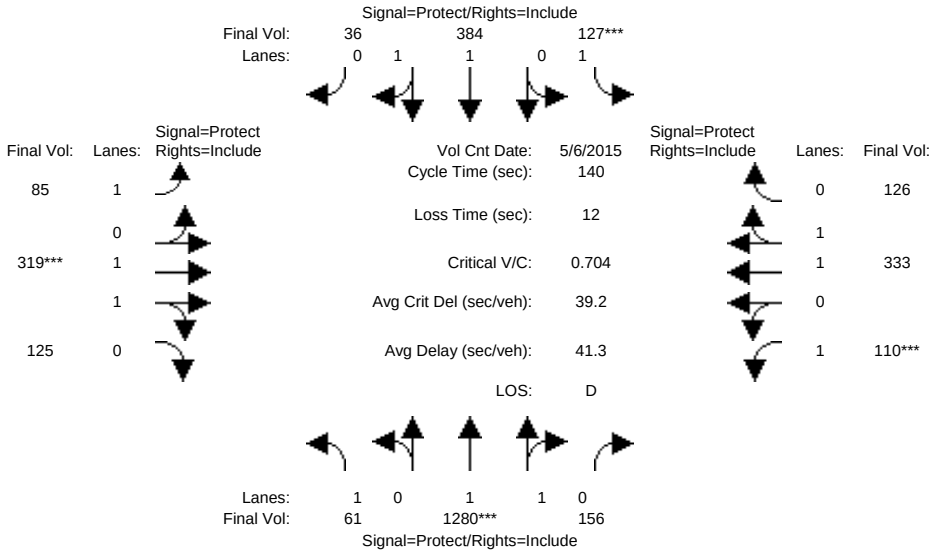
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Oct 2015 <<												
Base Vol:	201	597	174	72	925	225	128	257	193	144	218	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:	201	597	174	72	925	225	128	257	193	144	218	47
Added Vol:	0	0	75	57	0	0	0	46	0	22	72	36
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	201	597	249	129	925	225	128	303	193	166	290	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:	201	597	249	129	925	225	128	303	193	166	290	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	201	597	249	129	925	225	128	303	193	166	290	83
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	201	597	249	129	925	225	128	303	193	166	290	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	1.00	0.92	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.20	0.80	1.00	1.54	0.46
Final Sat.:	1750	5700	1750	1750	5700	1750	1750	2259	1439	1750	2876	823
Capacity Analysis Module:												
Vol/Sat:	0.11	0.10	0.14	0.07	0.16	0.13	0.07	0.13	0.13	0.09	0.10	0.10
Crit Moves:	****				****				****			****
Green Time:	32.3	51.3	51.3	26.6	45.6	45.6	37.7	37.7	37.7	28.4	28.4	28.4
Volume/Cap:	0.55	0.32	0.43	0.43	0.55	0.44	0.30	0.55	0.55	0.52	0.55	0.55
Delay/Veh:	57.3	39.3	41.5	58.9	47.0	45.4	48.5	52.4	52.4	58.2	58.8	58.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.3	39.3	41.5	58.9	47.0	45.4	48.5	52.4	52.4	58.2	58.8	58.8
LOS by Move:	E	D	D	E	D	D	D	D	D	E	E	E
HCM2kAvgQ:	10	7	10	6	12	9	5	11	11	8	9	9

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

Downtown College Prep
San Jose

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

Intersection #3061: ALMADEN/SAN CARLOS



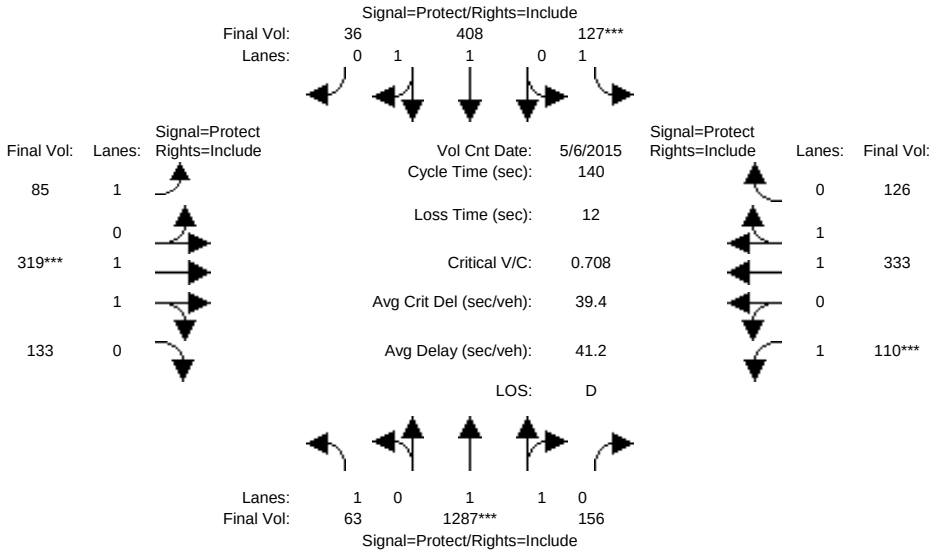
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 May 2015 << 7:30-8:30AM												
Base Vol:	41	1158	109	118	281	32	73	284	2	29	286	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:	41	1158	109	118	281	32	73	284	2	29	286	119
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	20	122	47	9	103	4	12	35	123	81	47	7
Initial Fut:	61	1280	156	127	384	36	85	319	125	110	333	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:	61	1280	156	127	384	36	85	319	125	110	333	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	1280	156	127	384	36	85	319	125	110	333	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:	61	1280	156	127	384	36	85	319	125	110	333	126
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.78	0.22	1.00	1.82	0.18	1.00	1.42	0.58	1.00	1.44	0.56
Final Sat.:	1750	3298	402	1750	3383	317	1750	2658	1041	1750	2684	1015
Capacity Analysis Module:												
Vol/Sat:	0.03	0.39	0.39	0.07	0.11	0.11	0.05	0.12	0.12	0.06	0.12	0.12
Crit Moves:		****		****				****		****		
Green Time:	28.0	77.2	77.2	14.4	63.6	63.6	10.4	23.9	23.9	12.5	25.9	25.9
Volume/Cap:	0.17	0.70	0.70	0.70	0.25	0.25	0.65	0.70	0.70	0.70	0.67	0.67
Delay/Veh:	47.5	25.1	25.1	81.3	23.9	23.9	85.5	61.2	61.2	85.3	58.2	58.2
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:	47.5	25.1	25.1	81.3	23.9	23.9	85.5	61.2	61.2	85.3	58.2	58.2
LOS by Move:	D	C	C	F	C	C	F	E	E	F	E	E
HCM2kAvgQ:	2	23	23	6	6	6	4	10	10	5	10	10

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

Downtown College Prep
San Jose

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

Intersection #3061: ALMADEN/SAN CARLOS



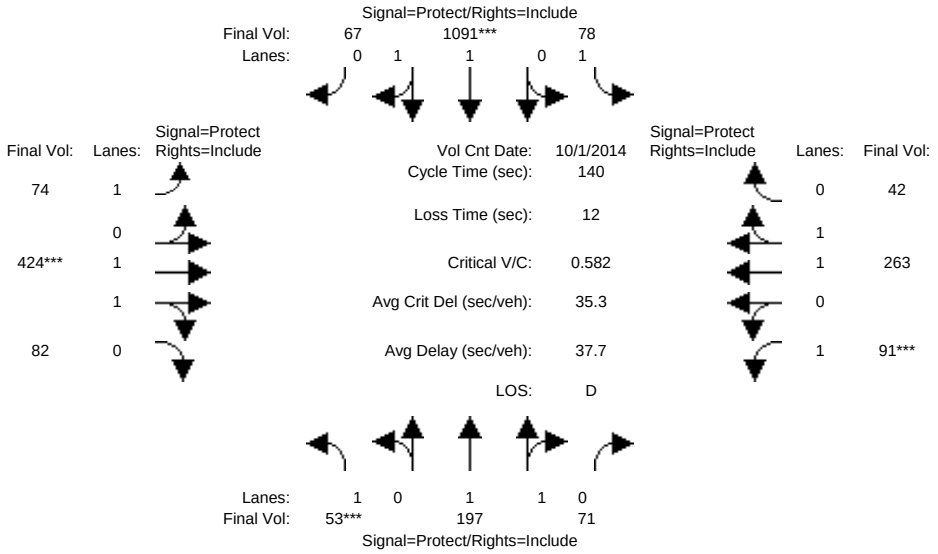
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 May 2015 << 7:30-8:30AM												
Base Vol:	41	1158	109	118	281	32	73	284	2	29	286	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:	41	1158	109	118	281	32	73	284	2	29	286	119
Added Vol:	2	7	0	0	24	0	0	0	8	0	0	0
ATI:	20	122	47	9	103	4	12	35	123	81	47	7
Initial Fut:	63	1287	156	127	408	36	85	319	133	110	333	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:	63	1287	156	127	408	36	85	319	133	110	333	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	1287	156	127	408	36	85	319	133	110	333	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:	63	1287	156	127	408	36	85	319	133	110	333	126
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.78	0.22	1.00	1.83	0.17	1.00	1.40	0.60	1.00	1.44	0.56
Final Sat.:	1750	3300	400	1750	3400	300	1750	2610	1088	1750	2684	1015
Capacity Analysis Module:												
Vol/Sat:	0.04	0.39	0.39	0.07	0.12	0.12	0.05	0.12	0.12	0.06	0.12	0.12
Crit Moves:		****		****				****		****		
Green Time:	26.9	77.1	77.1	14.3	64.5	64.5	10.5	24.2	24.2	12.4	26.1	26.1
Volume/Cap:	0.19	0.71	0.71	0.71	0.26	0.26	0.65	0.71	0.71	0.71	0.67	0.67
Delay/Veh:	48.6	25.3	25.3	81.8	23.5	23.5	85.0	61.1	61.1	85.9	58.0	58.0
User DelAdj:	1.00	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	25.3	25.3	81.8	23.5	23.5	85.0	61.1	61.1	85.9	58.0	58.0
LOS by Move:	D	C	C	F	C	C	F	E	E	F	E	E
HCM2kAvgQ:	2	24	24	6	6	6	4	10	10	5	10	10

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

Downtown College Prep
San Jose

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

Intersection #3061: ALMADEN/SAN CARLOS



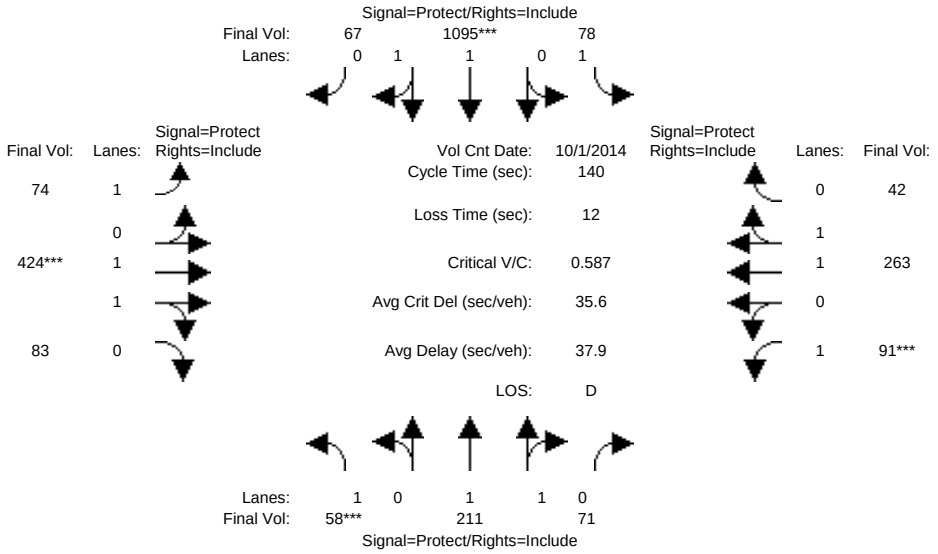
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Oct 2014 << 5:00-6:00PM												
Base Vol:	53	197	71	78	1091	67	74	424	82	91	263	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:	53	197	71	78	1091	67	74	424	82	91	263	42
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	53	197	71	78	1091	67	74	424	82	91	263	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:	53	197	71	78	1091	67	74	424	82	91	263	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	197	71	78	1091	67	74	424	82	91	263	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:	53	197	71	78	1091	67	74	424	82	91	263	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	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.46	0.54	1.00	1.88	0.12	1.00	1.67	0.33	1.00	1.72	0.28
Final Sat.:	1750	2719	980	1750	3486	214	1750	3100	600	1750	3190	509
Capacity Analysis Module:												
Vol/Sat:	0.03	0.07	0.07	0.04	0.31	0.31	0.04	0.14	0.14	0.05	0.08	0.08
Crit Moves:	****				****			****			****	
Green Time:	7.3	48.9	48.9	33.7	75.3	75.3	17.1	32.9	32.9	12.5	28.3	28.3
Volume/Cap:	0.58	0.21	0.21	0.19	0.58	0.58	0.35	0.58	0.58	0.58	0.41	0.41
Delay/Veh:	89.2	32.3	32.3	43.2	23.0	23.0	60.6	50.3	50.3	76.1	50.2	50.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	89.2	32.3	32.3	43.2	23.0	23.0	60.6	50.3	50.3	76.1	50.2	50.2
LOS by Move:	F	C	C	D	C	C	E	D	D	E	D	D
HCM2kAvgQ:	3	4	4	3	18	18	3	10	10	4	6	6

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

Downtown College Prep
San Jose

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

Intersection #3061: ALMADEN/SAN CARLOS



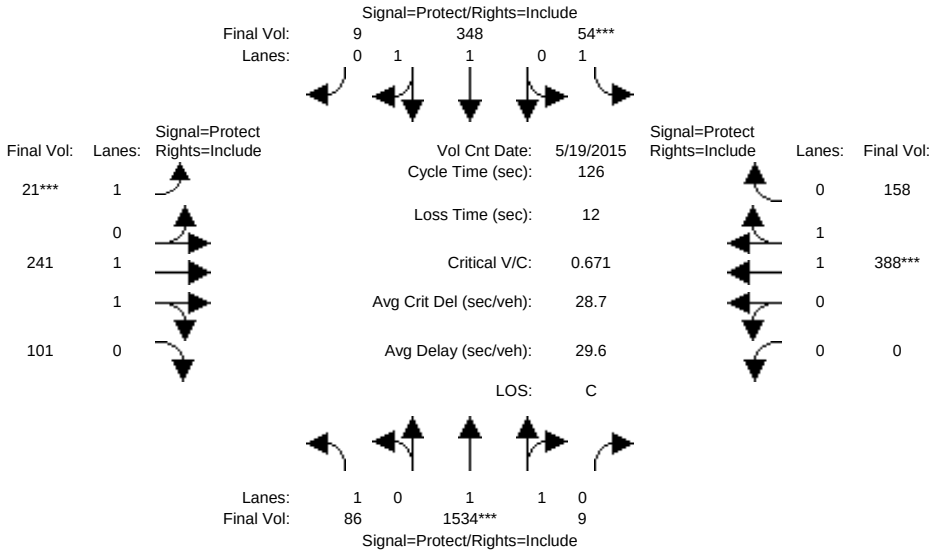
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Oct 2014 << 5:00-6:00PM												
Base Vol:	53	197	71	78	1091	67	74	424	82	91	263	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:	53	197	71	78	1091	67	74	424	82	91	263	42
Added Vol:	5	14	0	0	4	0	0	0	1	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	58	211	71	78	1095	67	74	424	83	91	263	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:	58	211	71	78	1095	67	74	424	83	91	263	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	211	71	78	1095	67	74	424	83	91	263	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:	58	211	71	78	1095	67	74	424	83	91	263	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	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.48	0.52	1.00	1.88	0.12	1.00	1.66	0.34	1.00	1.72	0.28
Final Sat.:	1750	2768	931	1750	3487	213	1750	3094	606	1750	3190	509
Capacity Analysis Module:												
Vol/Sat:	0.03	0.08	0.08	0.04	0.31	0.31	0.04	0.14	0.14	0.05	0.08	0.08
Crit Moves:	****				****			****			****	
Green Time:	7.9	50.1	50.1	32.8	75.0	75.0	17.0	32.7	32.7	12.4	28.1	28.1
Volume/Cap:	0.59	0.21	0.21	0.19	0.59	0.59	0.35	0.59	0.59	0.59	0.41	0.41
Delay/Veh:	87.4	31.6	31.6	44.0	23.3	23.3	60.8	50.5	50.5	76.5	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:	87.4	31.6	31.6	44.0	23.3	23.3	60.8	50.5	50.5	76.5	50.4	50.4
LOS by Move:	F	C	C	D	C	C	E	D	D	E	D	D
HCM2kAvgQ:	4	4	4	3	18	18	3	10	10	4	6	6

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

Downtown College Prep
San Jose

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

Intersection #3097: FIRST/KEYES



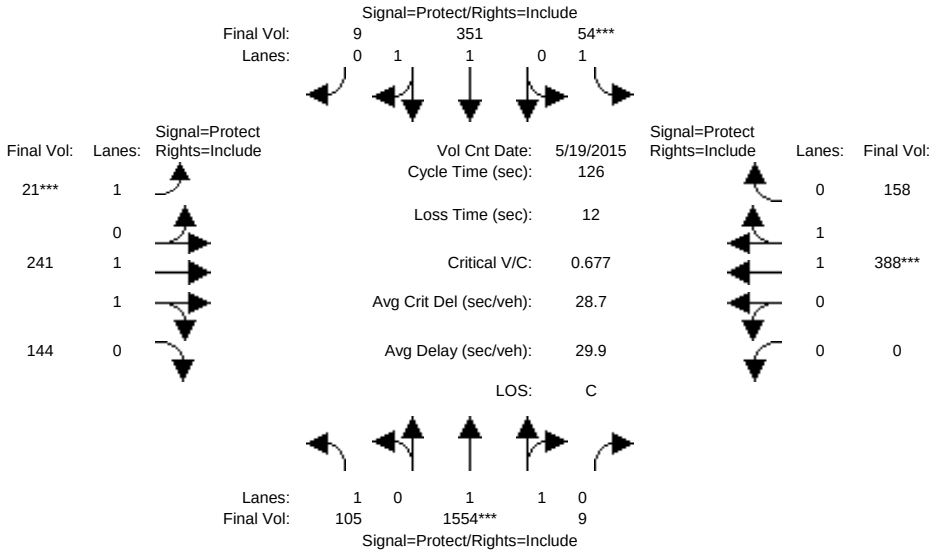
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 7:30-8:30AM												
Base Vol:	54	1376	9	44	202	9	21	178	43	0	313	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:	54	1376	9	44	202	9	21	178	43	0	313	144
Added Vol:	3	3	0	0	4	0	0	0	4	0	0	0
ATI:	29	155	0	10	142	0	0	63	54	0	75	14
Initial Fut:	86	1534	9	54	348	9	21	241	101	0	388	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:	86	1534	9	54	348	9	21	241	101	0	388	158
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	1534	9	54	348	9	21	241	101	0	388	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:	86	1534	9	54	348	9	21	241	101	0	388	158
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	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.99	0.01	1.00	1.95	0.05	1.00	1.39	0.61	0.00	1.41	0.59
Final Sat.:	1750	3678	22	1750	3607	93	1750	2606	1092	0	2629	1070
Capacity Analysis Module:												
Vol/Sat:	0.05	0.42	0.42	0.03	0.10	0.10	0.01	0.09	0.09	0.00	0.15	0.15
Crit Moves:		****		****			****				****	
Green Time:	29.5	73.9	73.9	7.0	51.3	51.3	7.0	33.1	33.1	0.0	26.1	26.1
Volume/Cap:	0.21	0.71	0.71	0.56	0.24	0.24	0.22	0.35	0.35	0.00	0.71	0.71
Delay/Veh:	39.1	19.6	19.6	64.9	24.6	24.6	58.0	37.9	37.9	0.0	49.6	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:	39.1	19.6	19.6	64.9	24.6	24.6	58.0	37.9	37.9	0.0	49.6	49.6
LOS by Move:	D	B	B	E	C	C	E	D	D	A	D	D
HCM2kAvgQ:	3	22	22	2	4	4	1	6	6	0	10	10

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

Downtown College Prep
San Jose

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

Intersection #3097: FIRST/KEYES



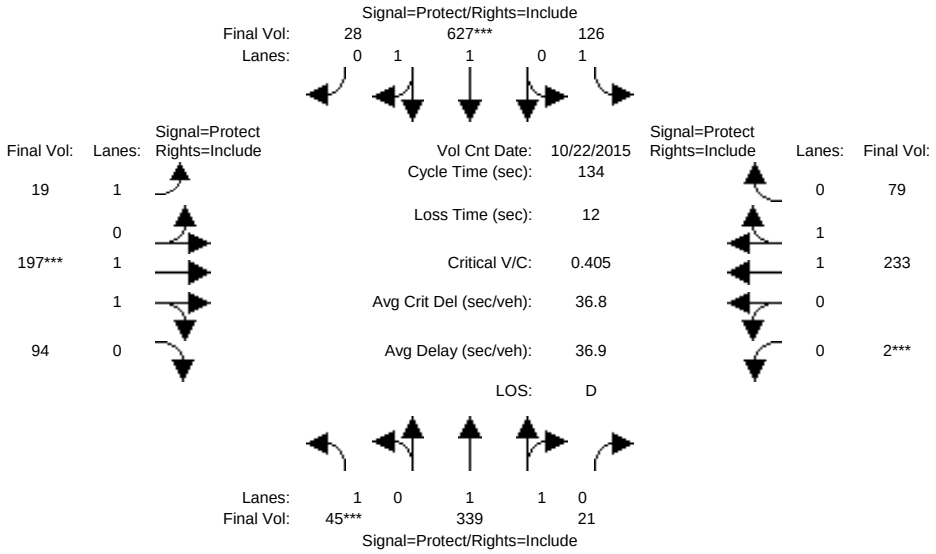
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 7:30-8:30AM												
Base Vol:	54	1376	9	44	202	9	21	178	43	0	313	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:	54	1376	9	44	202	9	21	178	43	0	313	144
Added Vol:	22	23	0	0	7	0	0	0	47	0	0	0
ATI:	29	155	0	10	142	0	0	63	54	0	75	14
Initial Fut:	105	1554	9	54	351	9	21	241	144	0	388	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:	105	1554	9	54	351	9	21	241	144	0	388	158
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	1554	9	54	351	9	21	241	144	0	388	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:	105	1554	9	54	351	9	21	241	144	0	388	158
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	0.99	0.95	0.92	0.98	0.95
Lanes:	1.00	1.99	0.01	1.00	1.95	0.05	1.00	1.23	0.77	0.00	1.41	0.59
Final Sat.:	1750	3679	21	1750	3607	92	1750	2315	1383	0	2629	1070
Capacity Analysis Module:												
Vol/Sat:	0.06	0.42	0.42	0.03	0.10	0.10	0.01	0.10	0.10	0.00	0.15	0.15
Crit Moves:		****		****			****				****	
Green Time:	30.9	74.1	74.1	7.0	50.2	50.2	7.0	32.9	32.9	0.0	25.9	25.9
Volume/Cap:	0.24	0.72	0.72	0.56	0.24	0.24	0.22	0.40	0.40	0.00	0.72	0.72
Delay/Veh:	38.4	19.7	19.7	64.9	25.4	25.4	58.0	38.7	38.7	0.0	50.0	50.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.4	19.7	19.7	64.9	25.4	25.4	58.0	38.7	38.7	0.0	50.0	50.0
LOS by Move:	D	B	B	E	C	C	E	D	D	A	D	D
HCM2kAvgQ:	4	22	22	2	5	5	1	6	6	0	10	10

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

Downtown College Prep
San Jose

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

Intersection #3097: FIRST/KEYES



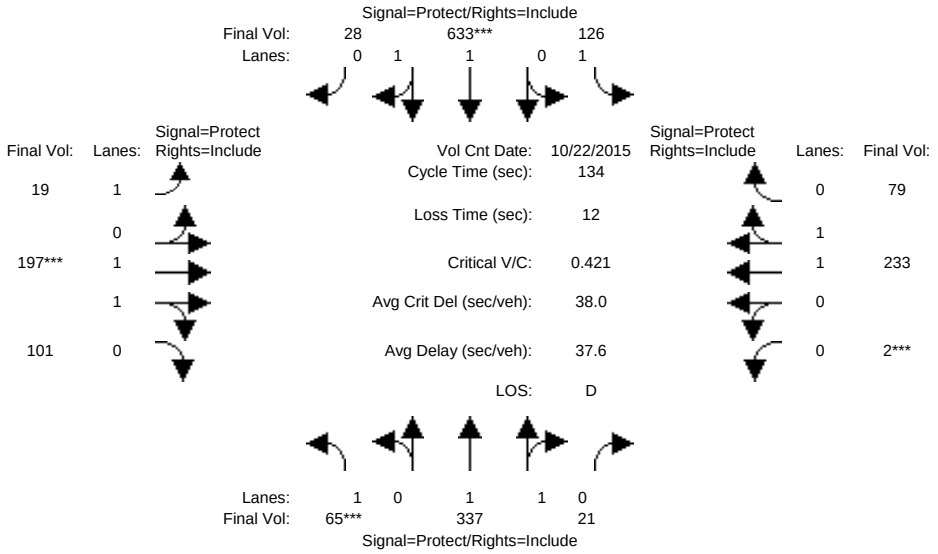
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Oct 2015 <<												
Base Vol:	39	332	21	126	619	28	19	197	87	2	233	79
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:	39	332	21	126	619	28	19	197	87	2	233	79
Added Vol:	6	7	0	0	8	0	0	0	7	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	339	21	126	627	28	19	197	94	2	233	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:	45	339	21	126	627	28	19	197	94	2	233	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	339	21	126	627	28	19	197	94	2	233	79
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	339	21	126	627	28	19	197	94	2	233	79
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.97	0.95	0.92	0.99	0.95	0.95	0.95	0.95
Lanes:	1.00	1.88	0.12	1.00	1.91	0.09	1.00	1.34	0.66	0.01	1.49	0.50
Final Sat.:	1750	3484	216	1750	3542	158	1750	2504	1195	23	2671	906
Capacity Analysis Module:												
Vol/Sat:	0.03	0.10	0.10	0.07	0.18	0.18	0.01	0.08	0.08	0.09	0.09	0.09
Crit Moves:	****				****			****		****		
Green Time:	8.5	38.6	38.6	28.5	58.6	58.6	20.6	26.0	26.0	28.9	34.3	34.3
Volume/Cap:	0.40	0.34	0.34	0.34	0.40	0.40	0.07	0.40	0.40	0.40	0.34	0.34
Delay/Veh:	62.7	37.8	37.8	45.3	26.0	26.0	48.7	47.6	47.6	45.5	40.8	40.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.7	37.8	37.8	45.3	26.0	26.0	48.7	47.6	47.6	45.5	40.8	40.8
LOS by Move:	E	D	D	D	C	C	D	D	D	D	D	D
HCM2kAvgQ:	2	6	6	5	9	9	1	6	6	6	5	5

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

Downtown College Prep
San Jose

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

Intersection #3097: FIRST/KEYES



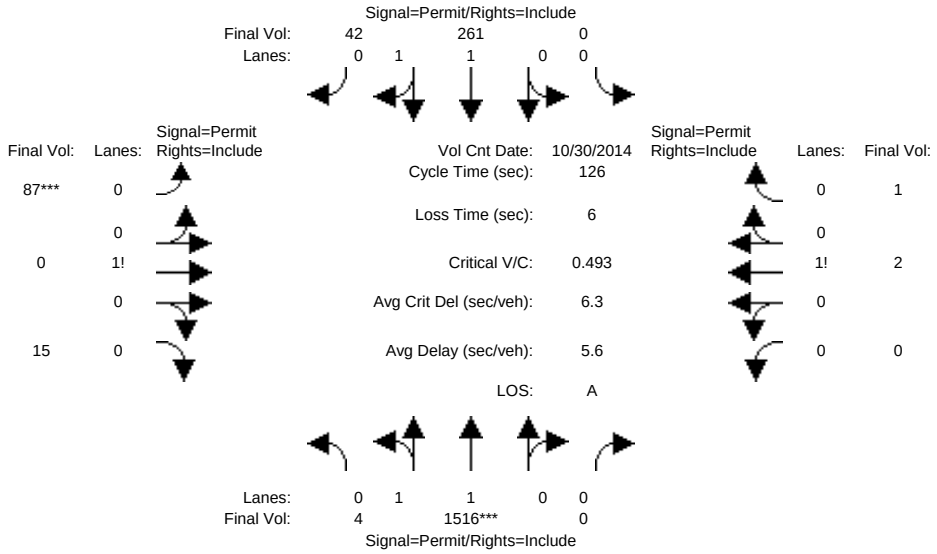
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Oct 2015 <<												
Base Vol:	39	332	21	126	619	28	19	197	87	2	233	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:	39	332	21	126	619	28	19	197	87	2	233	79
Added Vol:	26	5	0	0	14	0	0	0	14	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	65	337	21	126	633	28	19	197	101	2	233	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:	65	337	21	126	633	28	19	197	101	2	233	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	337	21	126	633	28	19	197	101	2	233	79
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	65	337	21	126	633	28	19	197	101	2	233	79
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.97	0.95	0.92	0.99	0.95	0.95	0.95	0.95
Lanes:	1.00	1.88	0.12	1.00	1.91	0.09	1.00	1.30	0.70	0.01	1.49	0.50
Final Sat.:	1750	3483	217	1750	3543	157	1750	2445	1254	23	2671	906
Capacity Analysis Module:												
Vol/Sat:	0.04	0.10	0.10	0.07	0.18	0.18	0.01	0.08	0.08	0.09	0.09	0.09
Crit Moves:	****				****			****		****		
Green Time:	11.8	39.4	39.4	29.3	56.8	56.8	20.0	25.6	25.6	27.7	33.4	33.4
Volume/Cap:	0.42	0.33	0.33	0.33	0.42	0.42	0.07	0.42	0.42	0.42	0.35	0.35
Delay/Veh:	59.7	37.2	37.2	44.6	27.2	27.2	49.2	48.1	48.1	46.5	41.6	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:	59.7	37.2	37.2	44.6	27.2	27.2	49.2	48.1	48.1	46.5	41.6	41.6
LOS by Move:	E	D	D	D	C	C	D	D	D	D	D	D
HCM2kAvgQ:	3	6	6	5	9	9	1	6	6	6	5	5

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

Downtown College Prep
San Jose

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

Intersection #3099: FIRST/WILLOW



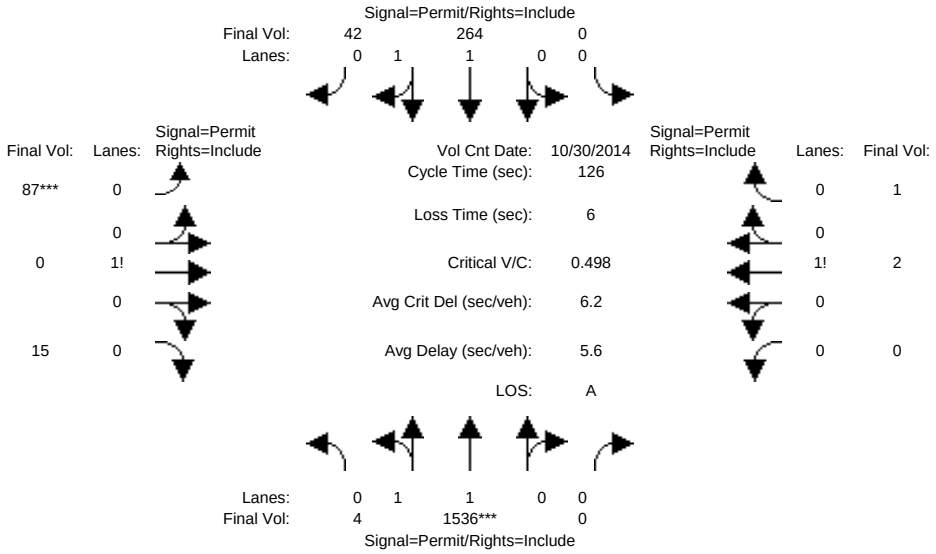
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10	10	0	0	10	10	10	0	10	0	10	0	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 30 Oct 2014 << 7:30-8:30AM																
Base Vol:	4	1440	0	0	240	40	86	0	15	0	2	1				
Growth Adj:	1.00	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	1440	0	0	240	40	86	0	15	0	2	1				
Added Vol:	0	3	0	0	4	0	0	0	0	0	0	0				
ATI:	0	73	0	0	17	2	1	0	0	0	0	0				
Initial Fut:	4	1516	0	0	261	42	87	0	15	0	2	1				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	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	1516	0	0	261	42	87	0	15	0	2	1				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	4	1516	0	0	261	42	87	0	15	0	2	1				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	4	1516	0	0	261	42	87	0	15	0	2	1				
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	0.98	0.95	0.92	0.92	0.92	0.92	0.95	0.95				
Lanes:	0.01	1.99	0.00	0.00	1.72	0.28	0.85	0.00	0.15	0.00	0.67	0.33				
Final Sat.:	10	3690	0	0	3187	513	1493	0	257	0	1200	600				
Capacity Analysis Module:																
Vol/Sat:	0.41	0.41	0.00	0.00	0.08	0.08	0.06	0.00	0.06	0.00	0.00	0.00				
Crit Moves:		****					****									
Green Time:	105.1	105	0.0	0.0	105	105.1	14.9	0.0	14.9	0.0	14.9	14.9				
Volume/Cap:	0.49	0.49	0.00	0.00	0.10	0.10	0.49	0.00	0.49	0.00	0.01	0.01				
Delay/Veh:	3.1	3.1	0.0	0.0	1.9	1.9	53.8	0.0	53.8	0.0	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:	3.1	3.1	0.0	0.0	1.9	1.9	53.8	0.0	53.8	0.0	49.1	49.1				
LOS by Move:	A	A	A	A	A	A	D	A	D	A	D	D				
HCM2kAvgQ:	8	8	0	0	1	1	5	0	5	0	0	0				

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

Downtown College Prep
San Jose

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

Intersection #3099: FIRST/WILLOW



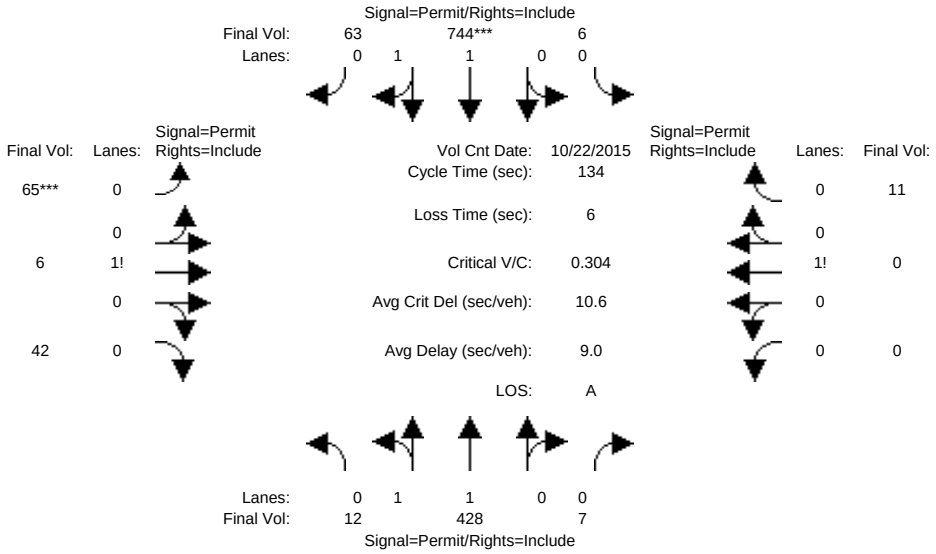
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10	10	0	0	10	10	0	0	10	0	10	0	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 30 Oct 2014 << 7:30-8:30AM																
Base Vol:	4	1440	0	0	240	40	86	0	15	0	2	1				
Growth Adj:	1.00	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	1440	0	0	240	40	86	0	15	0	2	1				
Added Vol:	0	23	0	0	7	0	0	0	0	0	0	0				
ATI:	0	73	0	0	17	2	1	0	0	0	0	0				
Initial Fut:	4	1536	0	0	264	42	87	0	15	0	2	1				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	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	1536	0	0	264	42	87	0	15	0	2	1				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	4	1536	0	0	264	42	87	0	15	0	2	1				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	4	1536	0	0	264	42	87	0	15	0	2	1				
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	0.98	0.95	0.92	0.92	0.92	0.92	0.95	0.95				
Lanes:	0.01	1.99	0.00	0.00	1.72	0.28	0.85	0.00	0.15	0.00	0.67	0.33				
Final Sat.:	10	3690	0	0	3192	508	1493	0	257	0	1200	600				
Capacity Analysis Module:																
Vol/Sat:	0.42	0.42	0.00	0.00	0.08	0.08	0.06	0.00	0.06	0.00	0.00	0.00				
Crit Moves:		****					****									
Green Time:	105.3	105	0.0	0.0	105	105.3	14.7	0.0	14.7	0.0	14.7	14.7				
Volume/Cap:	0.50	0.50	0.00	0.00	0.10	0.10	0.50	0.00	0.50	0.00	0.01	0.01				
Delay/Veh:	3.1	3.1	0.0	0.0	1.9	1.9	54.1	0.0	54.1	0.0	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:	3.1	3.1	0.0	0.0	1.9	1.9	54.1	0.0	54.1	0.0	49.2	49.2				
LOS by Move:	A	A	A	A	A	A	D	A	D	A	D	D				
HCM2kAvgQ:	8	8	0	0	1	1	5	0	5	0	0	0				

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

Downtown College Prep
San Jose

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

Intersection #3099: FIRST/WILLOW



Approach:	North 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	10	0	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Oct 2015 <<												
Base Vol:	12	421	7	6	736	63	65	6	42	0	0	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:	12	421	7	6	736	63	65	6	42	0	0	11
Added Vol:	0	7	0	0	8	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	428	7	6	744	63	65	6	42	0	0	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:	12	428	7	6	744	63	65	6	42	0	0	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	428	7	6	744	63	65	6	42	0	0	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:	12	428	7	6	744	63	65	6	42	0	0	11
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	0.92	1.00	0.92
Lanes:	0.05	1.92	0.03	0.01	1.84	0.15	0.58	0.05	0.37	0.00	0.00	1.00
Final Sat.:	97	3447	56	27	3294	279	1007	93	650	0	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.12	0.23	0.23	0.23	0.06	0.06	0.06	0.00	0.00	0.01
Crit Moves:					****		****					
Green Time:	99.5	99.5	99.5	99.5	99.5	99.5	28.5	28.5	28.5	0.0	0.0	28.5
Volume/Cap:	0.17	0.17	0.17	0.30	0.30	0.30	0.30	0.30	0.30	0.00	0.00	0.03
Delay/Veh:	5.1	5.1	5.1	5.8	5.8	5.8	44.9	44.9	44.9	0.0	0.0	41.9
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:	5.1	5.1	5.1	5.8	5.8	5.8	44.9	44.9	44.9	0.0	0.0	41.9
LOS by Move:	A	A	A	A	A	A	D	D	D	A	A	D
HCM2kAvgQ:	3	3	3	6	6	6	4	4	4	0	0	0

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

Downtown College Prep
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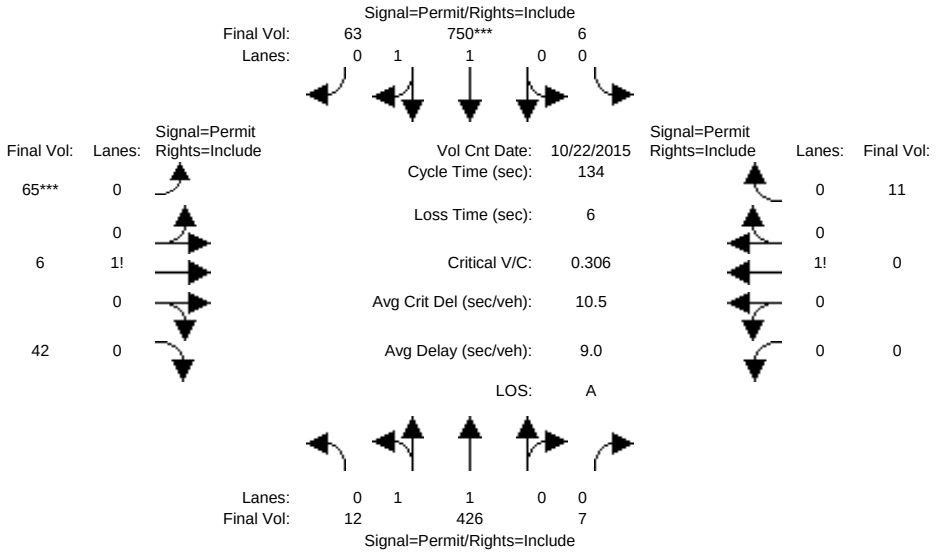
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background + P (PM)

Intersection #3099: FIRST/WILLOW



Approach:	North 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		10	0	10		10	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 22 Oct 2015 <<																
Base Vol:	12	421	7		6	736	63		65	6	42		0	0	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:	12	421	7		6	736	63		65	6	42		0	0	11	
Added Vol:	0	5	0		0	14	0		0	0	0		0	0	0	
ATI:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	12	426	7		6	750	63		65	6	42		0	0	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:	12	426	7		6	750	63		65	6	42		0	0	11	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	12	426	7		6	750	63		65	6	42		0	0	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:	12	426	7		6	750	63		65	6	42		0	0	11	
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		0.92	1.00	0.92	
Lanes:	0.05	1.92	0.03		0.01	1.84	0.15		0.58	0.05	0.37		0.00	0.00	1.00	
Final Sat.:	97	3446	57		26	3297	277		1007	93	650		0	0	1750	
Capacity Analysis Module:																
Vol/Sat:	0.12	0.12	0.12		0.23	0.23	0.23		0.06	0.06	0.06		0.00	0.00	0.01	
Crit Moves:						****			****							
Green Time:	99.7	99.7	99.7		99.7	99.7	99.7		28.3	28.3	28.3		0.0	0.0	28.3	
Volume/Cap:	0.17	0.17	0.17		0.31	0.31	0.31		0.31	0.31	0.31		0.00	0.00	0.03	
Delay/Veh:	5.0	5.0	5.0		5.7	5.7	5.7		45.0	45.0	45.0		0.0	0.0	42.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	5.0	5.0	5.0		5.7	5.7	5.7		45.0	45.0	45.0		0.0	0.0	42.0	
LOS by Move:	A	A	A		A	A	A		D	D	D		A	A	D	
HCM2kAvgQ:	3	3	3		6	6	6		4	4	4		0	0	0	

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

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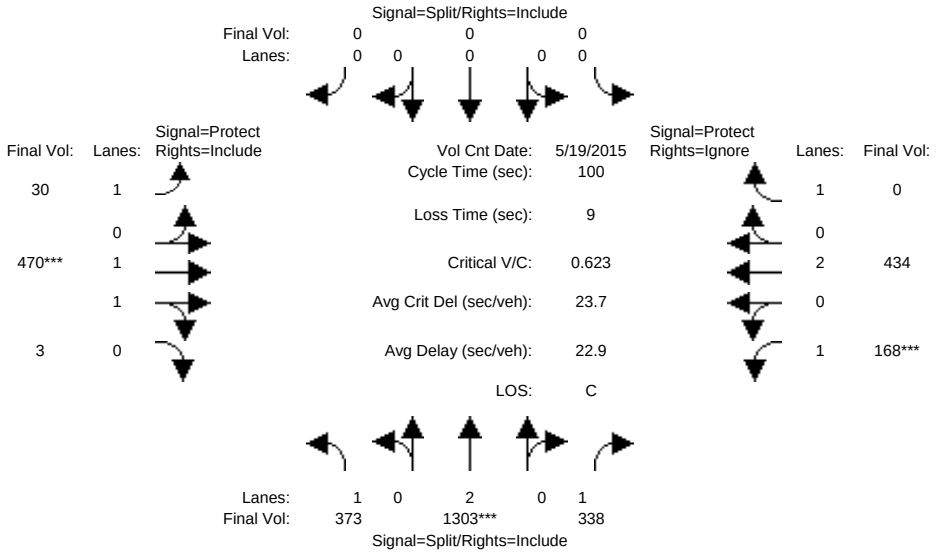
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background (AM)

Intersection #3234: ALMA/ALMADEN



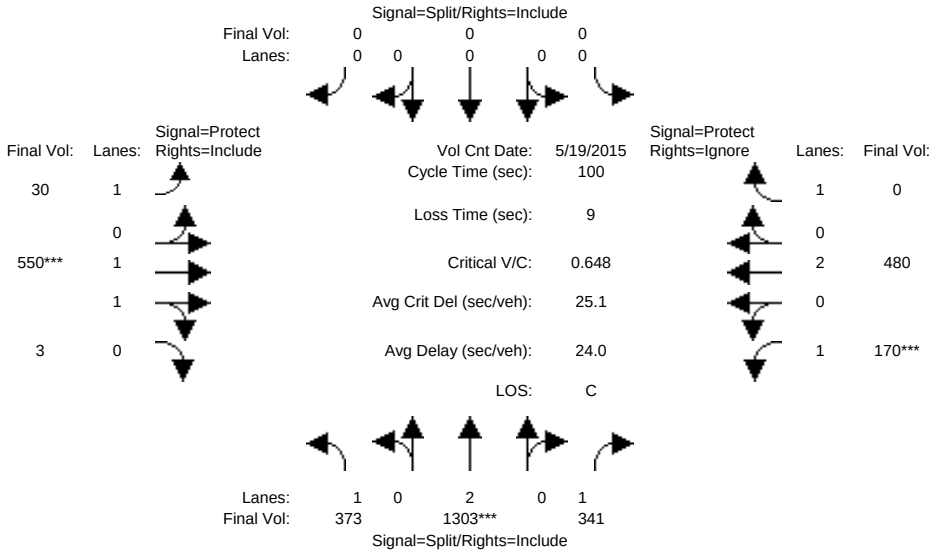
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 7:30-8:30AM												
Base Vol:	357	1243	316	0	0	0	30	395	3	112	376	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:	357	1243	316	0	0	0	30	395	3	112	376	2
Added Vol:	0	0	0	0	0	0	0	13	0	0	10	0
ATI:	16	60	22	0	0	0	0	62	0	56	48	2
Initial Fut:	373	1303	338	0	0	0	30	470	3	168	434	4
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:	373	1303	338	0	0	0	30	470	3	168	434	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	373	1303	338	0	0	0	30	470	3	168	434	0
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:	373	1303	338	0	0	0	30	470	3	168	434	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	0.97	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	0.00	0.00	0.00	1.00	1.99	0.01	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	0	0	0	1750	3677	23	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.21	0.34	0.19	0.00	0.00	0.00	0.02	0.13	0.13	0.10	0.11	0.00
Crit Moves:		****						****		****		
Green Time:	55.1	55.1	55.1	0.0	0.0	0.0	13.7	20.5	20.5	15.4	22.3	0.0
Volume/Cap:	0.39	0.62	0.35	0.00	0.00	0.00	0.13	0.62	0.62	0.62	0.51	0.00
Delay/Veh:	13.1	16.0	12.7	0.0	0.0	0.0	38.2	37.8	37.8	44.0	34.6	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:	13.1	16.0	12.7	0.0	0.0	0.0	38.2	37.8	37.8	44.0	34.6	0.0
LOS by Move:	B	B	B	A	A	A	D	D	D	D	C	A
HCM2kAvgQ:	7	14	6	0	0	0	1	7	7	6	6	0

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

Downtown College Prep
San Jose

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

Intersection #3234: ALMA/ALMADEN



Approach:	North Bound			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	10	7	10	10
Y+R:	4.0	4.0	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 << 7:30-8:30AM												
Base Vol:	357	1243	316	0	0	0	30	395	3	112	376	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:	357	1243	316	0	0	0	30	395	3	112	376	2
Added Vol:	0	0	3	0	0	0	0	93	0	2	56	17
ATI:	16	60	22	0	0	0	0	62	0	56	48	2
Initial Fut:	373	1303	341	0	0	0	30	550	3	170	480	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	373	1303	341	0	0	0	30	550	3	170	480	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	373	1303	341	0	0	0	30	550	3	170	480	0
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:	373	1303	341	0	0	0	30	550	3	170	480	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	0.97	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	0.00	0.00	0.00	1.00	1.99	0.01	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	0	0	0	1750	3680	20	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.21	0.34	0.19	0.00	0.00	0.00	0.02	0.15	0.15	0.10	0.13	0.00
Crit Moves:		****						****		****		
Green Time:	52.9	52.9	52.9	0.0	0.0	0.0	13.6	23.1	23.1	15.0	24.5	0.0
Volume/Cap:	0.40	0.65	0.37	0.00	0.00	0.00	0.13	0.65	0.65	0.65	0.52	0.00
Delay/Veh:	14.4	17.6	14.0	0.0	0.0	0.0	38.2	36.5	36.5	45.6	33.1	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:	14.4	17.6	14.0	0.0	0.0	0.0	38.2	36.5	36.5	45.6	33.1	0.0
LOS by Move:	B	B	B	A	A	A	D	D	D	D	C	A
HCM2kAvgQ:	7	15	7	0	0	0	1	8	8	6	7	0

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

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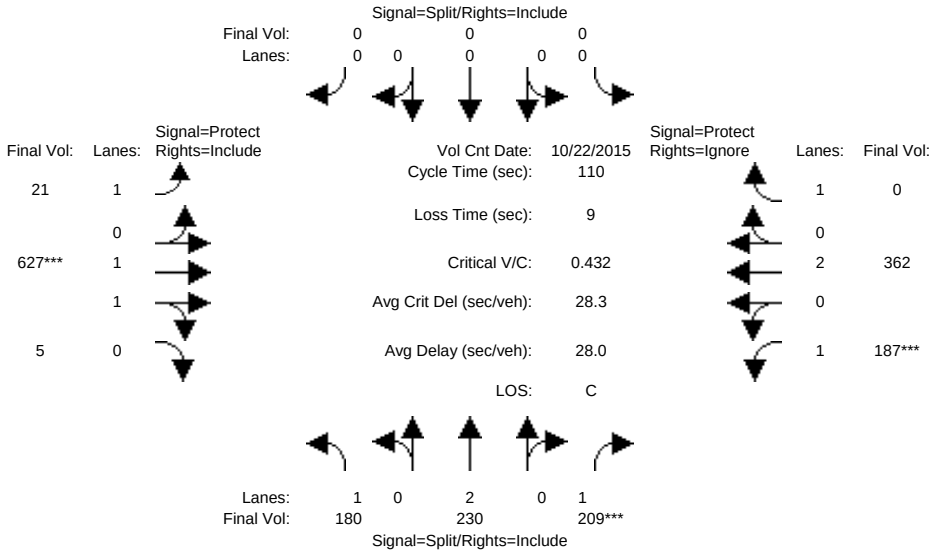
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background (PM)

Intersection #3234: ALMA/ALMADEN



Approach:	North Bound			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	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Oct 2015 <<												
Base Vol:	180	230	209	0	0	0	21	603	5	187	339	0
Growth Adj:	1.00	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	230	209	0	0	0	21	603	5	187	339	0
Added Vol:	0	0	0	0	0	0	0	24	0	0	23	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	180	230	209	0	0	0	21	627	5	187	362	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:	180	230	209	0	0	0	21	627	5	187	362	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	230	209	0	0	0	21	627	5	187	362	0
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:	180	230	209	0	0	0	21	627	5	187	362	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	0.97	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	0.00	0.00	0.00	1.00	1.98	0.02	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	0	0	0	1750	3671	29	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.06	0.12	0.00	0.00	0.00	0.01	0.17	0.17	0.11	0.10	0.00
Crit Moves:			****					****		****		
Green Time:	30.4	30.4	30.4	0.0	0.0	0.0	28.3	43.4	43.4	27.2	42.3	0.0
Volume/Cap:	0.37	0.22	0.43	0.00	0.00	0.00	0.05	0.43	0.43	0.43	0.25	0.00
Delay/Veh:	32.6	30.8	33.3	0.0	0.0	0.0	30.8	24.5	24.5	35.6	23.1	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:	32.6	30.8	33.3	0.0	0.0	0.0	30.8	24.5	24.5	35.6	23.1	0.0
LOS by Move:	C	C	C	A	A	A	C	C	C	D	C	A
HCM2kAvgQ:	5	3	6	0	0	0	1	8	8	6	4	0

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

Downtown College Prep
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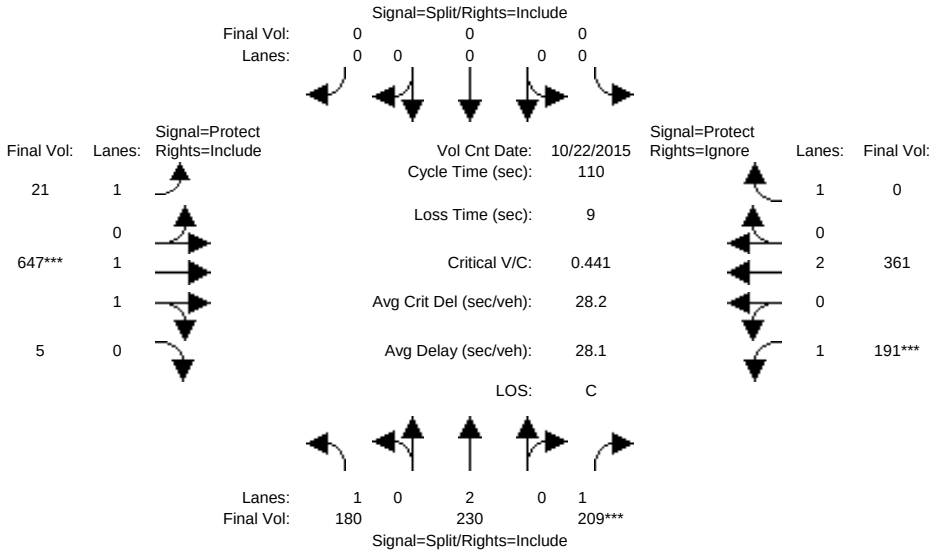
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background + P (PM)

Intersection #3234: ALMA/ALMADEN



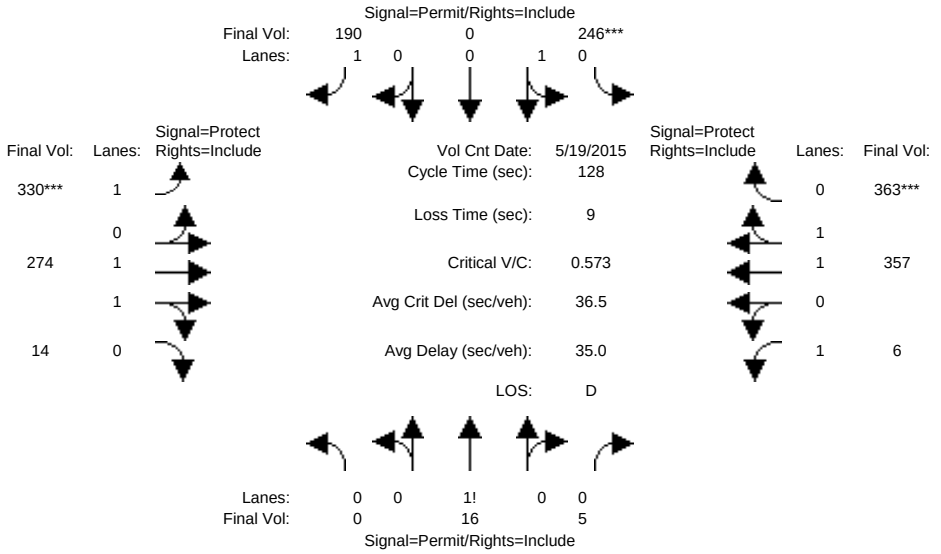
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Oct 2015 <<												
Base Vol:	180	230	209	0	0	0	21	603	5	187	339	0
Growth Adj:	1.00	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	230	209	0	0	0	21	603	5	187	339	0
Added Vol:	0	0	0	0	0	0	0	44	0	4	22	37
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	180	230	209	0	0	0	21	647	5	191	361	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	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:	180	230	209	0	0	0	21	647	5	191	361	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	230	209	0	0	0	21	647	5	191	361	0
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:	180	230	209	0	0	0	21	647	5	191	361	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	0.97	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	0.00	0.00	0.00	1.00	1.98	0.02	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	0	0	0	1750	3672	28	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.06	0.12	0.00	0.00	0.00	0.01	0.18	0.18	0.11	0.10	0.00
Crit Moves:			****					****		****		
Green Time:	29.8	29.8	29.8	0.0	0.0	0.0	28.6	44.0	44.0	27.2	42.6	0.0
Volume/Cap:	0.38	0.22	0.44	0.00	0.00	0.00	0.05	0.44	0.44	0.44	0.25	0.00
Delay/Veh:	33.1	31.2	33.9	0.0	0.0	0.0	30.6	24.3	24.3	35.7	22.9	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:	33.1	31.2	33.9	0.0	0.0	0.0	30.6	24.3	24.3	35.7	22.9	0.0
LOS by Move:	C	C	C	A	A	A	C	C	C	D	C	A
HCM2kAvgQ:	5	3	7	0	0	0	1	8	8	6	4	0

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

Downtown College Prep
San Jose

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

Intersection #3235: ALMA/LELONG



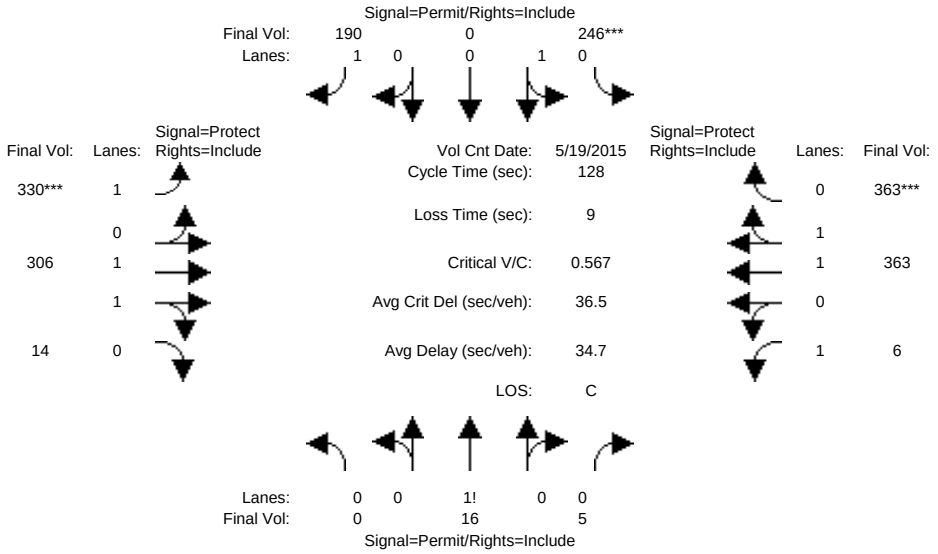
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 7:30-8:30AM												
Base Vol:	0	16	5	233	0	177	300	237	14	6	332	354
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	16	5	233	0	177	300	237	14	6	332	354
Added Vol:	0	0	0	0	0	0	0	3	0	0	2	0
ATI:	0	0	0	13	0	13	30	34	0	0	23	9
Initial Fut:	0	16	5	246	0	190	330	274	14	6	357	363
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	16	5	246	0	190	330	274	14	6	357	363
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	16	5	246	0	190	330	274	14	6	357	363
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	16	5	246	0	190	330	274	14	6	357	363
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.95	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	0.00	0.76	0.24	1.00	0.00	1.00	1.00	1.90	0.10	1.00	1.00	1.00
Final Sat.:	0	1371	429	1800	0	1750	1750	3520	180	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.01	0.01	0.14	0.00	0.11	0.19	0.08	0.08	0.00	0.19	0.21
Crit Moves:				****			****					****
Green Time:	0.0	30.5	30.5	30.5	0.0	30.5	42.1	52.0	52.0	36.4	46.3	46.3
Volume/Cap:	0.00	0.05	0.05	0.57	0.00	0.46	0.57	0.19	0.19	0.01	0.52	0.57
Delay/Veh:	0.0	37.6	37.6	44.9	0.0	42.4	36.9	24.5	24.5	32.9	32.4	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:	0.0	37.6	37.6	44.9	0.0	42.4	36.9	24.5	24.5	32.9	32.4	33.5
LOS by Move:	A	D	D	D	A	D	D	C	C	C	C	C
HCM2kAvgQ:	0	1	1	9	0	7	11	4	4	0	11	13

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

Downtown College Prep
San Jose

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

Intersection #3235: ALMA/LELONG



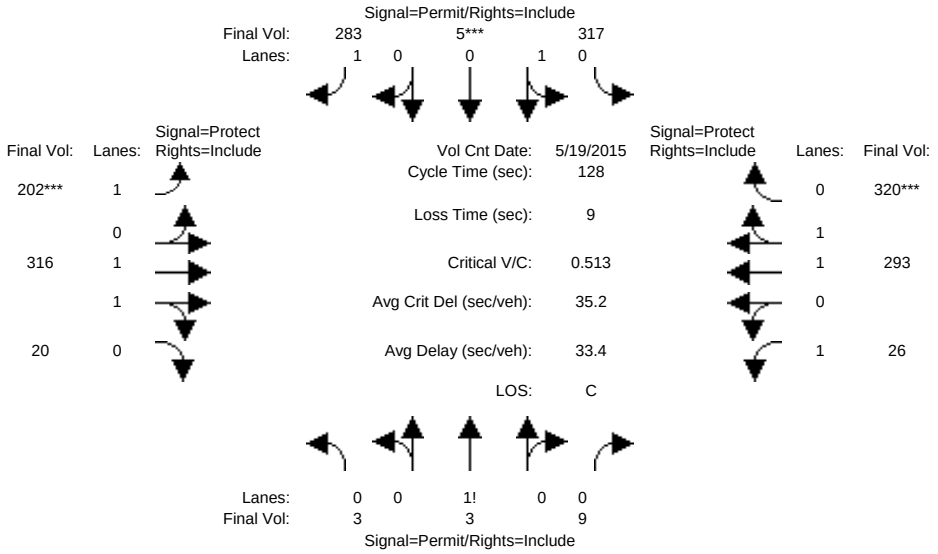
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 7:30-8:30AM												
Base Vol:	0	16	5	233	0	177	300	237	14	6	332	354
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	16	5	233	0	177	300	237	14	6	332	354
Added Vol:	0	0	0	0	0	0	0	35	0	0	8	0
ATI:	0	0	0	13	0	13	30	34	0	0	23	9
Initial Fut:	0	16	5	246	0	190	330	306	14	6	363	363
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	16	5	246	0	190	330	306	14	6	363	363
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	16	5	246	0	190	330	306	14	6	363	363
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	16	5	246	0	190	330	306	14	6	363	363
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.95	0.92	0.92	0.97	0.95	0.92	1.00	0.95
Lanes:	0.00	0.76	0.24	1.00	0.00	1.00	1.00	1.91	0.09	1.00	1.00	1.00
Final Sat.:	0	1371	429	1800	0	1750	1750	3538	162	1750	1900	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.01	0.01	0.14	0.00	0.11	0.19	0.09	0.09	0.00	0.19	0.20
Crit Moves:				****			****					****
Green Time:	0.0	30.9	30.9	30.9	0.0	30.9	42.6	54.0	54.0	34.1	45.5	45.5
Volume/Cap:	0.00	0.05	0.05	0.57	0.00	0.45	0.57	0.21	0.21	0.01	0.54	0.57
Delay/Veh:	0.0	37.3	37.3	44.4	0.0	42.1	36.4	23.5	23.5	34.5	33.3	33.9
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	37.3	37.3	44.4	0.0	42.1	36.4	23.5	23.5	34.5	33.3	33.9
LOS by Move:	A	D	D	D	A	D	D	C	C	C	C	C
HCM2kAvgQ:	0	1	1	9	0	7	11	4	4	0	11	12

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

Downtown College Prep
San Jose

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

Intersection #3235: ALMA/LELONG



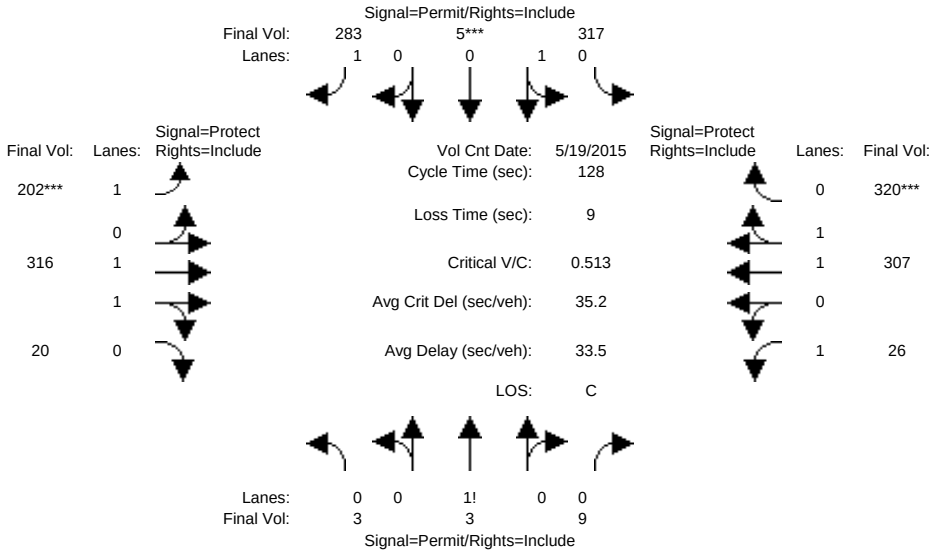
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 5:00-6:00PM												
Base Vol:	3	3	9	317	5	283	202	311	20	26	288	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:	3	3	9	317	5	283	202	311	20	26	288	320
Added Vol:	0	0	0	0	0	0	0	5	0	0	5	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	3	9	317	5	283	202	316	20	26	293	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:	3	3	9	317	5	283	202	316	20	26	293	320
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	3	9	317	5	283	202	316	20	26	293	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:	3	3	9	317	5	283	202	316	20	26	293	320
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	1.00	0.92
Lanes:	0.20	0.20	0.60	0.98	0.02	1.00	1.00	1.88	0.12	1.00	1.00	1.00
Final Sat.:	350	350	1050	1772	28	1750	1750	3480	220	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.18	0.18	0.16	0.12	0.09	0.09	0.01	0.15	0.18
Crit Moves:					****		****					****
Green Time:	44.6	44.6	44.6	44.6	44.6	44.6	28.8	46.4	46.4	28.0	45.6	45.6
Volume/Cap:	0.02	0.02	0.02	0.51	0.51	0.46	0.51	0.25	0.25	0.07	0.43	0.51
Delay/Veh:	27.4	27.4	27.4	33.8	33.8	33.0	44.6	28.7	28.7	39.8	31.6	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:	27.4	27.4	27.4	33.8	33.8	33.0	44.6	28.7	28.7	39.8	31.6	32.8
LOS by Move:	C	C	C	C	C	C	D	C	C	D	C	C
HCM2kAvgQ:	0	0	0	11	11	9	7	4	4	1	9	11

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

Downtown College Prep
San Jose

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

Intersection #3235: ALMA/LELONG



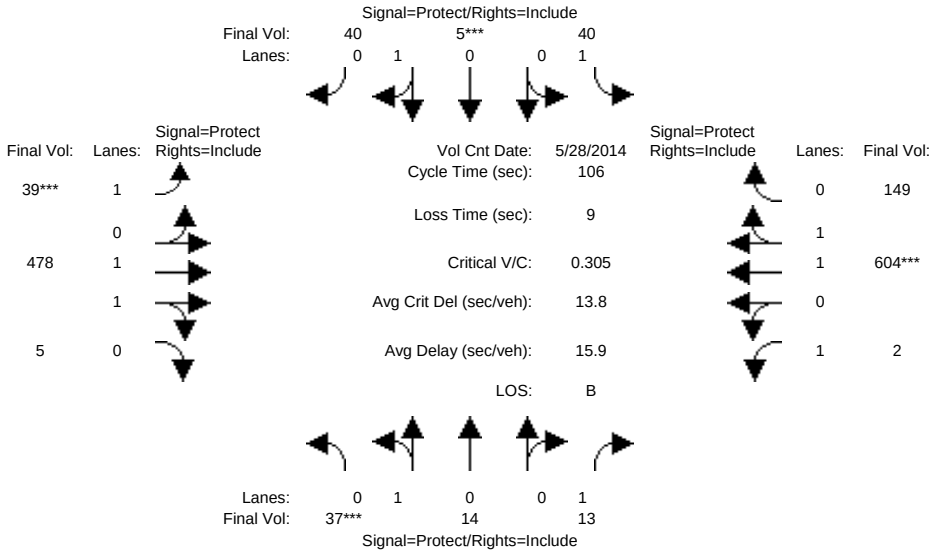
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 5:00-6:00PM												
Base Vol:	3	3	9	317	5	283	202	311	20	26	288	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:	3	3	9	317	5	283	202	311	20	26	288	320
Added Vol:	0	0	0	0	0	0	0	5	0	0	19	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	3	9	317	5	283	202	316	20	26	307	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:	3	3	9	317	5	283	202	316	20	26	307	320
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	3	9	317	5	283	202	316	20	26	307	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:	3	3	9	317	5	283	202	316	20	26	307	320
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	1.00	0.92
Lanes:	0.20	0.20	0.60	0.98	0.02	1.00	1.00	1.88	0.12	1.00	1.00	1.00
Final Sat.:	350	350	1050	1772	28	1750	1750	3480	220	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.18	0.18	0.16	0.12	0.09	0.09	0.01	0.16	0.18
Crit Moves:					****		****					****
Green Time:	44.6	44.6	44.6	44.6	44.6	44.6	28.8	46.4	46.4	28.0	45.6	45.6
Volume/Cap:	0.02	0.02	0.02	0.51	0.51	0.46	0.51	0.25	0.25	0.07	0.45	0.51
Delay/Veh:	27.4	27.4	27.4	33.8	33.8	33.0	44.6	28.7	28.7	39.8	31.9	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:	27.4	27.4	27.4	33.8	33.8	33.0	44.6	28.7	28.7	39.8	31.9	32.8
LOS by Move:	C	C	C	C	C	C	D	C	C	D	C	C
HCM2kAvgQ:	0	0	0	11	11	9	7	4	4	1	9	11

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

Downtown College Prep
San Jose

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

Intersection #3236: ALMA/LICK



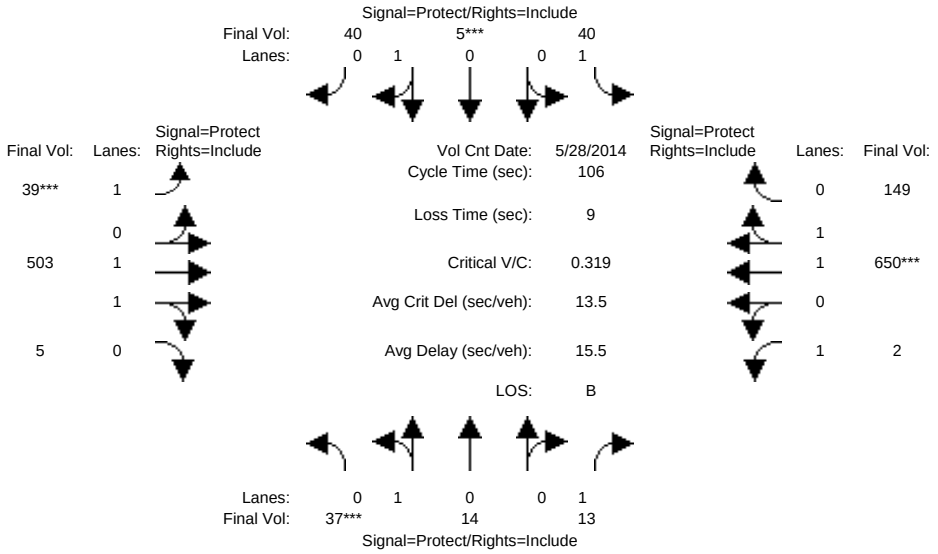
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 May 2014 <<												
Base Vol:	37	14	13	40	5	40	39	461	5	2	591	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:	37	14	13	40	5	40	39	461	5	2	591	149
Added Vol:	0	0	0	0	0	0	0	13	0	0	10	0
ATI:	0	0	0	0	0	0	0	4	0	0	3	0
Initial Fut:	37	14	13	40	5	40	39	478	5	2	604	149
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	37	14	13	40	5	40	39	478	5	2	604	149
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	14	13	40	5	40	39	478	5	2	604	149
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	37	14	13	40	5	40	39	478	5	2	604	149
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	0.97	0.95	0.92	0.98	0.95
Lanes:	0.73	0.27	1.00	1.00	0.11	0.89	1.00	1.98	0.02	1.00	1.59	0.41
Final Sat.:	1306	494	1750	1750	200	1600	1750	3662	38	1750	2967	732
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.01	0.02	0.03	0.03	0.02	0.13	0.13	0.00	0.20	0.20
Crit Moves:	****				****		****				****	
Green Time:	10.0	10.0	10.0	10.0	10.0	10.0	7.6	51.1	51.1	25.9	69.4	69.4
Volume/Cap:	0.30	0.30	0.08	0.24	0.27	0.27	0.31	0.27	0.27	0.00	0.31	0.31
Delay/Veh:	45.7	45.7	44.0	45.3	45.4	45.4	48.1	16.4	16.4	30.3	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:	45.7	45.7	44.0	45.3	45.4	45.4	48.1	16.4	16.4	30.3	8.0	8.0
LOS by Move:	D	D	D	D	D	D	D	B	B	C	A	A
HCM2kAvgQ:	2	2	0	1	2	2	2	5	5	0	5	5

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

Downtown College Prep
San Jose

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

Intersection #3236: ALMA/LICK



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 May 2014 <<												
Base Vol:	37	14	13	40	5	40	39	461	5	2	591	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:	37	14	13	40	5	40	39	461	5	2	591	149
Added Vol:	0	0	0	0	0	0	0	38	0	0	56	0
ATI:	0	0	0	0	0	0	0	4	0	0	3	0
Initial Fut:	37	14	13	40	5	40	39	503	5	2	650	149
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	37	14	13	40	5	40	39	503	5	2	650	149
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	14	13	40	5	40	39	503	5	2	650	149
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	37	14	13	40	5	40	39	503	5	2	650	149
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	0.97	0.95	0.92	0.98	0.95
Lanes:	0.73	0.27	1.00	1.00	0.11	0.89	1.00	1.98	0.02	1.00	1.62	0.38
Final Sat.:	1306	494	1750	1750	200	1600	1750	3664	36	1750	3009	690
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.01	0.02	0.03	0.03	0.02	0.14	0.14	0.00	0.22	0.22
Crit Moves:	****				****		****				****	
Green Time:	10.0	10.0	10.0	10.0	10.0	10.0	7.2	52.0	52.0	25.0	69.8	69.8
Volume/Cap:	0.30	0.30	0.08	0.24	0.27	0.27	0.33	0.28	0.28	0.00	0.33	0.33
Delay/Veh:	45.7	45.7	44.0	45.3	45.4	45.4	48.7	16.0	16.0	31.0	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:	45.7	45.7	44.0	45.3	45.4	45.4	48.7	16.0	16.0	31.0	8.0	8.0
LOS by Move:	D	D	D	D	D	D	D	B	B	C	A	A
HCM2kAvgQ:	2	2	0	1	2	2	2	5	5	0	6	6

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

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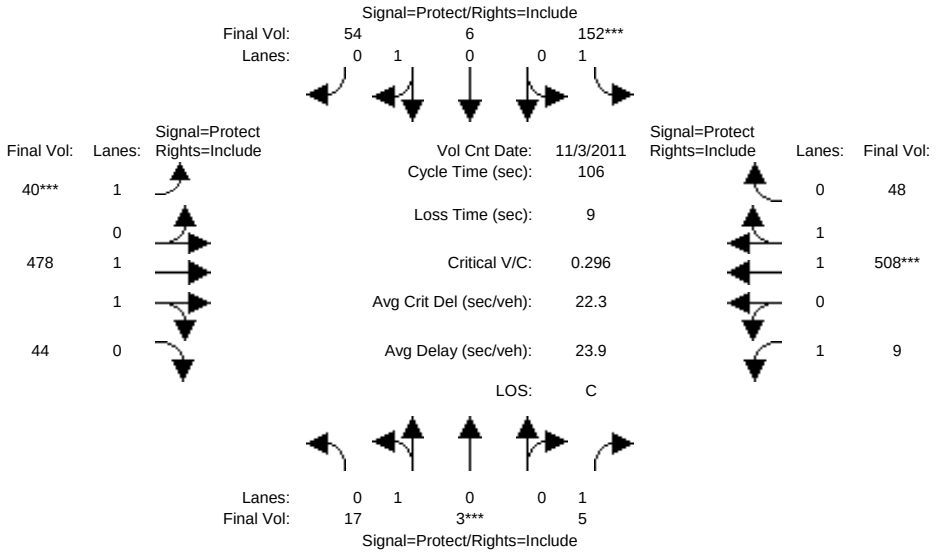
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background (PM)

Intersection #3236: ALMA/LICK



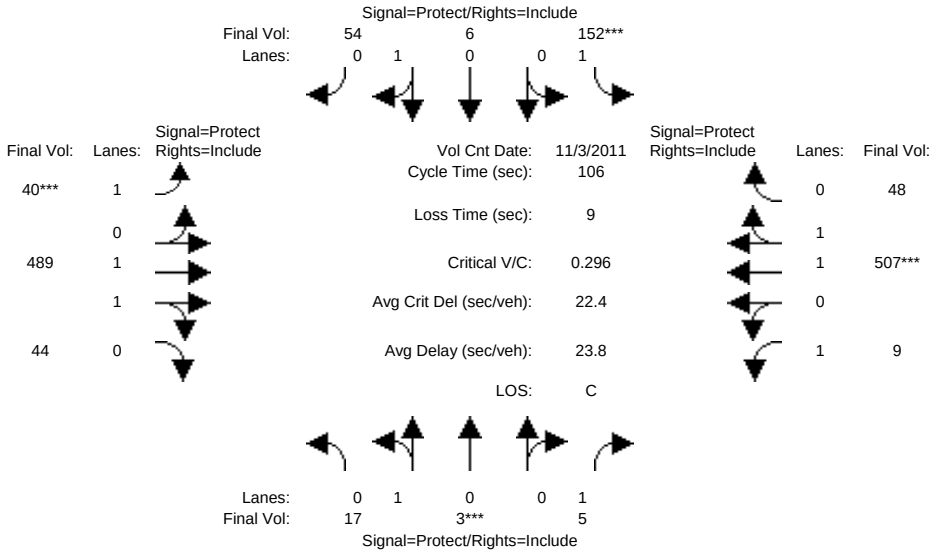
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Nov 2011 << 5:00-6:00PM												
Base Vol:	17	3	5	152	6	54	40	454	44	9	485	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:	17	3	5	152	6	54	40	454	44	9	485	48
Added Vol:	0	0	0	0	0	0	0	24	0	0	23	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	3	5	152	6	54	40	478	44	9	508	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:	17	3	5	152	6	54	40	478	44	9	508	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	3	5	152	6	54	40	478	44	9	508	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:	17	3	5	152	6	54	40	478	44	9	508	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	0.92	0.95	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.85	0.15	1.00	1.00	0.10	0.90	1.00	1.83	0.17	1.00	1.82	0.18
Final Sat.:	1530	270	1750	1750	180	1620	1750	3388	312	1750	3380	319
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.00	0.09	0.03	0.03	0.02	0.14	0.14	0.01	0.15	0.15
Crit Moves:		****		****			****				****	
Green Time:	19.5	10.0	10.0	29.1	19.5	19.5	7.6	39.5	39.5	18.5	50.3	50.3
Volume/Cap:	0.06	0.12	0.03	0.32	0.18	0.18	0.32	0.38	0.38	0.03	0.32	0.32
Delay/Veh:	35.7	44.3	43.7	31.0	36.7	36.7	48.1	24.5	24.5	36.4	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:	35.7	44.3	43.7	31.0	36.7	36.7	48.1	24.5	24.5	36.4	17.3	17.3
LOS by Move:	D	D	D	C	D	D	D	C	C	D	B	B
HCM2kAvgQ:	1	1	0	4	2	2	2	6	6	0	6	6

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

Downtown College Prep
San Jose

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

Intersection #3236: ALMA/LICK



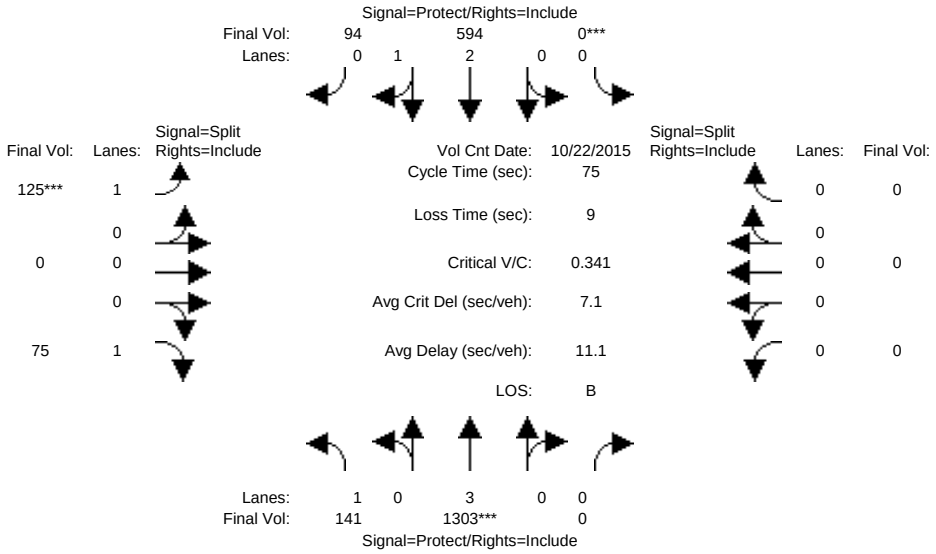
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Nov 2011 << 5:00-6:00PM												
Base Vol:	17	3	5	152	6	54	40	454	44	9	485	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:	17	3	5	152	6	54	40	454	44	9	485	48
Added Vol:	0	0	0	0	0	0	0	35	0	0	22	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	3	5	152	6	54	40	489	44	9	507	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:	17	3	5	152	6	54	40	489	44	9	507	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	3	5	152	6	54	40	489	44	9	507	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:	17	3	5	152	6	54	40	489	44	9	507	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	0.92	0.95	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.85	0.15	1.00	1.00	0.10	0.90	1.00	1.83	0.17	1.00	1.82	0.18
Final Sat.:	1530	270	1750	1750	180	1620	1750	3394	305	1750	3380	320
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.00	0.09	0.03	0.03	0.02	0.14	0.14	0.01	0.15	0.15
Crit Moves:		****		****			****				****	
Green Time:	19.5	10.0	10.0	29.1	19.5	19.5	7.7	39.7	39.7	18.2	50.2	50.2
Volume/Cap:	0.06	0.12	0.03	0.32	0.18	0.18	0.32	0.38	0.38	0.03	0.32	0.32
Delay/Veh:	35.7	44.3	43.7	30.9	36.7	36.7	48.1	24.4	24.4	36.6	17.4	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:	35.7	44.3	43.7	30.9	36.7	36.7	48.1	24.4	24.4	36.6	17.4	17.4
LOS by Move:	D	D	D	C	D	D	D	C	C	D	B	B
HCM2kAvgQ:	1	1	0	4	2	2	2	7	7	0	6	6

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

Downtown College Prep
San Jose

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

Intersection #3237: ALMA/SENTER



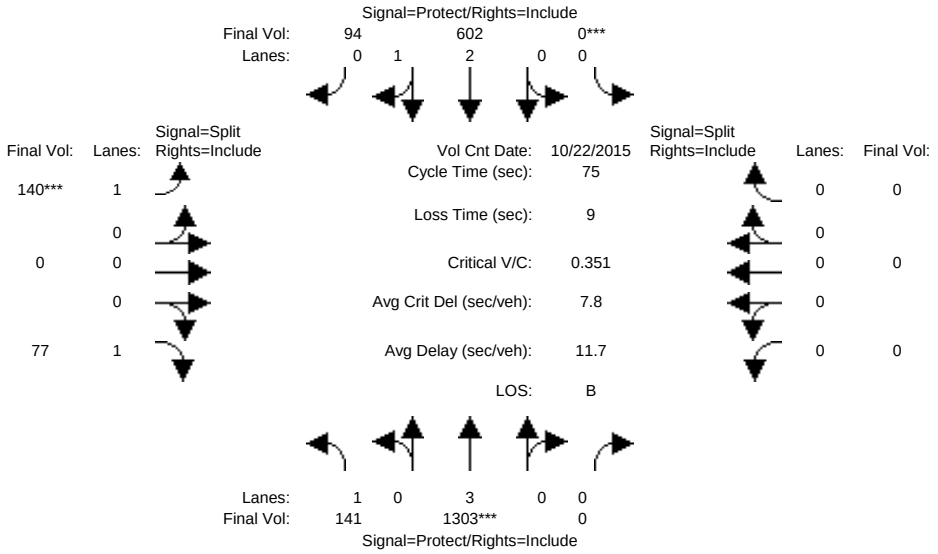
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Oct 2015 <<												
Base Vol:	141	1290	0	0	585	94	117	0	75	0	0	0
Growth 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:	141	1290	0	0	585	94	117	0	75	0	0	0
Added Vol:	0	0	0	0	1	0	1	0	0	0	0	0
ATI:	0	13	0	0	8	0	7	0	0	0	0	0
Initial Fut:	141	1303	0	0	594	94	125	0	75	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:	141	1303	0	0	594	94	125	0	75	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	141	1303	0	0	594	94	125	0	75	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:	141	1303	0	0	594	94	125	0	75	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	0.00	0.00	2.58	0.42	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	5700	0	0	4834	765	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.08	0.23	0.00	0.00	0.12	0.12	0.07	0.00	0.04	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green Time:	20.7	50.3	0.0	0.0	29.6	29.6	15.7	0.0	15.7	0.0	0.0	0.0
Volume/Cap:	0.29	0.34	0.00	0.00	0.31	0.31	0.34	0.00	0.20	0.00	0.00	0.00
Delay/Veh:	21.7	5.3	0.0	0.0	15.8	15.8	25.8	0.0	24.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.7	5.3	0.0	0.0	15.8	15.8	25.8	0.0	24.8	0.0	0.0	0.0
LOS by Move:	C	A	A	A	B	B	C	A	C	A	A	A
HCM2kAvgQ:	3	4	0	0	4	4	3	0	1	0	0	0

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

Downtown College Prep
San Jose

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

Intersection #3237: ALMA/SENTER



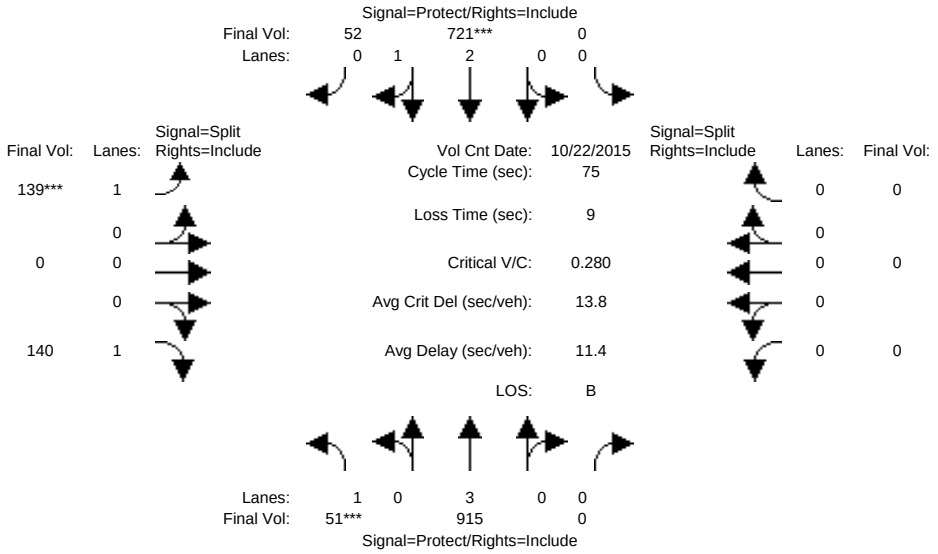
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Oct 2015 <<												
Base Vol:	141	1290	0	0	585	94	117	0	75	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:	141	1290	0	0	585	94	117	0	75	0	0	0
Added Vol:	0	0	0	0	9	0	16	0	2	0	0	0
ATI:	0	13	0	0	8	0	7	0	0	0	0	0
Initial Fut:	141	1303	0	0	602	94	140	0	77	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:	141	1303	0	0	602	94	140	0	77	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	141	1303	0	0	602	94	140	0	77	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:	141	1303	0	0	602	94	140	0	77	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	0.00	0.00	2.58	0.42	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	5700	0	0	4843	756	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.08	0.23	0.00	0.00	0.12	0.12	0.08	0.00	0.04	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green Time:	20.1	48.9	0.0	0.0	28.8	28.8	17.1	0.0	17.1	0.0	0.0	0.0
Volume/Cap:	0.30	0.35	0.00	0.00	0.32	0.32	0.35	0.00	0.19	0.00	0.00	0.00
Delay/Veh:	22.2	5.9	0.0	0.0	16.4	16.4	24.8	0.0	23.6	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:	22.2	5.9	0.0	0.0	16.4	16.4	24.8	0.0	23.6	0.0	0.0	0.0
LOS by Move:	C	A	A	A	B	B	C	A	C	A	A	A
HCM2kAvgQ:	3	4	0	0	4	4	3	0	1	0	0	0

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

Downtown College Prep
San Jose

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

Intersection #3237: ALMA/SENTER



Approach:	North 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: 22 Oct 2015 <<												
Base Vol:	51	915	0	0	720	52	137	0	140	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:	51	915	0	0	720	52	137	0	140	0	0	0
Added Vol:	0	0	0	0	1	0	2	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	51	915	0	0	721	52	139	0	140	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:	51	915	0	0	721	52	139	0	140	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	915	0	0	721	52	139	0	140	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:	51	915	0	0	721	52	139	0	140	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	0.00	0.00	2.79	0.21	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	5700	0	0	5223	377	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.16	0.00	0.00	0.14	0.14	0.08	0.00	0.08	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	7.8	44.6	0.0	0.0	36.9	36.9	21.4	0.0	21.4	0.0	0.0	0.0
Volume/Cap:	0.28	0.27	0.00	0.00	0.28	0.28	0.28	0.00	0.28	0.00	0.00	0.00
Delay/Veh:	31.9	7.4	0.0	0.0	11.3	11.3	21.1	0.0	21.2	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:	31.9	7.4	0.0	0.0	11.3	11.3	21.1	0.0	21.2	0.0	0.0	0.0
LOS by Move:	C	A	A	A	B	B	C	A	C	A	A	A
HCM2kAvgQ:	1	3	0	0	3	3	3	0	3	0	0	0

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

Downtown College Prep
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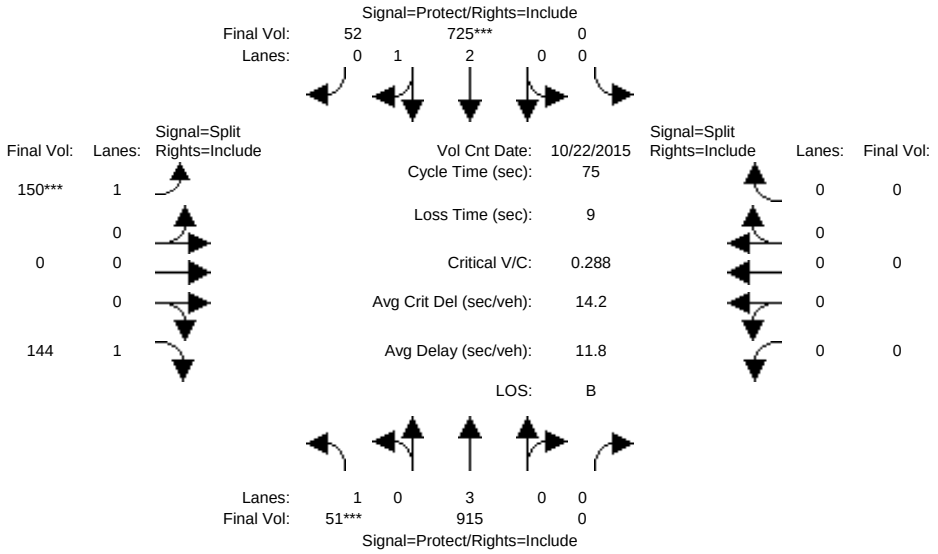
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background + P (PM)

Intersection #3237: ALMA/SENTER



Approach:	North 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: 22 Oct 2015 <<												
Base Vol:	51	915	0	0	720	52	137	0	140	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:	51	915	0	0	720	52	137	0	140	0	0	0
Added Vol:	0	0	0	0	5	0	13	0	4	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	51	915	0	0	725	52	150	0	144	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:	51	915	0	0	725	52	150	0	144	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	915	0	0	725	52	150	0	144	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:	51	915	0	0	725	52	150	0	144	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	0.00	0.00	2.79	0.21	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	5700	0	0	5225	375	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.16	0.00	0.00	0.14	0.14	0.09	0.00	0.08	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	7.6	43.7	0.0	0.0	36.1	36.1	22.3	0.0	22.3	0.0	0.0	0.0
Volume/Cap:	0.29	0.28	0.00	0.00	0.29	0.29	0.29	0.00	0.28	0.00	0.00	0.00
Delay/Veh:	32.1	7.8	0.0	0.0	11.8	11.8	20.6	0.0	20.5	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:	32.1	7.8	0.0	0.0	11.8	11.8	20.6	0.0	20.5	0.0	0.0	0.0
LOS by Move:	C	A	A	A	B	B	C	A	C	A	A	A
HCM2kAvgQ:	1	3	0	0	4	4	3	0	3	0	0	0

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

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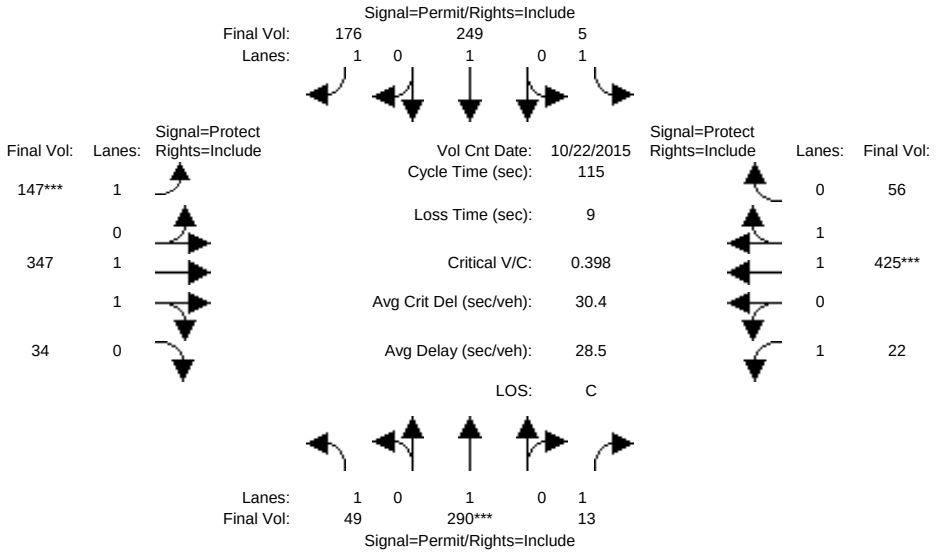
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background (AM)

Intersection #3238: ALMA/SEVENTH



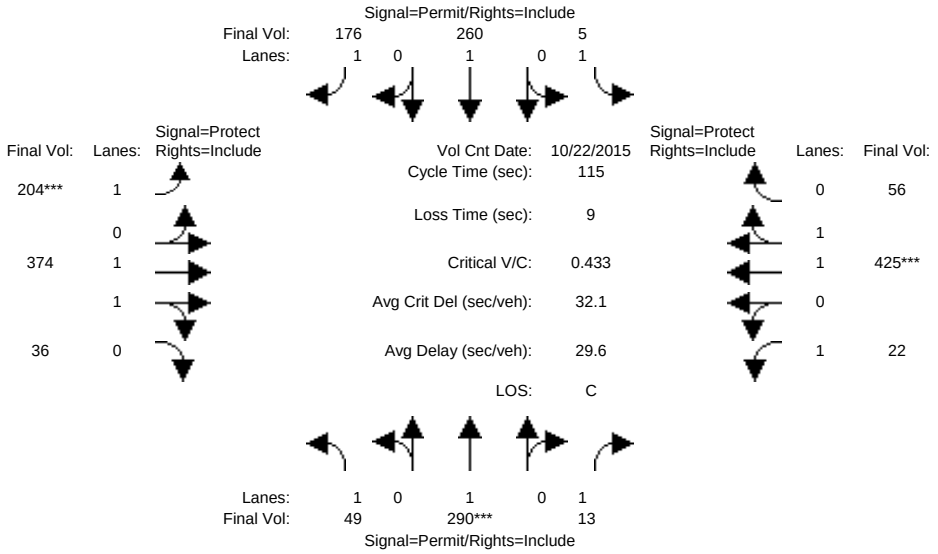
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Oct 2015 <<												
Base Vol:	44	280	12	5	233	152	122	309	23	20	369	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:	44	280	12	5	233	152	122	309	23	20	369	56
Added Vol:	0	0	0	0	6	0	9	1	0	0	0	0
ATI:	5	10	1	0	10	24	16	37	11	2	56	0
Initial Fut:	49	290	13	5	249	176	147	347	34	22	425	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:	49	290	13	5	249	176	147	347	34	22	425	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	290	13	5	249	176	147	347	34	22	425	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:	49	290	13	5	249	176	147	347	34	22	425	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	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	1.82	0.18	1.00	1.76	0.24
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3370	330	1750	3269	431
Capacity Analysis Module:												
Vol/Sat:	0.03	0.15	0.01	0.00	0.13	0.10	0.08	0.10	0.10	0.01	0.13	0.13
Crit Moves:		****					****				****	
Green Time:	44.1	44.1	44.1	44.1	44.1	44.1	24.3	38.9	38.9	23.0	37.6	37.6
Volume/Cap:	0.07	0.40	0.02	0.01	0.34	0.26	0.40	0.30	0.30	0.06	0.40	0.40
Delay/Veh:	22.5	26.1	22.0	21.9	25.4	24.5	39.8	28.2	28.2	37.4	30.2	30.2
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	26.1	22.0	21.9	25.4	24.5	39.8	28.2	28.2	37.4	30.2	30.2
LOS by Move:	C	C	C	C	C	C	D	C	C	D	C	C
HCM2kAvgQ:	1	7	0	0	6	4	5	5	5	1	6	6

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

Downtown College Prep
San Jose

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

Intersection #3238: ALMA/SEVENTH



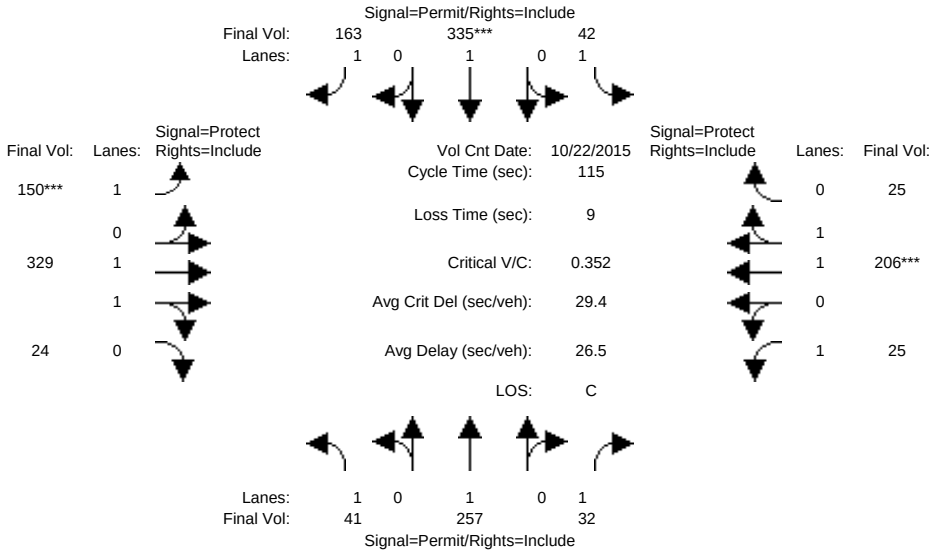
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Oct 2015 <<												
Base Vol:	44	280	12	5	233	152	122	309	23	20	369	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:	44	280	12	5	233	152	122	309	23	20	369	56
Added Vol:	0	0	0	0	17	0	66	28	2	0	0	0
ATI:	5	10	1	0	10	24	16	37	11	2	56	0
Initial Fut:	49	290	13	5	260	176	204	374	36	22	425	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:	49	290	13	5	260	176	204	374	36	22	425	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	290	13	5	260	176	204	374	36	22	425	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:	49	290	13	5	260	176	204	374	36	22	425	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	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	1.82	0.18	1.00	1.76	0.24
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3375	325	1750	3269	431
Capacity Analysis Module:												
Vol/Sat:	0.03	0.15	0.01	0.00	0.14	0.10	0.12	0.11	0.11	0.01	0.13	0.13
Crit Moves:		****					****				****	
Green Time:	40.5	40.5	40.5	40.5	40.5	40.5	31.0	42.3	42.3	23.2	34.5	34.5
Volume/Cap:	0.08	0.43	0.02	0.01	0.39	0.29	0.43	0.30	0.30	0.06	0.43	0.43
Delay/Veh:	24.9	28.9	24.3	24.2	28.3	27.1	35.4	26.0	26.0	37.2	32.6	32.6
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:	24.9	28.9	24.3	24.2	28.3	27.1	35.4	26.0	26.0	37.2	32.6	32.6
LOS by Move:	C	C	C	C	C	C	D	C	C	D	C	C
HCM2kAvgQ:	1	8	0	0	7	5	7	5	5	1	7	7

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

Downtown College Prep
San Jose

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

Intersection #3238: ALMA/SEVENTH



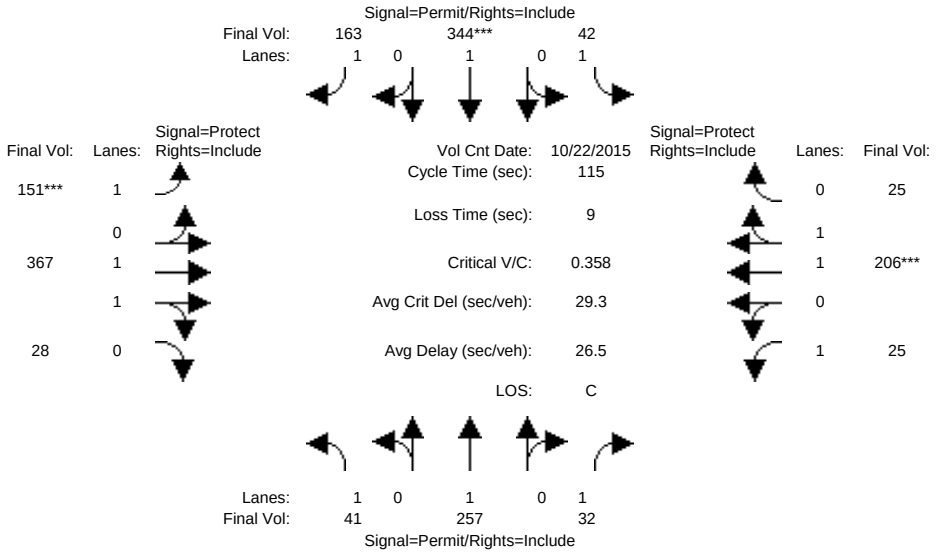
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Oct 2015 <<												
Base Vol:	41	257	32	42	324	163	130	327	24	25	206	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:	41	257	32	42	324	163	130	327	24	25	206	25
Added Vol:	0	0	0	0	11	0	20	2	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	41	257	32	42	335	163	150	329	24	25	206	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:	41	257	32	42	335	163	150	329	24	25	206	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	257	32	42	335	163	150	329	24	25	206	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:	41	257	32	42	335	163	150	329	24	25	206	25
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	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	1.86	0.14	1.00	1.78	0.22
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3448	252	1750	3299	400
Capacity Analysis Module:												
Vol/Sat:	0.02	0.14	0.02	0.02	0.18	0.09	0.09	0.10	0.10	0.01	0.06	0.06
Crit Moves:					****		****				****	
Green Time:	57.6	57.6	57.6	57.6	57.6	57.6	28.0	29.5	29.5	18.9	20.4	20.4
Volume/Cap:	0.05	0.27	0.04	0.05	0.35	0.19	0.35	0.37	0.37	0.09	0.35	0.35
Delay/Veh:	14.7	16.7	14.6	14.7	17.6	15.9	36.5	35.3	35.3	40.9	41.8	41.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.7	16.7	14.6	14.7	17.6	15.9	36.5	35.3	35.3	40.9	41.8	41.8
LOS by Move:	B	B	B	B	B	B	D	D	D	D	D	D
HCM2kAvgQ:	1	5	1	1	7	3	5	5	5	1	4	4

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

Downtown College Prep
San Jose

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

Intersection #3238: ALMA/SEVENTH



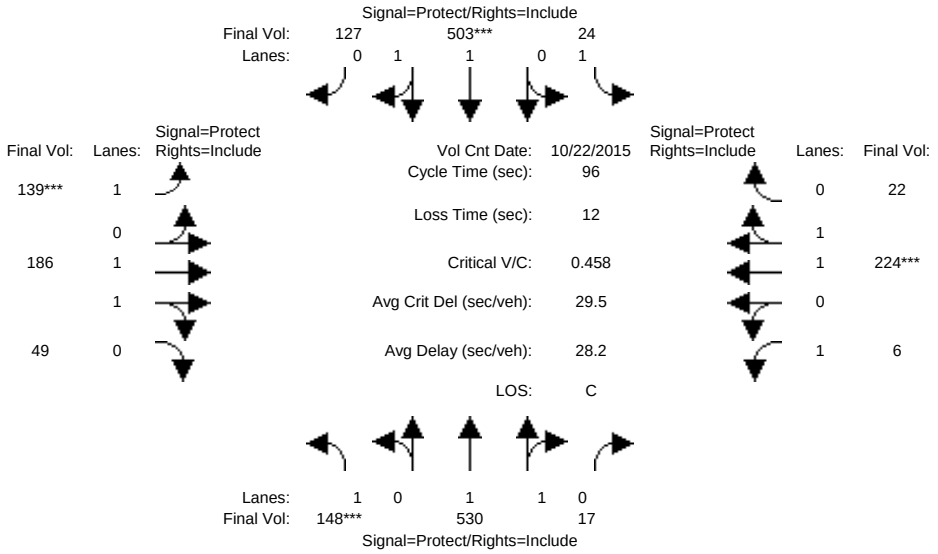
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Oct 2015 <<												
Base Vol:	41	257	32	42	324	163	130	327	24	25	206	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:	41	257	32	42	324	163	130	327	24	25	206	25
Added Vol:	0	0	0	0	20	0	21	40	4	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	41	257	32	42	344	163	151	367	28	25	206	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:	41	257	32	42	344	163	151	367	28	25	206	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	257	32	42	344	163	151	367	28	25	206	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:	41	257	32	42	344	163	151	367	28	25	206	25
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	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	1.85	0.15	1.00	1.78	0.22
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3438	262	1750	3299	400
Capacity Analysis Module:												
Vol/Sat:	0.02	0.14	0.02	0.02	0.18	0.09	0.09	0.11	0.11	0.01	0.06	0.06
Crit Moves:					****		****				****	
Green Time:	58.2	58.2	58.2	58.2	58.2	58.2	27.7	30.4	30.4	17.4	20.1	20.1
Volume/Cap:	0.05	0.27	0.04	0.05	0.36	0.18	0.36	0.40	0.40	0.09	0.36	0.36
Delay/Veh:	14.4	16.4	14.3	14.4	17.4	15.6	36.8	35.1	35.1	42.2	42.1	42.1
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:	14.4	16.4	14.3	14.4	17.4	15.6	36.8	35.1	35.1	42.2	42.1	42.1
LOS by Move:	B	B	B	B	B	B	D	D	D	D	D	D
HCM2kAvgQ:	1	5	1	1	7	3	5	6	6	1	4	4

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

Downtown College Prep
San Jose

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

Intersection #3239: ALMA/10TH



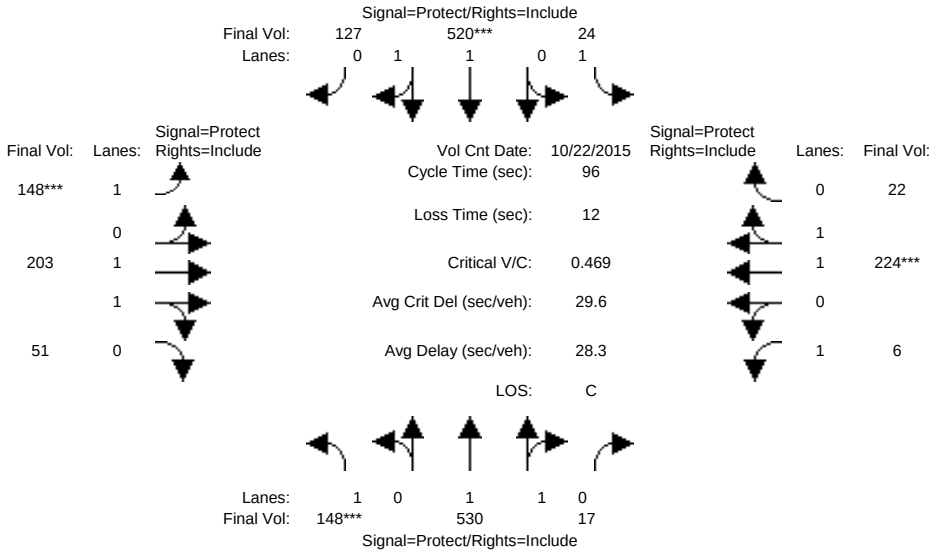
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Oct 2015 <<												
Base Vol:	144	508	10	24	487	86	112	178	46	6	213	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:	144	508	10	24	487	86	112	178	46	6	213	22
Added Vol:	0	0	0	0	0	0	0	1	0	0	0	0
ATI:	4	22	7	0	16	41	27	7	3	0	11	0
Initial Fut:	148	530	17	24	503	127	139	186	49	6	224	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:	148	530	17	24	503	127	139	186	49	6	224	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	148	530	17	24	503	127	139	186	49	6	224	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	148	530	17	24	503	127	139	186	49	6	224	22
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	1.94	0.06	1.00	1.59	0.41	1.00	1.57	0.43	1.00	1.82	0.18
Final Sat.:	1750	3585	115	1750	2954	746	1750	2928	771	1750	3369	331
Capacity Analysis Module:												
Vol/Sat:	0.08	0.15	0.15	0.01	0.17	0.17	0.08	0.06	0.06	0.00	0.07	0.07
Crit Moves:	****				****		****				****	
Green Time:	17.7	35.8	35.8	17.6	35.7	35.7	16.6	18.0	18.0	12.6	13.9	13.9
Volume/Cap:	0.46	0.40	0.40	0.07	0.46	0.46	0.46	0.34	0.34	0.03	0.46	0.46
Delay/Veh:	35.9	22.4	22.4	32.5	23.1	23.1	36.7	34.1	34.1	36.4	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:	35.9	22.4	22.4	32.5	23.1	23.1	36.7	34.1	34.1	36.4	38.2	38.2
LOS by Move:	D	C	C	C	C	C	D	C	C	D	D	D
HCM2kAvgQ:	4	6	6	1	7	7	4	3	3	0	3	3

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

Downtown College Prep
San Jose

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

Intersection #3239: ALMA/10TH



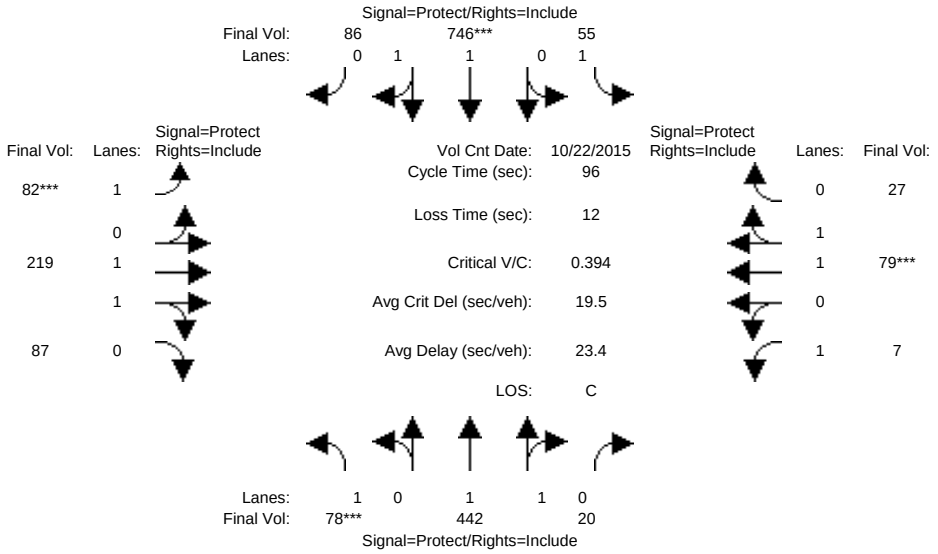
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Oct 2015 <<												
Base Vol:	144	508	10	24	487	86	112	178	46	6	213	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:	144	508	10	24	487	86	112	178	46	6	213	22
Added Vol:	0	0	0	0	17	0	9	18	2	0	0	0
ATI:	4	22	7	0	16	41	27	7	3	0	11	0
Initial Fut:	148	530	17	24	520	127	148	203	51	6	224	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:	148	530	17	24	520	127	148	203	51	6	224	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	148	530	17	24	520	127	148	203	51	6	224	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	148	530	17	24	520	127	148	203	51	6	224	22
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	1.94	0.06	1.00	1.60	0.40	1.00	1.59	0.41	1.00	1.82	0.18
Final Sat.:	1750	3585	115	1750	2973	726	1750	2957	743	1750	3369	331
Capacity Analysis Module:												
Vol/Sat:	0.08	0.15	0.15	0.01	0.17	0.17	0.08	0.07	0.07	0.00	0.07	0.07
Crit Moves:	****				****		****				****	
Green Time:	17.3	35.6	35.6	17.5	35.8	35.8	17.3	18.2	18.2	12.7	13.6	13.6
Volume/Cap:	0.47	0.40	0.40	0.08	0.47	0.47	0.47	0.36	0.36	0.03	0.47	0.47
Delay/Veh:	36.3	22.5	22.5	32.6	23.1	23.1	36.3	34.2	34.2	36.3	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:	36.3	22.5	22.5	32.6	23.1	23.1	36.3	34.2	34.2	36.3	38.5	38.5
LOS by Move:	D	C	C	C	C	C	D	C	C	D	D	D
HCM2kAvgQ:	4	6	6	1	8	8	4	3	3	0	3	3

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

Downtown College Prep
San Jose

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

Intersection #3239: ALMA/10TH



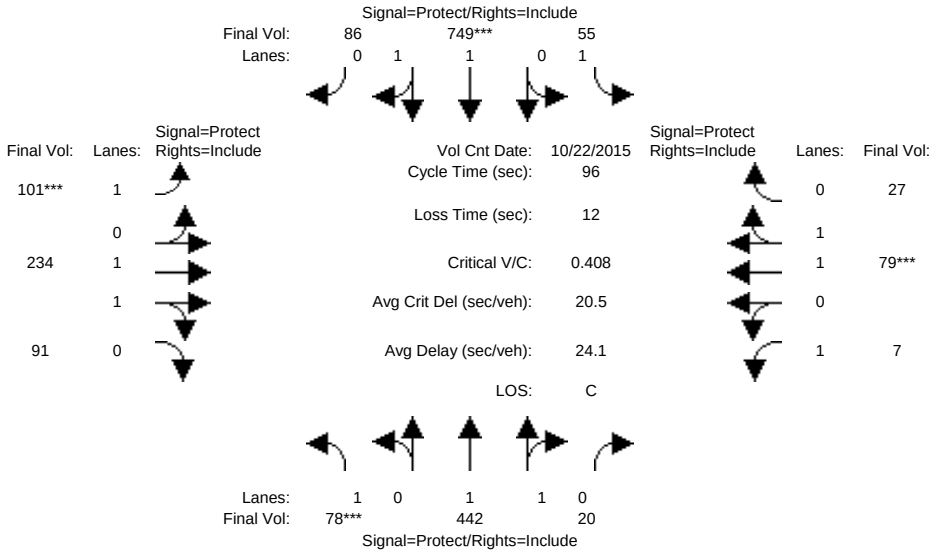
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Oct 2015 <<												
Base Vol:	78	442	20	55	746	86	82	217	87	7	79	27
Growth 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:	78	442	20	55	746	86	82	217	87	7	79	27
Added Vol:	0	0	0	0	0	0	0	2	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	78	442	20	55	746	86	82	219	87	7	79	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:	78	442	20	55	746	86	82	219	87	7	79	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	442	20	55	746	86	82	219	87	7	79	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:	78	442	20	55	746	86	82	219	87	7	79	27
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	1.91	0.09	1.00	1.79	0.21	1.00	1.42	0.58	1.00	1.48	0.52
Final Sat.:	1750	3540	160	1750	3317	382	1750	2647	1052	1750	2757	942
Capacity Analysis Module:												
Vol/Sat:	0.04	0.12	0.12	0.03	0.22	0.22	0.05	0.08	0.08	0.00	0.03	0.03
Crit Moves:	****				****		****				****	
Green Time:	10.4	39.8	39.8	23.2	52.6	52.6	11.0	12.3	12.3	8.6	10.0	10.0
Volume/Cap:	0.41	0.30	0.30	0.13	0.41	0.41	0.41	0.64	0.64	0.04	0.28	0.28
Delay/Veh:	41.4	18.9	18.9	28.6	12.8	12.8	40.9	42.8	42.8	40.0	40.0	40.0
User DelAdj:	1.00	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	18.9	18.9	28.6	12.8	12.8	40.9	42.8	42.8	40.0	40.0	40.0
LOS by Move:	D	B	B	C	B	B	D	D	D	D	D	D
HCM2kAvgQ:	2	4	4	1	7	7	2	4	4	0	1	1

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

Downtown College Prep
San Jose

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

Intersection #3239: ALMA/10TH



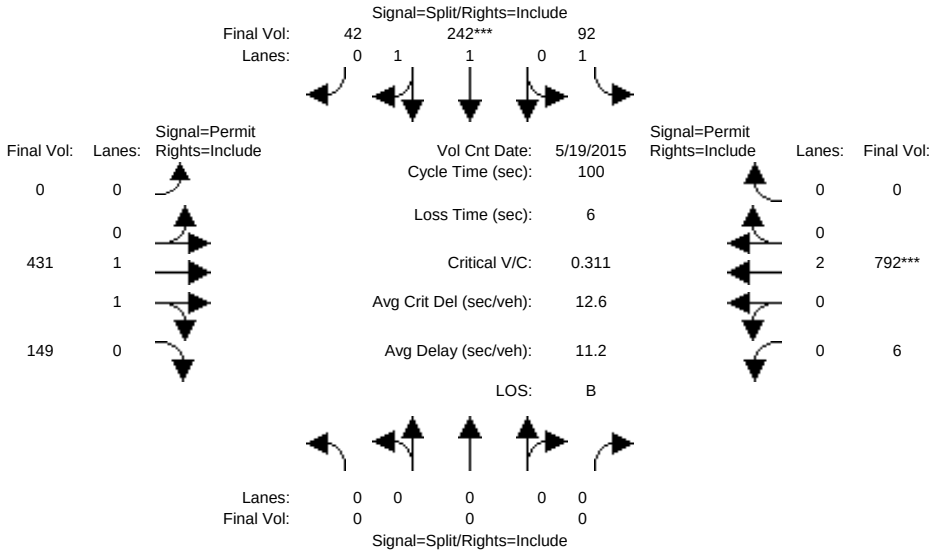
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Oct 2015 <<												
Base Vol:	78	442	20	55	746	86	82	217	87	7	79	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:	78	442	20	55	746	86	82	217	87	7	79	27
Added Vol:	0	0	0	0	3	0	19	17	4	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	78	442	20	55	749	86	101	234	91	7	79	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:	78	442	20	55	749	86	101	234	91	7	79	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	442	20	55	749	86	101	234	91	7	79	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:	78	442	20	55	749	86	101	234	91	7	79	27
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	1.91	0.09	1.00	1.79	0.21	1.00	1.42	0.58	1.00	1.48	0.52
Final Sat.:	1750	3540	160	1750	3319	381	1750	2663	1036	1750	2757	942
Capacity Analysis Module:												
Vol/Sat:	0.04	0.12	0.12	0.03	0.23	0.23	0.06	0.09	0.09	0.00	0.03	0.03
Crit Moves:	****				****		****				****	
Green Time:	10.1	38.5	38.5	22.5	50.9	50.9	13.0	13.5	13.5	9.5	10.0	10.0
Volume/Cap:	0.43	0.31	0.31	0.13	0.43	0.43	0.43	0.62	0.62	0.04	0.28	0.28
Delay/Veh:	41.9	19.8	19.8	29.2	13.8	13.8	39.3	41.2	41.2	39.2	40.0	40.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.9	19.8	19.8	29.2	13.8	13.8	39.3	41.2	41.2	39.2	40.0	40.0
LOS by Move:	D	B	B	C	B	B	D	D	D	D	D	D
HCM2kAvgQ:	2	5	5	1	8	8	3	5	5	0	1	1

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

Downtown College Prep
San Jose

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

Intersection #3240: ALMA/VINE



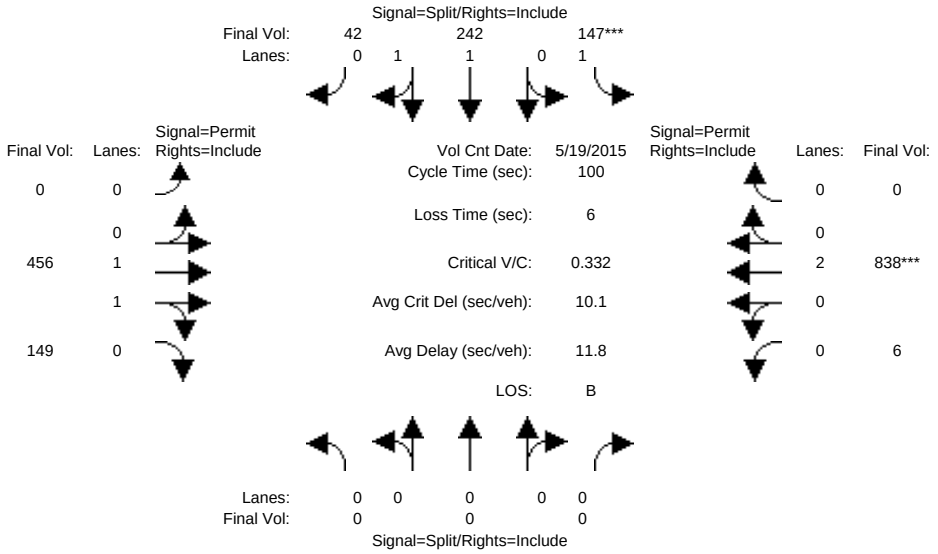
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 7:15-8:15AM												
Base Vol:	0	0	0	92	233	41	0	356	137	6	711	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	92	233	41	0	356	137	6	711	0
Added Vol:	0	0	0	0	0	0	0	13	0	0	10	0
ATI:	0	0	0	0	9	1	0	62	12	0	71	0
Initial Fut:	0	0	0	92	242	42	0	431	149	6	792	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	92	242	42	0	431	149	6	792	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	92	242	42	0	431	149	6	792	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	92	242	42	0	431	149	6	792	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.97	0.92
Lanes:	0.00	0.00	0.00	1.00	1.70	0.30	0.00	1.47	0.53	0.02	1.98	0.00
Final Sat.:	0	0	0	1750	3152	547	0	2749	950	28	3672	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.08	0.08	0.00	0.16	0.16	0.22	0.22	0.00
Crit Moves:					****						****	
Green Time:	0.0	0.0	0.0	24.7	24.7	24.7	0.0	69.3	69.3	69.3	69.3	0.0
Volume/Cap:	0.00	0.00	0.00	0.21	0.31	0.31	0.00	0.23	0.23	0.31	0.31	0.00
Delay/Veh:	0.0	0.0	0.0	30.2	30.9	30.9	0.0	5.6	5.6	6.1	6.1	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	30.2	30.9	30.9	0.0	5.6	5.6	6.1	6.1	0.0
LOS by Move:	A	A	A	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	2	4	4	0	3	3	5	5	0

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

Downtown College Prep
San Jose

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

Intersection #3240: ALMA/VINE



Approach:	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	0	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: 19 May 2015 << 7:15-8:15AM												
Base Vol:	0	0	0	92	233	41	0	356	137	6	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	92	233	41	0	356	137	6	711	0
Added Vol:	0	0	0	55	0	0	0	38	0	0	56	0
ATI:	0	0	0	0	9	1	0	62	12	0	71	0
Initial Fut:	0	0	0	147	242	42	0	456	149	6	838	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	147	242	42	0	456	149	6	838	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	147	242	42	0	456	149	6	838	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	147	242	42	0	456	149	6	838	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.97	0.92
Lanes:	0.00	0.00	0.00	1.00	1.70	0.30	0.00	1.49	0.51	0.01	1.99	0.00
Final Sat.:	0	0	0	1750	3152	547	0	2788	911	26	3674	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.08	0.08	0.00	0.16	0.16	0.23	0.23	0.00
Crit Moves:				****							****	
Green Time:	0.0	0.0	0.0	25.3	25.3	25.3	0.0	68.7	68.7	68.7	68.7	0.0
Volume/Cap:	0.00	0.00	0.00	0.33	0.30	0.30	0.00	0.24	0.24	0.33	0.33	0.00
Delay/Veh:	0.0	0.0	0.0	30.9	30.4	30.4	0.0	5.9	5.9	6.4	6.4	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:	0.0	0.0	0.0	30.9	30.4	30.4	0.0	5.9	5.9	6.4	6.4	0.0
LOS by Move:	A	A	A	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	4	4	4	0	3	3	5	5	0

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

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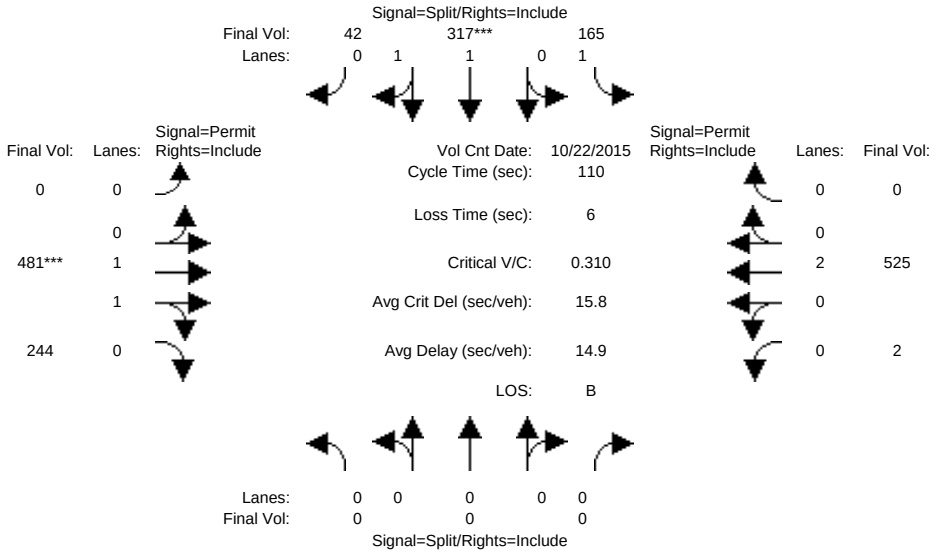
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background (PM)

Intersection #3240: ALMA/VINE



Approach:	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	0	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: 22 Oct 2015 <<												
Base Vol:	0	0	0	165	317	42	0	457	244	2	502	0
Growth Adj:	1.00	1.00	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	165	317	42	0	457	244	2	502	0
Added Vol:	0	0	0	0	0	0	0	24	0	0	23	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	165	317	42	0	481	244	2	525	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	165	317	42	0	481	244	2	525	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	165	317	42	0	481	244	2	525	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	165	317	42	0	481	244	2	525	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.99	0.95	0.95	0.97	0.92
Lanes:	0.00	0.00	0.00	1.00	1.76	0.24	0.00	1.31	0.69	0.01	1.99	0.00
Final Sat.:	0	0	0	1750	3267	433	0	2454	1245	14	3686	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.10	0.10	0.00	0.20	0.20	0.14	0.14	0.00
Crit Moves:					****			****				
Green Time:	0.0	0.0	0.0	34.4	34.4	34.4	0.0	69.6	69.6	69.6	69.6	0.0
Volume/Cap:	0.00	0.00	0.00	0.30	0.31	0.31	0.00	0.31	0.31	0.23	0.23	0.00
Delay/Veh:	0.0	0.0	0.0	29.0	28.9	28.9	0.0	9.3	9.3	8.7	8.7	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	29.0	28.9	28.9	0.0	9.3	9.3	8.7	8.7	0.0
LOS by Move:	A	A	A	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	5	5	5	0	6	6	4	4	0

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

Downtown College Prep
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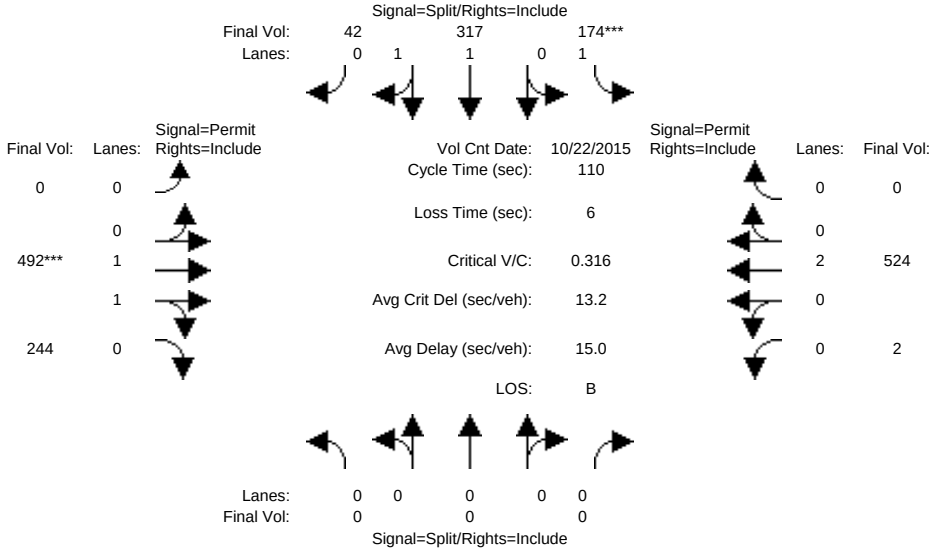
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background + P (PM)

Intersection #3240: ALMA/VINE



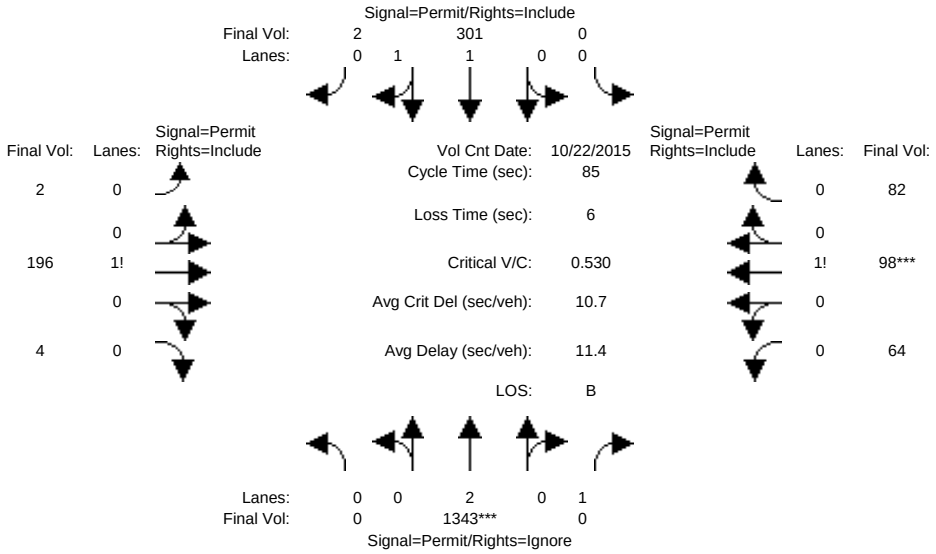
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Oct 2015 <<												
Base Vol:	0	0	0	165	317	42	0	457	244	2	502	0
Growth Adj:	1.00	1.00	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	165	317	42	0	457	244	2	502	0
Added Vol:	0	0	0	9	0	0	0	35	0	0	22	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	174	317	42	0	492	244	2	524	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	174	317	42	0	492	244	2	524	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	174	317	42	0	492	244	2	524	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	174	317	42	0	492	244	2	524	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.99	0.95	0.95	0.97	0.92
Lanes:	0.00	0.00	0.00	1.00	1.76	0.24	0.00	1.32	0.68	0.01	1.99	0.00
Final Sat.:	0	0	0	1750	3267	433	0	2472	1226	14	3686	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.10	0.10	0.00	0.20	0.20	0.14	0.14	0.00
Crit Moves:				****				****				
Green Time:	0.0	0.0	0.0	34.7	34.7	34.7	0.0	69.3	69.3	69.3	69.3	0.0
Volume/Cap:	0.00	0.00	0.00	0.32	0.31	0.31	0.00	0.32	0.32	0.23	0.23	0.00
Delay/Veh:	0.0	0.0	0.0	29.0	28.7	28.7	0.0	9.5	9.5	8.8	8.8	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	29.0	28.7	28.7	0.0	9.5	9.5	8.8	8.8	0.0
LOS by Move:	A	A	A	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	5	5	5	0	6	6	4	4	0

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

Downtown College Prep
San Jose

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

Intersection #3241: ALMADEN/SAN JOSE



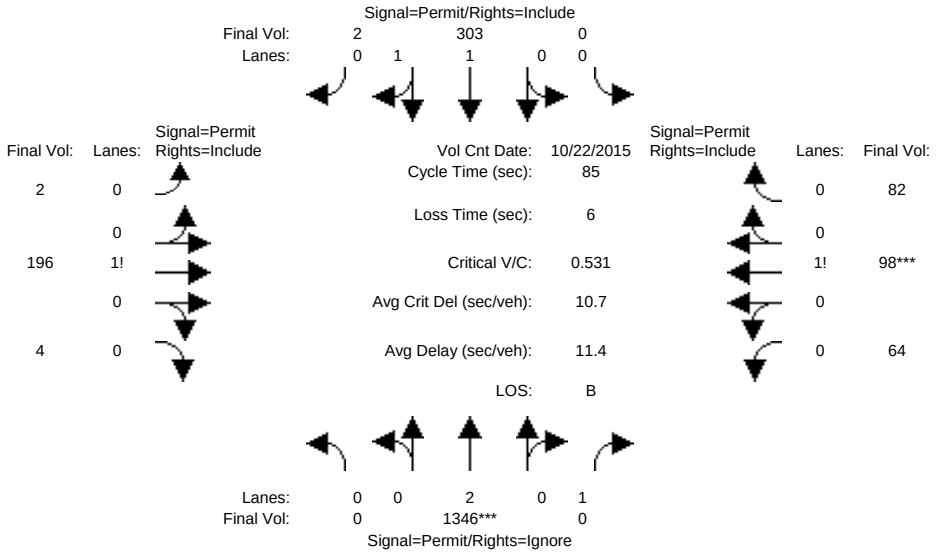
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Oct 2015 <<												
Base Vol:	0	1343	314	0	301	2	2	196	4	64	98	82
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1343	314	0	301	2	2	196	4	64	98	82
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1343	314	0	301	2	2	196	4	64	98	82
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:	0	1343	0	0	301	2	2	196	4	64	98	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1343	0	0	301	2	2	196	4	64	98	82
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1343	0	0	301	2	2	196	4	64	98	82
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.97	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	0.00	2.00	1.00	0.00	1.99	0.01	0.01	0.97	0.02	0.26	0.40	0.34
Final Sat.:	0	3800	1750	0	3676	24	17	1698	35	459	703	588
Capacity Analysis Module:												
Vol/Sat:	0.00	0.35	0.00	0.00	0.08	0.08	0.12	0.12	0.12	0.14	0.14	0.14
Crit Moves:		****									****	
Green Time:	0.0	56.7	0.0	0.0	56.7	56.7	22.3	22.3	22.3	22.3	22.3	22.3
Volume/Cap:	0.00	0.53	0.00	0.00	0.12	0.12	0.44	0.44	0.44	0.53	0.53	0.53
Delay/Veh:	0.0	7.5	0.0	0.0	5.2	5.2	26.8	26.8	26.8	28.0	28.0	28.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	7.5	0.0	0.0	5.2	5.2	26.8	26.8	26.8	28.0	28.0	28.0
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2kAvgQ:	0	9	0	0	1	1	5	5	5	6	6	6

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

Downtown College Prep
San Jose

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

Intersection #3241: ALMADEN/SAN JOSE



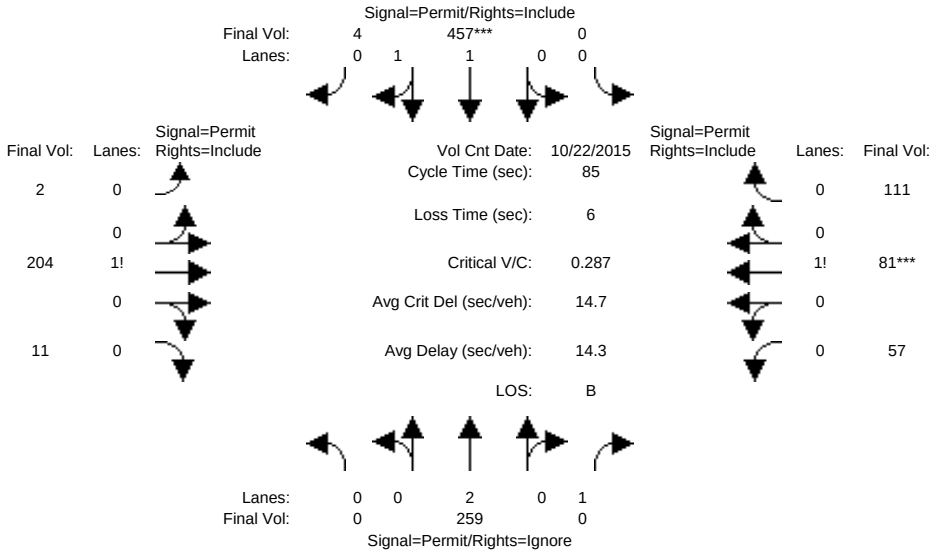
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Oct 2015 <<												
Base Vol:	0	1343	314	0	301	2	2	196	4	64	98	82
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1343	314	0	301	2	2	196	4	64	98	82
Added Vol:	0	3	3	0	2	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1346	317	0	303	2	2	196	4	64	98	82
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:	0	1346	0	0	303	2	2	196	4	64	98	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1346	0	0	303	2	2	196	4	64	98	82
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1346	0	0	303	2	2	196	4	64	98	82
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.97	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	0.00	2.00	1.00	0.00	1.99	0.01	0.01	0.97	0.02	0.26	0.40	0.34
Final Sat.:	0	3800	1750	0	3676	24	17	1698	35	459	703	588
Capacity Analysis Module:												
Vol/Sat:	0.00	0.35	0.00	0.00	0.08	0.08	0.12	0.12	0.12	0.14	0.14	0.14
Crit Moves:		****									****	
Green Time:	0.0	56.7	0.0	0.0	56.7	56.7	22.3	22.3	22.3	22.3	22.3	22.3
Volume/Cap:	0.00	0.53	0.00	0.00	0.12	0.12	0.44	0.44	0.44	0.53	0.53	0.53
Delay/Veh:	0.0	7.5	0.0	0.0	5.2	5.2	26.8	26.8	26.8	28.1	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:	0.0	7.5	0.0	0.0	5.2	5.2	26.8	26.8	26.8	28.1	28.1	28.1
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2kAvgQ:	0	9	0	0	1	1	5	5	5	6	6	6

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

Downtown College Prep
San Jose

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

Intersection #3241: ALMADEN/SAN JOSE



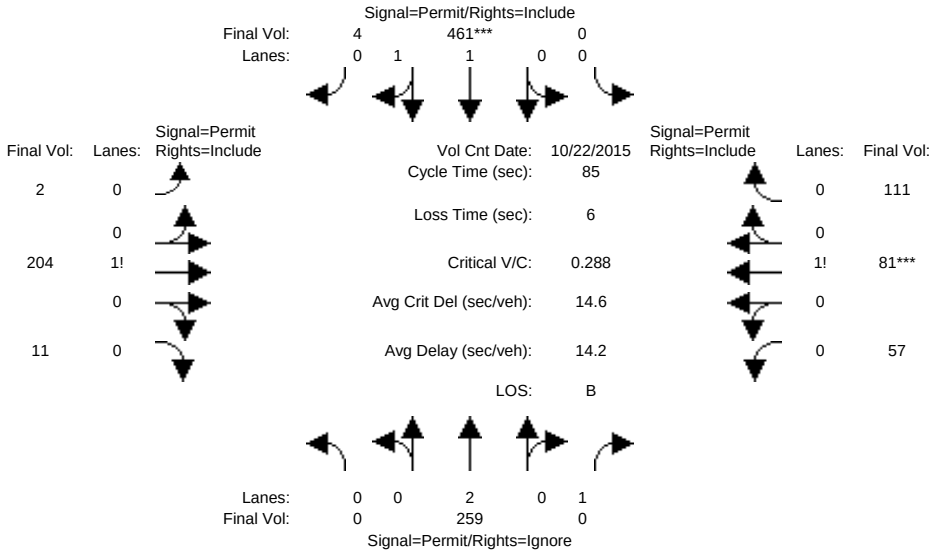
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Oct 2015 <<												
Base Vol:	0	259	76	0	457	4	2	204	11	57	81	111
Growth 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:	0	259	76	0	457	4	2	204	11	57	81	111
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	259	76	0	457	4	2	204	11	57	81	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:	0	259	0	0	457	4	2	204	11	57	81	111
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	259	0	0	457	4	2	204	11	57	81	111
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	259	0	0	457	4	2	204	11	57	81	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	0.97	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	0.00	2.00	1.00	0.00	1.98	0.02	0.01	0.94	0.05	0.23	0.32	0.45
Final Sat.:	0	3800	1750	0	3668	32	16	1645	89	401	569	780
Capacity Analysis Module:												
Vol/Sat:	0.00	0.07	0.00	0.00	0.12	0.12	0.12	0.12	0.12	0.14	0.14	0.14
Crit Moves:					****						****	
Green Time:	0.0	36.9	0.0	0.0	36.9	36.9	42.1	42.1	42.1	42.1	42.1	42.1
Volume/Cap:	0.00	0.16	0.00	0.00	0.29	0.29	0.25	0.25	0.25	0.29	0.29	0.29
Delay/Veh:	0.0	14.7	0.0	0.0	15.7	15.7	12.5	12.5	12.5	12.8	12.8	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:	0.0	14.7	0.0	0.0	15.7	15.7	12.5	12.5	12.5	12.8	12.8	12.8
LOS by Move:	A	B	A	A	B	B	B	B	B	B	B	B
HCM2kAvgQ:	0	2	0	0	4	4	4	4	4	4	4	4

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

Downtown College Prep
San Jose

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

Intersection #3241: ALMADEN/SAN JOSE



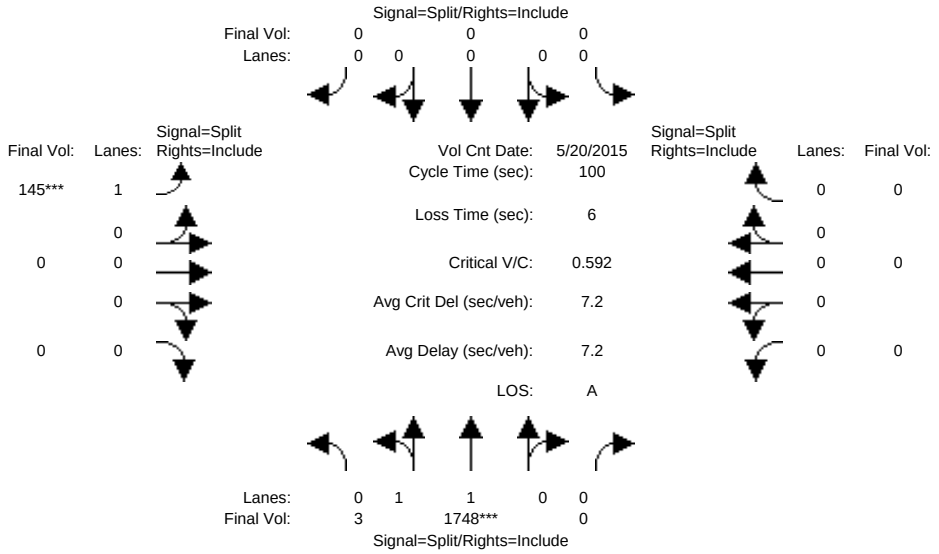
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Oct 2015 <<												
Base Vol:	0	259	76	0	457	4	2	204	11	57	81	111
Growth 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:	0	259	76	0	457	4	2	204	11	57	81	111
Added Vol:	0	0	0	0	4	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	259	76	0	461	4	2	204	11	57	81	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:	0	259	0	0	461	4	2	204	11	57	81	111
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	259	0	0	461	4	2	204	11	57	81	111
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	259	0	0	461	4	2	204	11	57	81	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	0.97	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	0.00	2.00	1.00	0.00	1.98	0.02	0.01	0.94	0.05	0.23	0.32	0.45
Final Sat.:	0	3800	1750	0	3668	32	16	1645	89	401	569	780
Capacity Analysis Module:												
Vol/Sat:	0.00	0.07	0.00	0.00	0.13	0.13	0.12	0.12	0.12	0.14	0.14	0.14
Crit Moves:					****						****	
Green Time:	0.0	37.1	0.0	0.0	37.1	37.1	41.9	41.9	41.9	41.9	41.9	41.9
Volume/Cap:	0.00	0.16	0.00	0.00	0.29	0.29	0.25	0.25	0.25	0.29	0.29	0.29
Delay/Veh:	0.0	14.6	0.0	0.0	15.6	15.6	12.6	12.6	12.6	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:	0.0	14.6	0.0	0.0	15.6	15.6	12.6	12.6	12.6	12.9	12.9	12.9
LOS by Move:	A	B	A	A	B	B	B	B	B	B	B	B
HCM2kAvgQ:	0	2	0	0	4	4	4	4	4	4	4	4

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

Downtown College Prep
San Jose

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

Intersection #3247: ALMADEN/GRANT



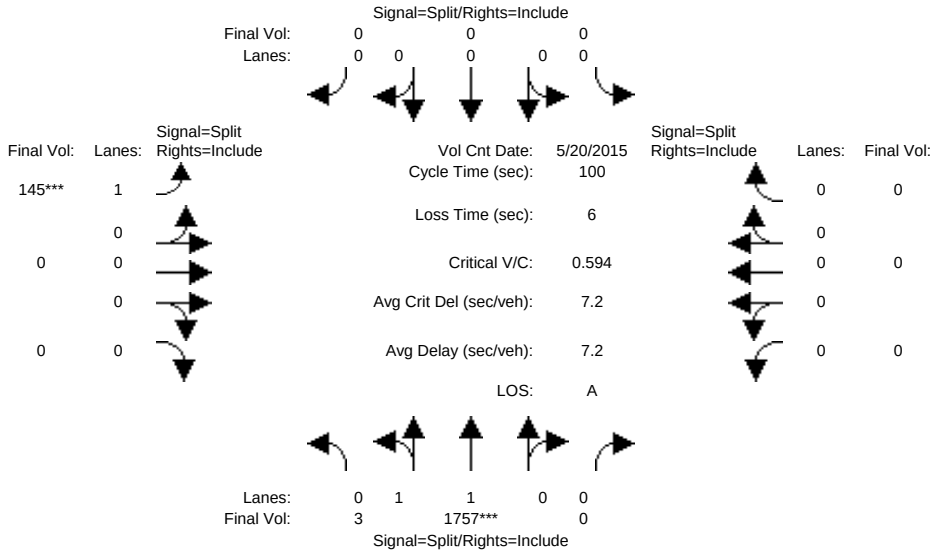
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	0	0	0	0	10	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 May 2015 << 7:15-8:15AM												
Base Vol:	1	1545	0	0	0	0	133	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	1545	0	0	0	0	133	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	2	203	0	0	0	0	12	0	0	0	0	0
Initial Fut:	3	1748	0	0	0	0	145	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	1748	0	0	0	0	145	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	1748	0	0	0	0	145	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	1748	0	0	0	0	145	0	0	0	0	0
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	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.01	1.99	0.00	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	6	3694	0	0	0	0	1750	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.47	0.47	0.00	0.00	0.00	0.00	0.08	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****					****					
Green Time:	80.0	80.0	0.0	0.0	0.0	0.0	14.0	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.59	0.59	0.00	0.00	0.00	0.00	0.59	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	4.1	4.1	0.0	0.0	0.0	0.0	44.1	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	4.1	4.1	0.0	0.0	0.0	0.0	44.1	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	D	A	A	A	A	A
HCM2kAvgQ:	11	11	0	0	0	0	5	0	0	0	0	0

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

Downtown College Prep
San Jose

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

Intersection #3247: ALMADEN/GRANT



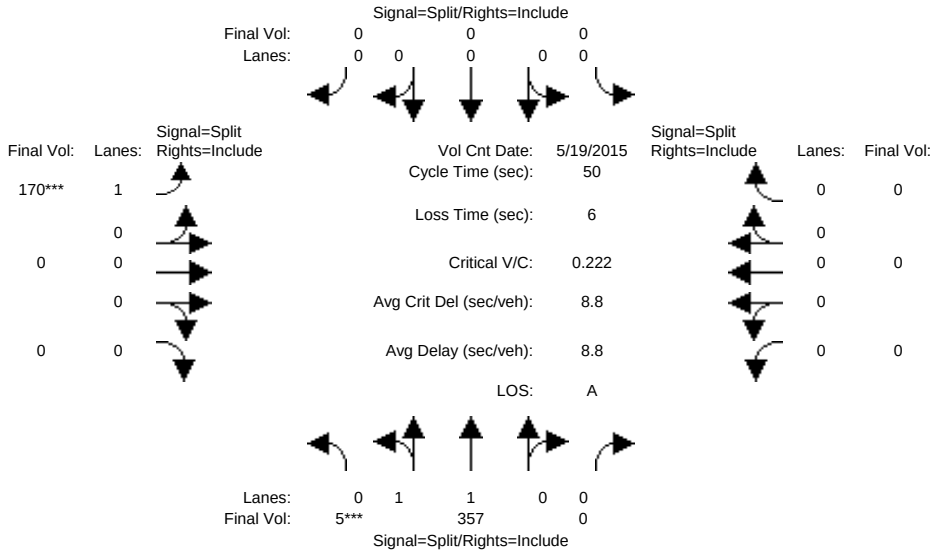
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	0	0	0	0	10	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 May 2015 << 7:15-8:15AM												
Base Vol:	1	1545	0	0	0	0	133	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	1545	0	0	0	0	133	0	0	0	0	0
Added Vol:	0	9	0	0	0	0	0	0	0	0	0	0
ATI:	2	203	0	0	0	0	12	0	0	0	0	0
Initial Fut:	3	1757	0	0	0	0	145	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	1757	0	0	0	0	145	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	1757	0	0	0	0	145	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	1757	0	0	0	0	145	0	0	0	0	0
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	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.01	1.99	0.00	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	6	3694	0	0	0	0	1750	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.48	0.48	0.00	0.00	0.00	0.00	0.08	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****					****					
Green Time:	80.1	80.1	0.0	0.0	0.0	0.0	13.9	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.59	0.59	0.00	0.00	0.00	0.00	0.59	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	4.1	4.1	0.0	0.0	0.0	0.0	44.3	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	4.1	4.1	0.0	0.0	0.0	0.0	44.3	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	D	A	A	A	A	A
HCM2kAvgQ:	11	11	0	0	0	0	5	0	0	0	0	0

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

Downtown College Prep
San Jose

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

Intersection #3247: ALMADEN/GRANT



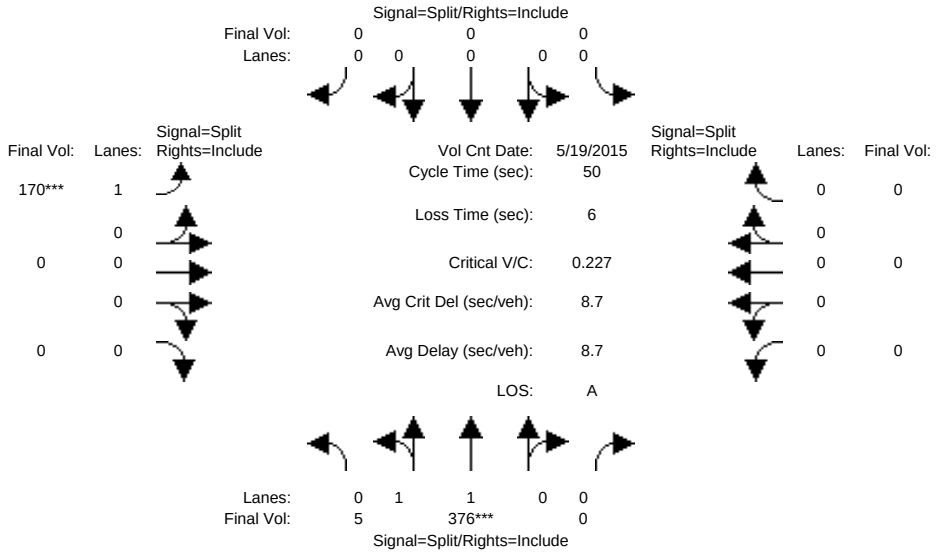
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	0	0	0	0	10	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 4:15-5:15PM												
Base Vol:	5	357	0	0	0	0	170	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	357	0	0	0	0	170	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	357	0	0	0	0	170	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	357	0	0	0	0	170	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	357	0	0	0	0	170	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	357	0	0	0	0	170	0	0	0	0	0
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	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.03	1.97	0.00	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	51	3649	0	0	0	0	1750	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.00	0.00	0.00	0.00	0.10	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****						****					
Green Time:	22.1	22.1	0.0	0.0	0.0	0.0	21.9	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.22	0.22	0.00	0.00	0.00	0.00	0.22	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	8.7	8.7	0.0	0.0	0.0	0.0	8.9	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.7	8.7	0.0	0.0	0.0	0.0	8.9	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	2	2	0	0	0	0	2	0	0	0	0	0

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

Downtown College Prep
San Jose

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

Intersection #3247: ALMADEN/GRANT



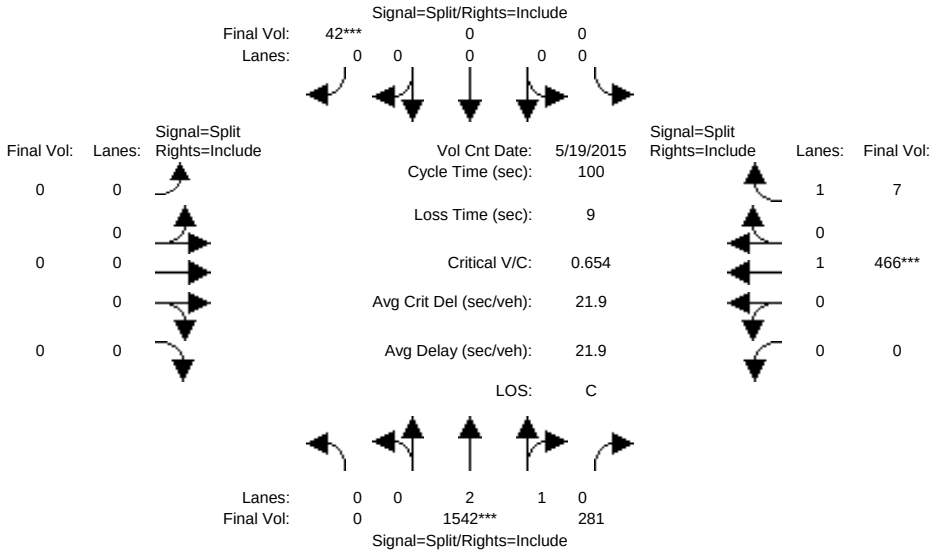
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	0	0	0	0	10	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 4:15-5:15PM												
Base Vol:	5	357	0	0	0	0	170	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	357	0	0	0	0	170	0	0	0	0	0
Added Vol:	0	19	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	376	0	0	0	0	170	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	376	0	0	0	0	170	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	376	0	0	0	0	170	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	376	0	0	0	0	170	0	0	0	0	0
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	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.03	1.97	0.00	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	49	3651	0	0	0	0	1750	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.00	0.00	0.00	0.00	0.10	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****					****					
Green Time:	22.6	22.6	0.0	0.0	0.0	0.0	21.4	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.23	0.23	0.00	0.00	0.00	0.00	0.23	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	8.4	8.4	0.0	0.0	0.0	0.0	9.2	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.4	8.4	0.0	0.0	0.0	0.0	9.2	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	2	2	0	0	0	0	2	0	0	0	0	0

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

Downtown College Prep
San Jose

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

Intersection #3250: ALMADEN/REED



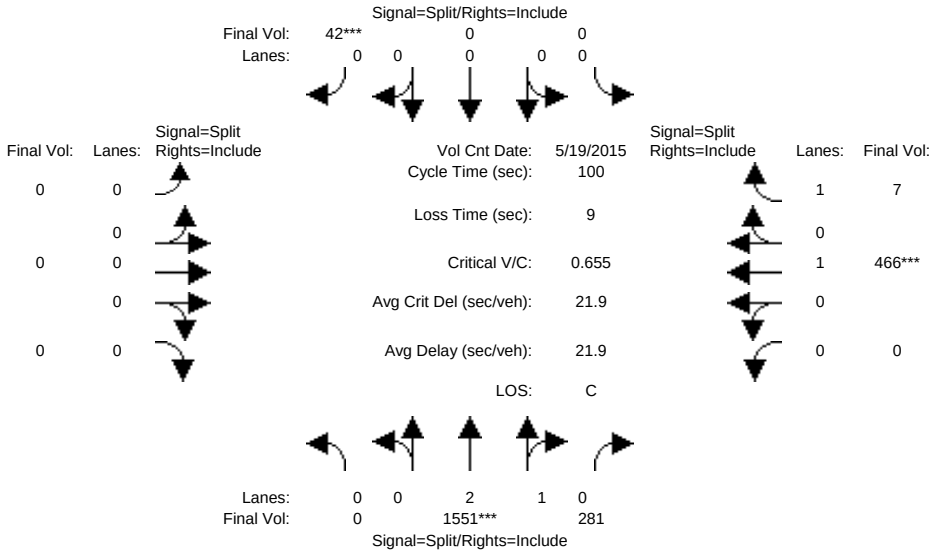
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	0	0	0	0	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 7:30-8:30AM												
Base Vol:	0	1385	245	0	0	42	0	0	0	0	224	5
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:	0	1385	245	0	0	42	0	0	0	0	224	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	157	36	0	0	0	0	0	0	0	242	2
Initial Fut:	0	1542	281	0	0	42	0	0	0	0	466	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:	0	1542	281	0	0	42	0	0	0	0	466	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1542	281	0	0	42	0	0	0	0	466	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:	0	1542	281	0	0	42	0	0	0	0	466	7
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.52	0.48	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00
Final Sat.:	0	4736	863	0	0	1750	0	0	0	0	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.33	0.33	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.25	0.00
Crit Moves:		****				****					****	
Green Time:	0.0	49.8	49.8	0.0	0.0	3.7	0.0	0.0	0.0	0.0	37.5	37.5
Volume/Cap:	0.00	0.65	0.65	0.00	0.00	0.65	0.00	0.00	0.00	0.00	0.65	0.01
Delay/Veh:	0.0	19.2	19.2	0.0	0.0	69.2	0.0	0.0	0.0	0.0	28.1	19.6
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	19.2	19.2	0.0	0.0	69.2	0.0	0.0	0.0	0.0	28.1	19.6
LOS by Move:	A	B	B	A	A	E	A	A	A	A	C	B
HCM2kAvgQ:	0	14	14	0	0	3	0	0	0	0	13	0

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

Downtown College Prep
San Jose

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

Intersection #3250: ALMADEN/REED



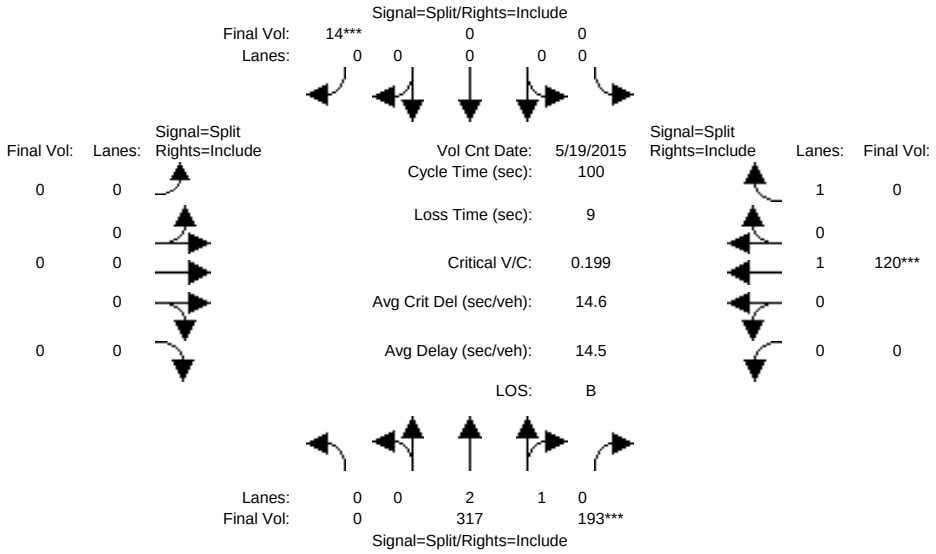
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	0	0	0	0	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 7:30-8:30AM												
Base Vol:	0	1385	245	0	0	42	0	0	0	0	224	5
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:	0	1385	245	0	0	42	0	0	0	0	224	5
Added Vol:	0	9	0	0	0	0	0	0	0	0	0	0
ATI:	0	157	36	0	0	0	0	0	0	0	242	2
Initial Fut:	0	1551	281	0	0	42	0	0	0	0	466	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:	0	1551	281	0	0	42	0	0	0	0	466	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1551	281	0	0	42	0	0	0	0	466	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:	0	1551	281	0	0	42	0	0	0	0	466	7
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.52	0.48	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00
Final Sat.:	0	4740	859	0	0	1750	0	0	0	0	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.33	0.33	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.25	0.00
Crit Moves:		****				****					****	
Green Time:	0.0	49.9	49.9	0.0	0.0	3.7	0.0	0.0	0.0	0.0	37.4	37.4
Volume/Cap:	0.00	0.66	0.66	0.00	0.00	0.66	0.00	0.00	0.00	0.00	0.66	0.01
Delay/Veh:	0.0	19.2	19.2	0.0	0.0	69.5	0.0	0.0	0.0	0.0	28.2	19.7
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	19.2	19.2	0.0	0.0	69.5	0.0	0.0	0.0	0.0	28.2	19.7
LOS by Move:	A	B	B	A	A	E	A	A	A	A	C	B
HCM2kAvgQ:	0	14	14	0	0	3	0	0	0	0	13	0

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

Downtown College Prep
San Jose

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

Intersection #3250: ALMADEN/REED



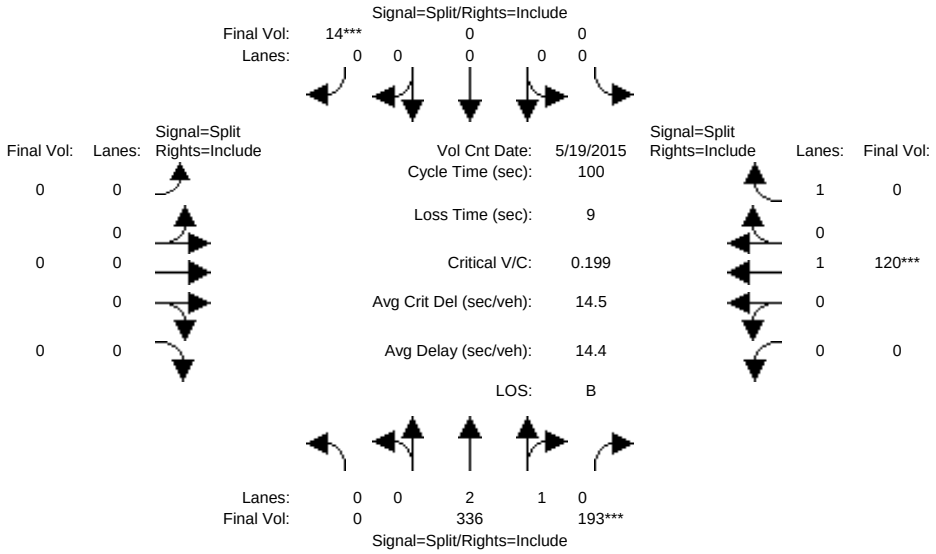
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	0	0	0	0	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 4:00-5:00PM												
Base Vol:	0	317	193	0	0	14	0	0	0	0	120	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	317	193	0	0	14	0	0	0	0	120	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	317	193	0	0	14	0	0	0	0	120	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	317	193	0	0	14	0	0	0	0	120	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	317	193	0	0	14	0	0	0	0	120	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	317	193	0	0	14	0	0	0	0	120	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	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00
Final Sat.:	0	3800	1750	0	0	1750	0	0	0	0	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.08	0.11	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.06	0.00
Crit Moves:			****			****					****	
Green Time:	0.0	55.3	55.3	0.0	0.0	4.0	0.0	0.0	0.0	0.0	31.7	0.0
Volume/Cap:	0.00	0.15	0.20	0.00	0.00	0.20	0.00	0.00	0.00	0.00	0.20	0.00
Delay/Veh:	0.0	10.9	11.3	0.0	0.0	47.8	0.0	0.0	0.0	0.0	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:	0.0	10.9	11.3	0.0	0.0	47.8	0.0	0.0	0.0	0.0	25.1	0.0
LOS by Move:	A	B	B	A	A	D	A	A	A	A	C	A
HCM2kAvgQ:	0	2	3	0	0	1	0	0	0	0	3	0

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

Downtown College Prep
San Jose

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

Intersection #3250: ALMADEN/REED



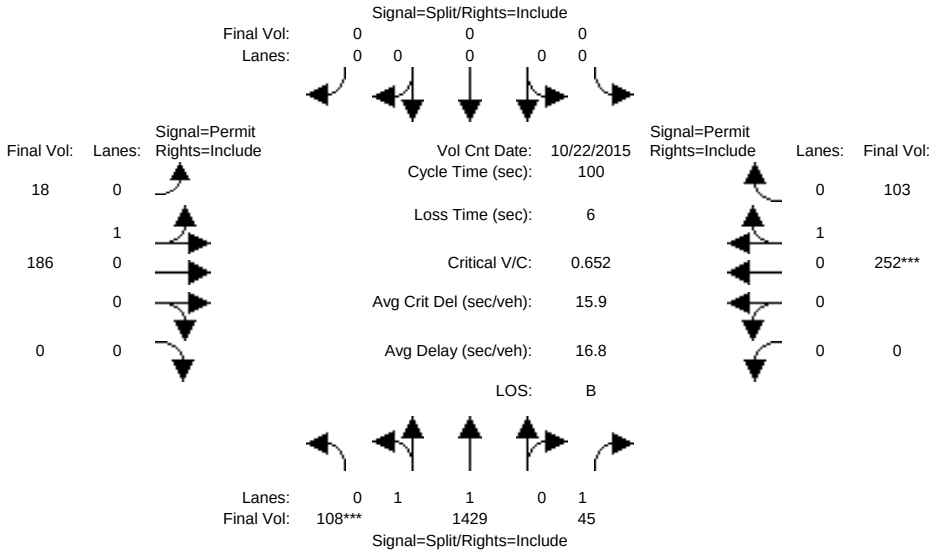
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	0	0	0	0	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 4:00-5:00PM												
Base Vol:	0	317	193	0	0	14	0	0	0	0	120	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	317	193	0	0	14	0	0	0	0	120	0
Added Vol:	0	19	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	336	193	0	0	14	0	0	0	0	120	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	336	193	0	0	14	0	0	0	0	120	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	336	193	0	0	14	0	0	0	0	120	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	336	193	0	0	14	0	0	0	0	120	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	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00
Final Sat.:	0	3800	1750	0	0	1750	0	0	0	0	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.09	0.11	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.06	0.00
Crit Moves:			****			****					****	
Green Time:	0.0	55.3	55.3	0.0	0.0	4.0	0.0	0.0	0.0	0.0	31.7	0.0
Volume/Cap:	0.00	0.16	0.20	0.00	0.00	0.20	0.00	0.00	0.00	0.00	0.20	0.00
Delay/Veh:	0.0	11.0	11.3	0.0	0.0	47.8	0.0	0.0	0.0	0.0	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:	0.0	11.0	11.3	0.0	0.0	47.8	0.0	0.0	0.0	0.0	25.1	0.0
LOS by Move:	A	B	B	A	A	D	A	A	A	A	C	A
HCM2kAvgQ:	0	2	3	0	0	1	0	0	0	0	3	0

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

Downtown College Prep
San Jose

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

Intersection #3254: ALMADEN/WILLOW



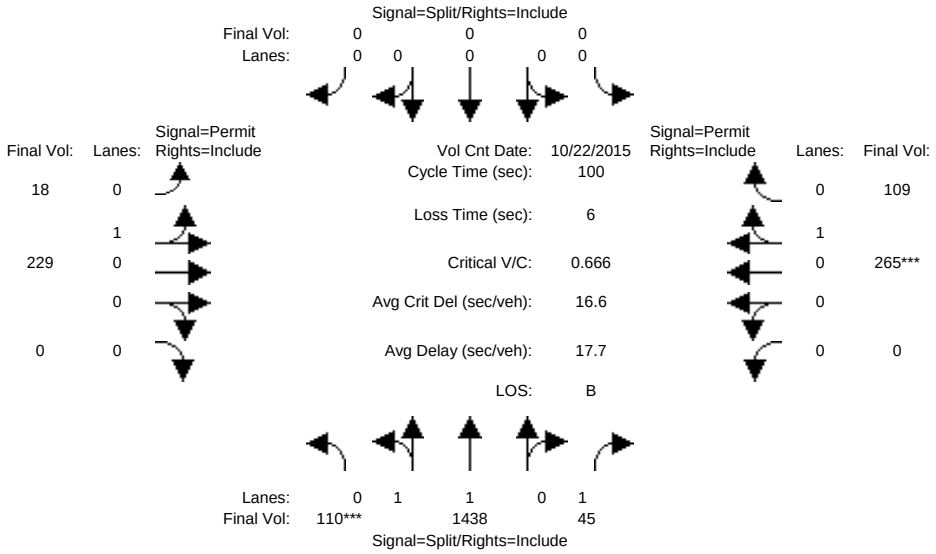
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	10	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Oct 2015 <<												
Base Vol:	106	1305	43	0	0	0	17	172	0	0	243	101
Growth 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:	106	1305	43	0	0	0	17	172	0	0	243	101
Added Vol:	0	0	0	0	0	0	0	4	0	0	3	0
ATI:	2	124	2	0	0	0	1	10	0	0	6	2
Initial Fut:	108	1429	45	0	0	0	18	186	0	0	252	103
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	108	1429	45	0	0	0	18	186	0	0	252	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	1429	45	0	0	0	18	186	0	0	252	103
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	108	1429	45	0	0	0	18	186	0	0	252	103
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.95	0.95
Lanes:	0.14	1.86	1.00	0.00	0.00	0.00	0.09	0.91	0.00	0.00	0.71	0.29
Final Sat.:	260	3440	1750	0	0	0	159	1641	0	0	1278	522
Capacity Analysis Module:												
Vol/Sat:	0.42	0.42	0.03	0.00	0.00	0.00	0.11	0.11	0.00	0.00	0.20	0.20
Crit Moves:	****										****	
Green Time:	63.7	63.7	63.7	0.0	0.0	0.0	30.3	30.3	0.0	0.0	30.3	30.3
Volume/Cap:	0.65	0.65	0.04	0.00	0.00	0.00	0.37	0.37	0.00	0.00	0.65	0.65
Delay/Veh:	11.9	11.9	6.8	0.0	0.0	0.0	27.9	27.9	0.0	0.0	33.1	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:	11.9	11.9	6.8	0.0	0.0	0.0	27.9	27.9	0.0	0.0	33.1	33.1
LOS by Move:	B	B	A	A	A	A	C	C	A	A	C	C
HCM2kAvgQ:	15	15	1	0	0	0	5	5	0	0	11	11

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

Downtown College Prep
San Jose

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

Intersection #3254: ALMADEN/WILLOW



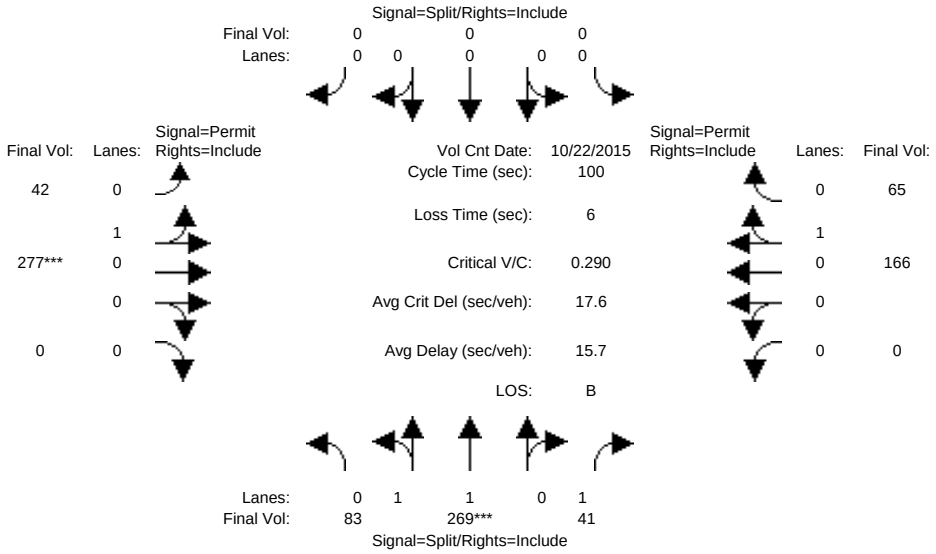
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	10	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Oct 2015 <<												
Base Vol:	106	1305	43	0	0	0	17	172	0	0	243	101
Growth 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:	106	1305	43	0	0	0	17	172	0	0	243	101
Added Vol:	2	9	0	0	0	0	0	47	0	0	16	6
ATI:	2	124	2	0	0	0	1	10	0	0	6	2
Initial Fut:	110	1438	45	0	0	0	18	229	0	0	265	109
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	1438	45	0	0	0	18	229	0	0	265	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	1438	45	0	0	0	18	229	0	0	265	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	1438	45	0	0	0	18	229	0	0	265	109
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.95	0.95
Lanes:	0.15	1.85	1.00	0.00	0.00	0.00	0.07	0.93	0.00	0.00	0.71	0.29
Final Sat.:	263	3437	1750	0	0	0	131	1669	0	0	1275	525
Capacity Analysis Module:												
Vol/Sat:	0.42	0.42	0.03	0.00	0.00	0.00	0.14	0.14	0.00	0.00	0.21	0.21
Crit Moves:	****										****	
Green Time:	62.8	62.8	62.8	0.0	0.0	0.0	31.2	31.2	0.0	0.0	31.2	31.2
Volume/Cap:	0.67	0.67	0.04	0.00	0.00	0.00	0.44	0.44	0.00	0.00	0.67	0.67
Delay/Veh:	12.6	12.6	7.1	0.0	0.0	0.0	28.0	28.0	0.0	0.0	32.9	32.9
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:	12.6	12.6	7.1	0.0	0.0	0.0	28.0	28.0	0.0	0.0	32.9	32.9
LOS by Move:	B	B	A	A	A	A	C	C	A	A	C	C
HCM2kAvgQ:	16	16	1	0	0	0	6	6	0	0	11	11

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

Downtown College Prep
San Jose

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

Intersection #3254: ALMADEN/WILLOW



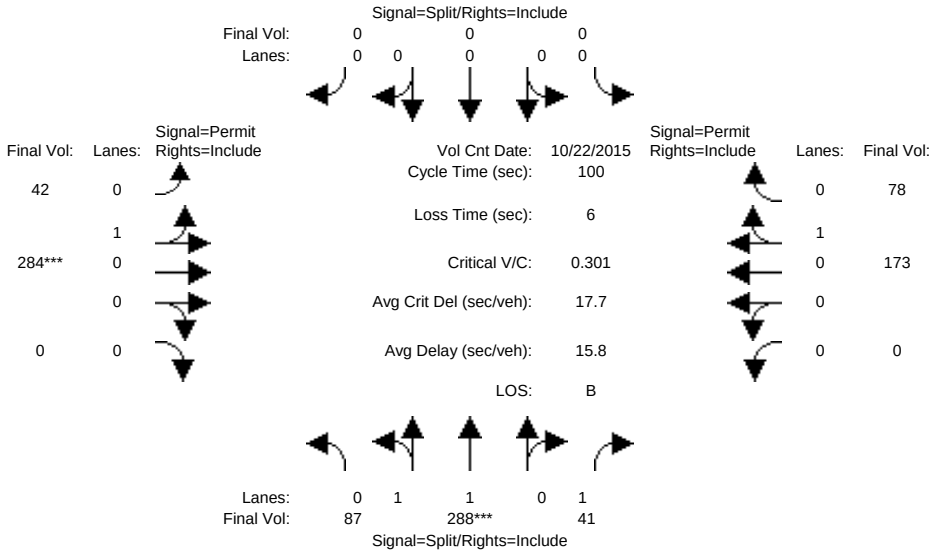
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	10	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Oct 2015 <<												
Base Vol:	83	269	41	0	0	0	42	270	0	0	160	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:	83	269	41	0	0	0	42	270	0	0	160	65
Added Vol:	0	0	0	0	0	0	0	7	0	0	6	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	83	269	41	0	0	0	42	277	0	0	166	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:	83	269	41	0	0	0	42	277	0	0	166	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	269	41	0	0	0	42	277	0	0	166	65
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	83	269	41	0	0	0	42	277	0	0	166	65
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.95	0.95
Lanes:	0.48	1.52	1.00	0.00	0.00	0.00	0.13	0.87	0.00	0.00	0.72	0.28
Final Sat.:	872	2827	1750	0	0	0	237	1563	0	0	1294	506
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.02	0.00	0.00	0.00	0.18	0.18	0.00	0.00	0.13	0.13
Crit Moves:		****						****				
Green Time:	32.8	32.8	32.8	0.0	0.0	0.0	61.2	61.2	0.0	0.0	61.2	61.2
Volume/Cap:	0.29	0.29	0.07	0.00	0.00	0.00	0.29	0.29	0.00	0.00	0.21	0.21
Delay/Veh:	25.1	25.1	23.1	0.0	0.0	0.0	9.3	9.3	0.0	0.0	8.7	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:	25.1	25.1	23.1	0.0	0.0	0.0	9.3	9.3	0.0	0.0	8.7	8.7
LOS by Move:	C	C	C	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	4	4	1	0	0	0	5	5	0	0	3	3

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

Downtown College Prep
San Jose

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

Intersection #3254: ALMADEN/WILLOW



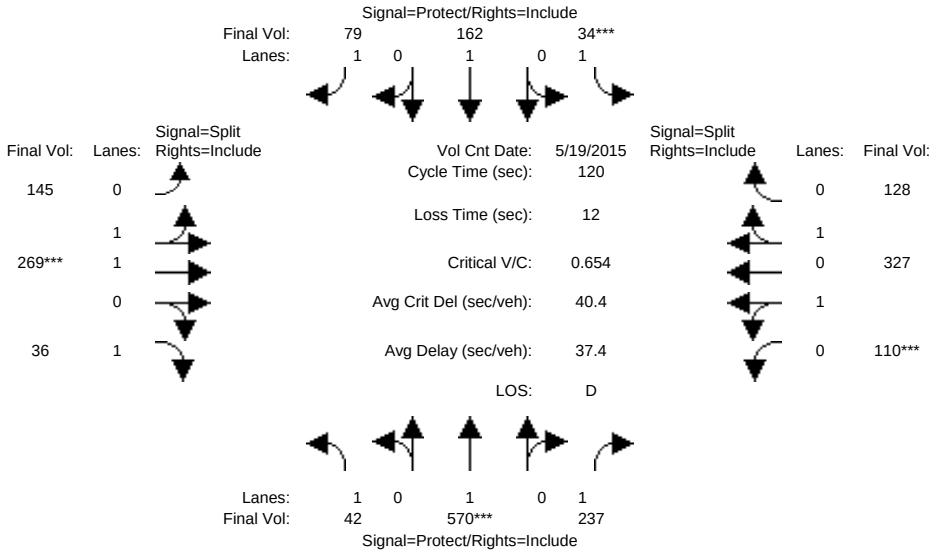
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	10	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Oct 2015 <<												
Base Vol:	83	269	41	0	0	0	42	270	0	0	160	65
Growth 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:	83	269	41	0	0	0	42	270	0	0	160	65
Added Vol:	4	19	0	0	0	0	0	14	0	0	13	13
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	87	288	41	0	0	0	42	284	0	0	173	78
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	87	288	41	0	0	0	42	284	0	0	173	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	87	288	41	0	0	0	42	284	0	0	173	78
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	87	288	41	0	0	0	42	284	0	0	173	78
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.95	0.95
Lanes:	0.48	1.52	1.00	0.00	0.00	0.00	0.13	0.87	0.00	0.00	0.69	0.31
Final Sat.:	858	2841	1750	0	0	0	232	1568	0	0	1241	559
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.02	0.00	0.00	0.00	0.18	0.18	0.00	0.00	0.14	0.14
Crit Moves:		****						****				
Green Time:	33.7	33.7	33.7	0.0	0.0	0.0	60.3	60.3	0.0	0.0	60.3	60.3
Volume/Cap:	0.30	0.30	0.07	0.00	0.00	0.00	0.30	0.30	0.00	0.00	0.23	0.23
Delay/Veh:	24.6	24.6	22.5	0.0	0.0	0.0	9.8	9.8	0.0	0.0	9.3	9.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.6	24.6	22.5	0.0	0.0	0.0	9.8	9.8	0.0	0.0	9.3	9.3
LOS by Move:	C	C	C	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	4	4	1	0	0	0	5	5	0	0	4	4

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

Downtown College Prep
San Jose

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

Intersection #3303: BIRD/MINNESOTA



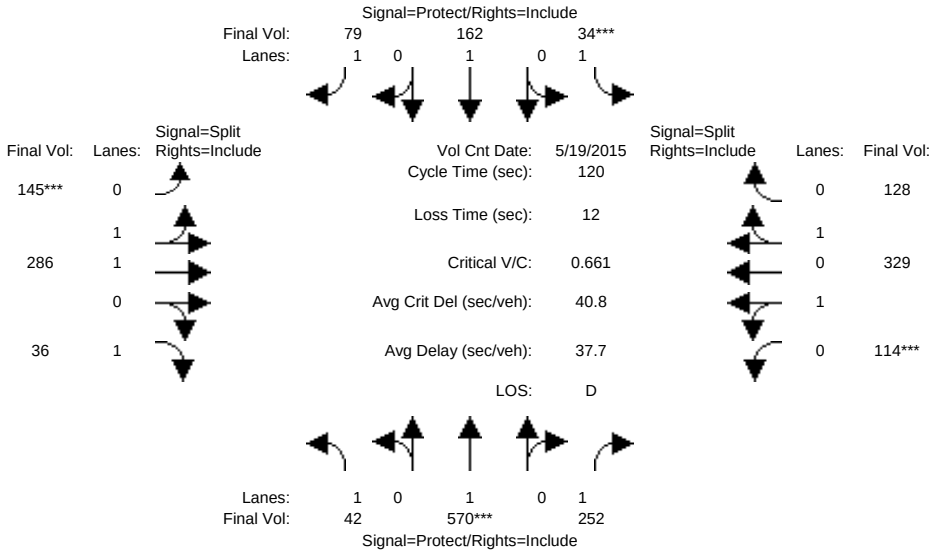
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 7:30-8:30AM												
Base Vol:	42	567	232	26	161	79	144	260	36	110	323	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:	42	567	232	26	161	79	144	260	36	110	323	124
Added Vol:	0	0	0	0	0	0	0	3	0	0	2	0
ATI:	0	3	5	8	1	0	1	6	0	0	2	4
Initial Fut:	42	570	237	34	162	79	145	269	36	110	327	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:	42	570	237	34	162	79	145	269	36	110	327	128
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	570	237	34	162	79	145	269	36	110	327	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:	42	570	237	34	162	79	145	269	36	110	327	128
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.99	0.92	0.95	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.72	1.28	1.00	0.39	1.16	0.45
Final Sat.:	1750	1900	1750	1750	1900	1750	1295	2403	1750	701	2084	816
Capacity Analysis Module:												
Vol/Sat:	0.02	0.30	0.14	0.02	0.09	0.05	0.11	0.11	0.02	0.16	0.16	0.16
Crit Moves:		****		****				****		****		
Green Time:	24.5	53.3	53.3	7.0	35.8	35.8	19.9	19.9	19.9	27.9	27.9	27.9
Volume/Cap:	0.12	0.68	0.31	0.33	0.29	0.15	0.68	0.68	0.12	0.68	0.68	0.68
Delay/Veh:	39.1	28.7	21.7	56.2	32.6	31.1	50.0	50.0	42.8	44.2	44.2	44.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.1	28.7	21.7	56.2	32.6	31.1	50.0	50.0	42.8	44.2	44.2	44.2
LOS by Move:	D	C	C	E	C	C	D	D	D	D	D	D
HCM2kAvgQ:	1	17	6	2	5	2	7	7	1	10	10	10

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

Downtown College Prep
San Jose

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

Intersection #3303: BIRD/MINNESOTA



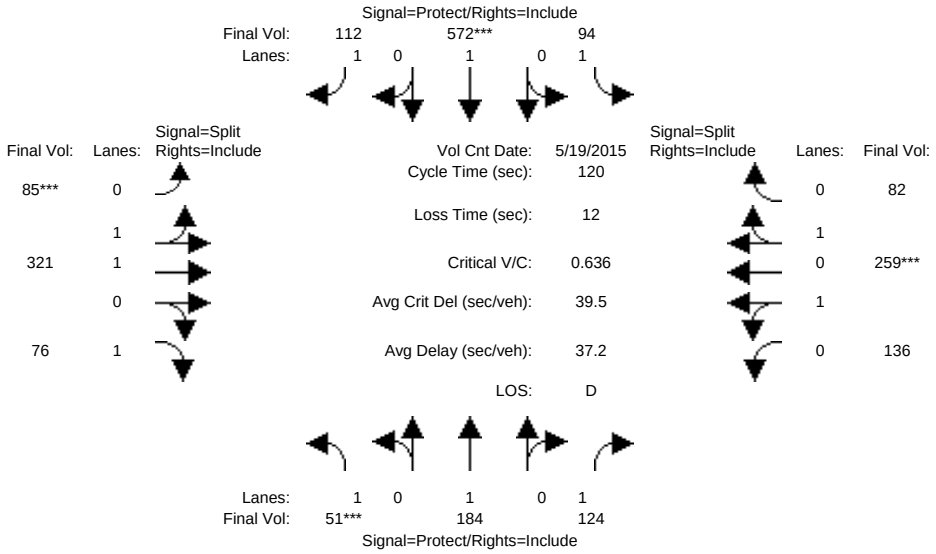
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 7:30-8:30AM												
Base Vol:	42	567	232	26	161	79	144	260	36	110	323	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:	42	567	232	26	161	79	144	260	36	110	323	124
Added Vol:	0	0	15	0	0	0	0	20	0	4	4	0
ATI:	0	3	5	8	1	0	1	6	0	0	2	4
Initial Fut:	42	570	252	34	162	79	145	286	36	114	329	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:	42	570	252	34	162	79	145	286	36	114	329	128
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	570	252	34	162	79	145	286	36	114	329	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:	42	570	252	34	162	79	145	286	36	114	329	128
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.99	0.92	0.95	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.69	1.31	1.00	0.40	1.15	0.45
Final Sat.:	1750	1900	1750	1750	1900	1750	1244	2454	1750	719	2074	807
Capacity Analysis Module:												
Vol/Sat:	0.02	0.30	0.14	0.02	0.09	0.05	0.12	0.12	0.02	0.16	0.16	0.16
Crit Moves:		****		****			****			****		
Green Time:	24.2	52.7	52.7	7.0	35.4	35.4	20.5	20.5	20.5	27.9	27.9	27.9
Volume/Cap:	0.12	0.68	0.33	0.33	0.29	0.15	0.68	0.68	0.12	0.68	0.68	0.68
Delay/Veh:	39.3	29.3	22.3	56.2	32.9	31.3	49.8	49.8	42.3	44.4	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:	39.3	29.3	22.3	56.2	32.9	31.3	49.8	49.8	42.3	44.4	44.4	44.4
LOS by Move:	D	C	C	E	C	C	D	D	D	D	D	D
HCM2kAvgQ:	1	17	6	2	5	2	8	8	1	10	10	10

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

Downtown College Prep
San Jose

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

Intersection #3303: BIRD/MINNESOTA



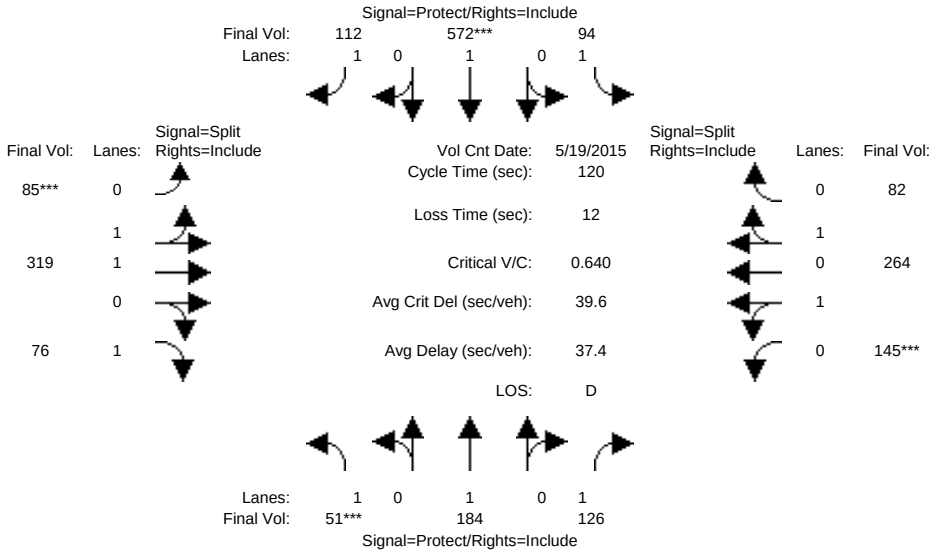
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 4:45-5:45PM												
Base Vol:	51	184	124	94	572	112	85	316	76	136	254	82
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	51	184	124	94	572	112	85	316	76	136	254	82
Added Vol:	0	0	0	0	0	0	0	5	0	0	5	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	51	184	124	94	572	112	85	321	76	136	259	82
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	51	184	124	94	572	112	85	321	76	136	259	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	184	124	94	572	112	85	321	76	136	259	82
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	51	184	124	94	572	112	85	321	76	136	259	82
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.98	0.92	0.95	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.43	1.57	1.00	0.57	1.09	0.34
Final Sat.:	1750	1900	1750	1750	1900	1750	774	2925	1750	1026	1955	619
Capacity Analysis Module:												
Vol/Sat:	0.03	0.10	0.07	0.05	0.30	0.06	0.11	0.11	0.04	0.13	0.13	0.13
Crit Moves:	****				****		****				****	
Green Time:	7.0	39.3	39.3	23.7	56.0	56.0	20.4	20.4	20.4	24.6	24.6	24.6
Volume/Cap:	0.50	0.30	0.22	0.27	0.65	0.14	0.65	0.65	0.26	0.65	0.65	0.65
Delay/Veh:	58.6	30.3	29.4	41.3	26.1	18.3	48.8	48.8	43.7	45.7	45.7	45.7
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:	58.6	30.3	29.4	41.3	26.1	18.3	48.8	48.8	43.7	45.7	45.7	45.7
LOS by Move:	E	C	C	D	C	B	D	D	D	D	D	D
HCM2kAvgQ:	3	5	4	3	16	2	7	7	2	8	8	8

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

Downtown College Prep
San Jose

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

Intersection #3303: BIRD/MINNESOTA



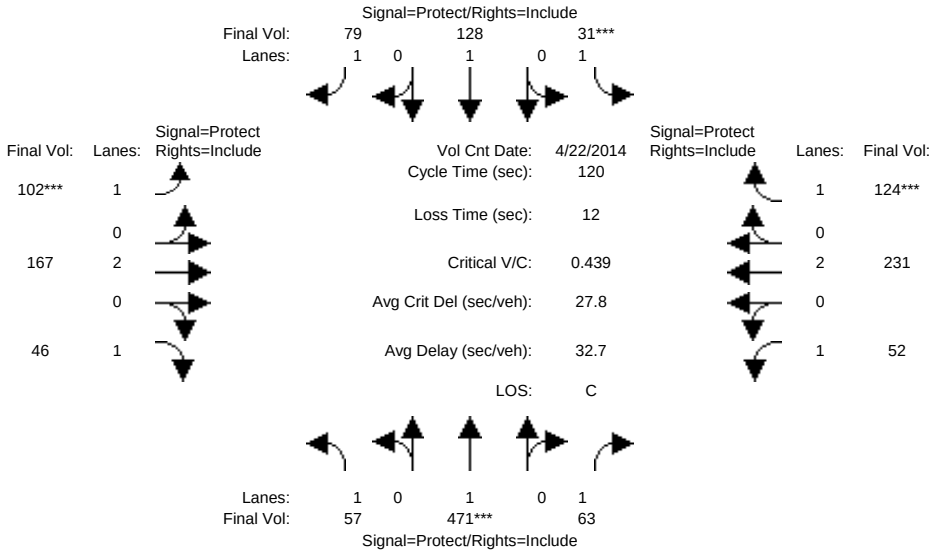
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 4:45-5:45PM												
Base Vol:	51	184	124	94	572	112	85	316	76	136	254	82
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	51	184	124	94	572	112	85	316	76	136	254	82
Added Vol:	0	0	2	0	0	0	0	3	0	9	10	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	51	184	126	94	572	112	85	319	76	145	264	82
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	51	184	126	94	572	112	85	319	76	145	264	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	184	126	94	572	112	85	319	76	145	264	82
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	51	184	126	94	572	112	85	319	76	145	264	82
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.98	0.92	0.95	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.43	1.57	1.00	0.59	1.08	0.33
Final Sat.:	1750	1900	1750	1750	1900	1750	778	2921	1750	1063	1936	601
Capacity Analysis Module:												
Vol/Sat:	0.03	0.10	0.07	0.05	0.30	0.06	0.11	0.11	0.04	0.14	0.14	0.14
Crit Moves:	****				****		****			****		
Green Time:	7.0	39.1	39.1	23.5	55.6	55.6	20.2	20.2	20.2	25.2	25.2	25.2
Volume/Cap:	0.50	0.30	0.22	0.27	0.65	0.14	0.65	0.65	0.26	0.65	0.65	0.65
Delay/Veh:	58.6	30.5	29.6	41.4	26.4	18.5	49.0	49.0	43.9	45.4	45.4	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:	58.6	30.5	29.6	41.4	26.4	18.5	49.0	49.0	43.9	45.4	45.4	45.4
LOS by Move:	E	C	C	D	C	B	D	D	D	D	D	D
HCM2kAvgQ:	3	5	4	3	16	2	7	7	3	9	9	9

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

Downtown College Prep
San Jose

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

Intersection #3305: BIRD/WILLOW



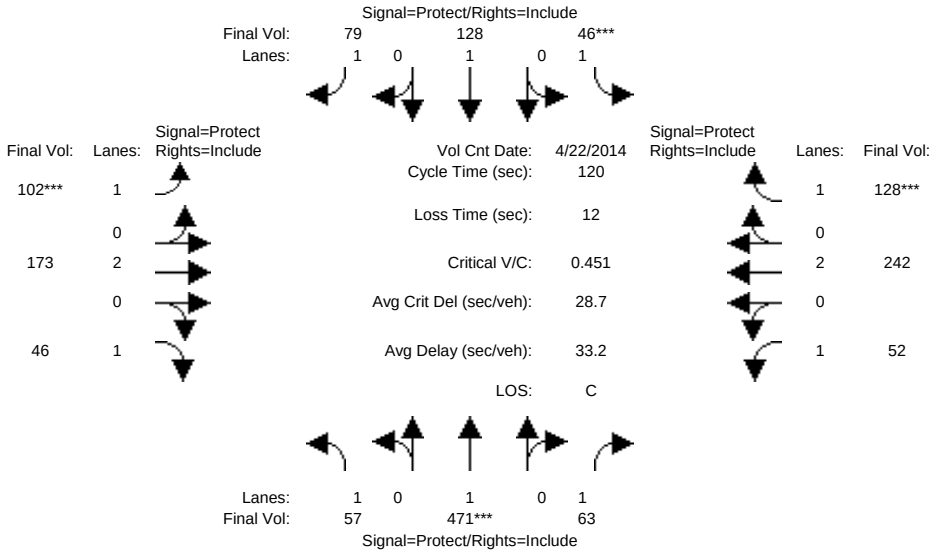
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Apr 2014 <<												
Base Vol:	54	460	62	24	120	79	101	160	45	52	224	121
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:	54	460	62	24	120	79	101	160	45	52	224	121
Added Vol:	0	0	0	0	0	0	0	4	0	0	3	0
ATI:	3	11	1	7	8	0	1	3	1	0	4	3
Initial Fut:	57	471	63	31	128	79	102	167	46	52	231	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:	57	471	63	31	128	79	102	167	46	52	231	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	471	63	31	128	79	102	167	46	52	231	124
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	57	471	63	31	128	79	102	167	46	52	231	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	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.25	0.04	0.02	0.07	0.05	0.06	0.04	0.03	0.03	0.06	0.07
Crit Moves:		****		****			****					****
Green Time:	30.2	66.4	66.4	7.0	43.2	43.2	15.6	20.3	20.3	14.2	19.0	19.0
Volume/Cap:	0.13	0.45	0.07	0.30	0.19	0.13	0.45	0.26	0.16	0.25	0.38	0.45
Delay/Veh:	34.8	16.2	12.4	55.8	26.5	25.8	49.6	43.5	42.7	48.7	45.7	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:	34.8	16.2	12.4	55.8	26.5	25.8	49.6	43.5	42.7	48.7	45.7	46.9
LOS by Move:	C	B	B	E	C	C	D	D	D	D	D	D
HCM2kAvgQ:	2	10	1	1	3	2	4	3	1	2	4	4

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

Downtown College Prep
San Jose

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

Intersection #3305: BIRD/WILLOW



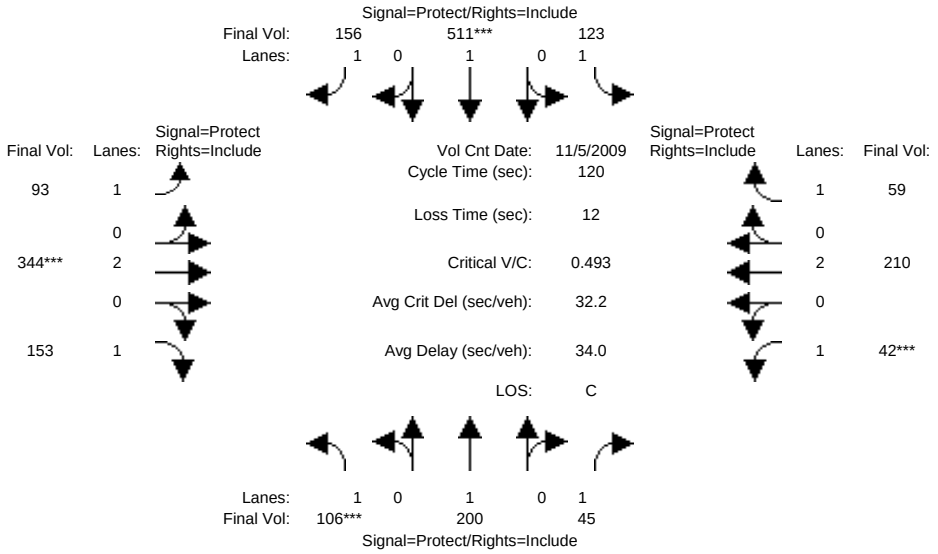
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Apr 2014 <<												
Base Vol:	54	460	62	24	120	79	101	160	45	52	224	121
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:	54	460	62	24	120	79	101	160	45	52	224	121
Added Vol:	0	0	0	15	0	0	0	10	0	0	14	4
ATI:	3	11	1	7	8	0	1	3	1	0	4	3
Initial Fut:	57	471	63	46	128	79	102	173	46	52	242	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:	57	471	63	46	128	79	102	173	46	52	242	128
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	471	63	46	128	79	102	173	46	52	242	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:	57	471	63	46	128	79	102	173	46	52	242	128
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.25	0.04	0.03	0.07	0.05	0.06	0.05	0.03	0.03	0.06	0.07
Crit Moves:		****		****			****					****
Green Time:	30.1	66.0	66.0	7.0	42.9	42.9	15.5	20.6	20.6	14.4	19.5	19.5
Volume/Cap:	0.13	0.45	0.07	0.45	0.19	0.13	0.45	0.27	0.15	0.25	0.39	0.45
Delay/Veh:	35.0	16.5	12.6	57.8	26.7	26.0	49.7	43.4	42.5	48.5	45.4	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:	35.0	16.5	12.6	57.8	26.7	26.0	49.7	43.4	42.5	48.5	45.4	46.6
LOS by Move:	C	B	B	E	C	C	D	D	D	D	D	D
HCM2kAvgQ:	2	10	1	2	3	2	4	3	1	2	4	5

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

Downtown College Prep
San Jose

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

Intersection #3305: BIRD/WILLOW



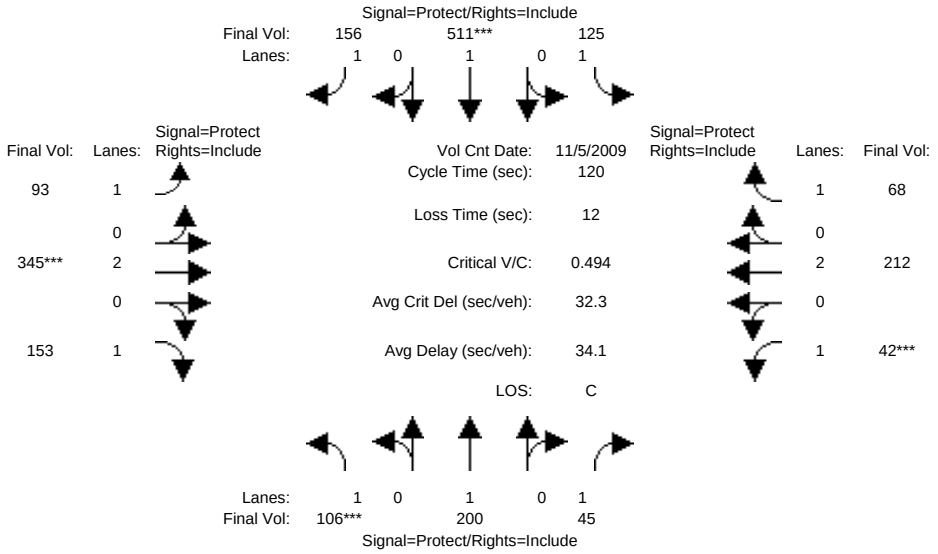
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Nov 2009 << 5:00-6:00PM												
Base Vol:	106	200	45	123	511	156	93	337	153	42	204	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:	106	200	45	123	511	156	93	337	153	42	204	59
Added Vol:	0	0	0	0	0	0	0	7	0	0	6	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	106	200	45	123	511	156	93	344	153	42	210	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:	106	200	45	123	511	156	93	344	153	42	210	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	200	45	123	511	156	93	344	153	42	210	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	106	200	45	123	511	156	93	344	153	42	210	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	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.11	0.03	0.07	0.27	0.09	0.05	0.09	0.09	0.02	0.06	0.03
Crit Moves:	****				****			****		****		
Green Time:	14.6	47.5	47.5	31.7	64.7	64.7	11.8	21.8	21.8	7.0	16.9	16.9
Volume/Cap:	0.50	0.27	0.06	0.27	0.50	0.17	0.54	0.50	0.48	0.41	0.39	0.24
Delay/Veh:	51.1	24.7	22.5	35.2	17.8	14.1	54.8	44.8	45.2	57.2	47.3	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:	51.1	24.7	22.5	35.2	17.8	14.1	54.8	44.8	45.2	57.2	47.3	46.3
LOS by Move:	D	C	C	D	B	B	D	D	D	E	D	D
HCM2kAvgQ:	5	5	1	4	12	3	3	5	5	2	3	2

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

Downtown College Prep
San Jose

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

Intersection #3305: BIRD/WILLOW



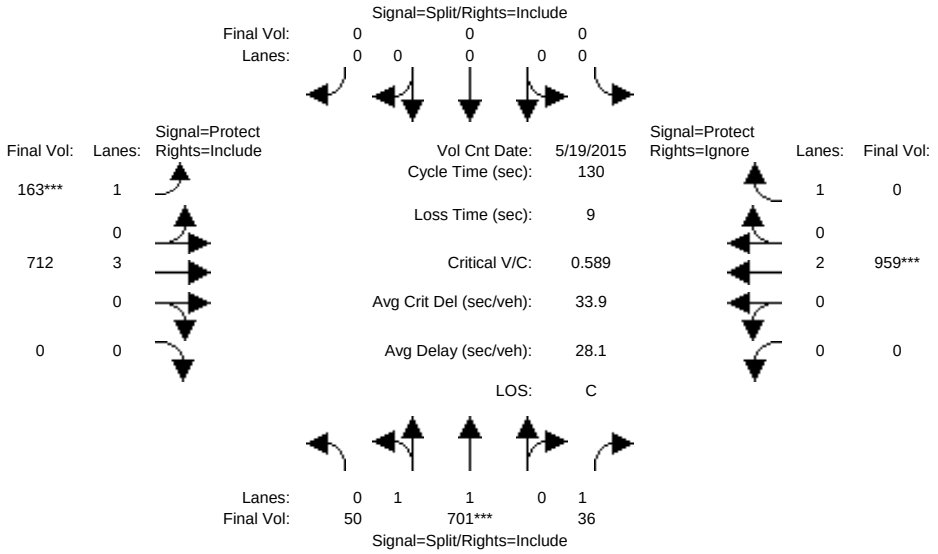
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Nov 2009 << 5:00-6:00PM												
Base Vol:	106	200	45	123	511	156	93	337	153	42	204	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:	106	200	45	123	511	156	93	337	153	42	204	59
Added Vol:	0	0	0	2	0	0	0	8	0	0	8	9
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	106	200	45	125	511	156	93	345	153	42	212	68
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	200	45	125	511	156	93	345	153	42	212	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	200	45	125	511	156	93	345	153	42	212	68
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	106	200	45	125	511	156	93	345	153	42	212	68
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.11	0.03	0.07	0.27	0.09	0.05	0.09	0.09	0.02	0.06	0.04
Crit Moves:	****				****			****		****		
Green Time:	14.6	47.2	47.2	32.0	64.6	64.6	11.9	21.8	21.8	7.0	17.0	17.0
Volume/Cap:	0.50	0.27	0.07	0.27	0.50	0.17	0.54	0.50	0.48	0.41	0.39	0.28
Delay/Veh:	51.2	24.9	22.7	35.1	17.9	14.1	54.8	44.7	45.2	57.2	47.3	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:	51.2	24.9	22.7	35.1	17.9	14.1	54.8	44.7	45.2	57.2	47.3	46.6
LOS by Move:	D	C	C	D	B	B	D	D	D	E	D	D
HCM2kAvgQ:	5	5	1	4	12	3	3	6	5	2	3	2

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

Downtown College Prep
San Jose

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

Intersection #3472: 11TH/KEYES



Approach:	North Bound			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: 19 May 2015 << 7:30-8:30AM												
Base Vol:	25	622	18	0	0	0	146	582	0	0	873	1073
Growth Adj:	1.00	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	622	18	0	0	0	146	582	0	0	873	1073
Added Vol:	0	0	0	0	0	0	0	1	0	0	2	0
ATI:	25	79	18	0	0	0	17	129	0	0	84	40
Initial Fut:	50	701	36	0	0	0	163	712	0	0	959	1113
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	50	701	36	0	0	0	163	712	0	0	959	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	701	36	0	0	0	163	712	0	0	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	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:	50	701	36	0	0	0	163	712	0	0	959	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.14	1.86	1.00	0.00	0.00	0.00	1.00	3.00	0.00	0.00	2.00	1.00
Final Sat.:	246	3453	1750	0	0	0	1750	5700	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	0.02	0.00	0.00	0.00	0.09	0.12	0.00	0.00	0.25	0.00
Crit Moves:		****					****				****	
Green Time:	44.8	44.8	44.8	0.0	0.0	0.0	20.5	76.2	0.0	0.0	55.7	0.0
Volume/Cap:	0.59	0.59	0.06	0.00	0.00	0.00	0.59	0.21	0.00	0.00	0.59	0.00
Delay/Veh:	35.8	35.8	28.6	0.0	0.0	0.0	54.1	12.7	0.0	0.0	29.0	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:	35.8	35.8	28.6	0.0	0.0	0.0	54.1	12.7	0.0	0.0	29.0	0.0
LOS by Move:	D	D	C	A	A	A	D	B	A	A	C	A
HCM2kAvgQ:	13	13	1	0	0	0	6	4	0	0	14	0

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

Downtown College Prep
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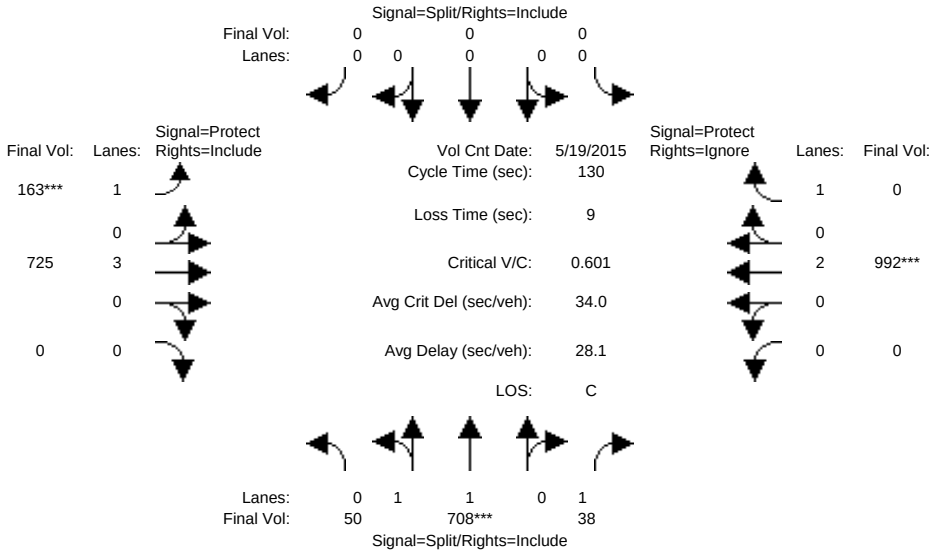
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background + P (AM)

Intersection #3472: 11TH/KEYES



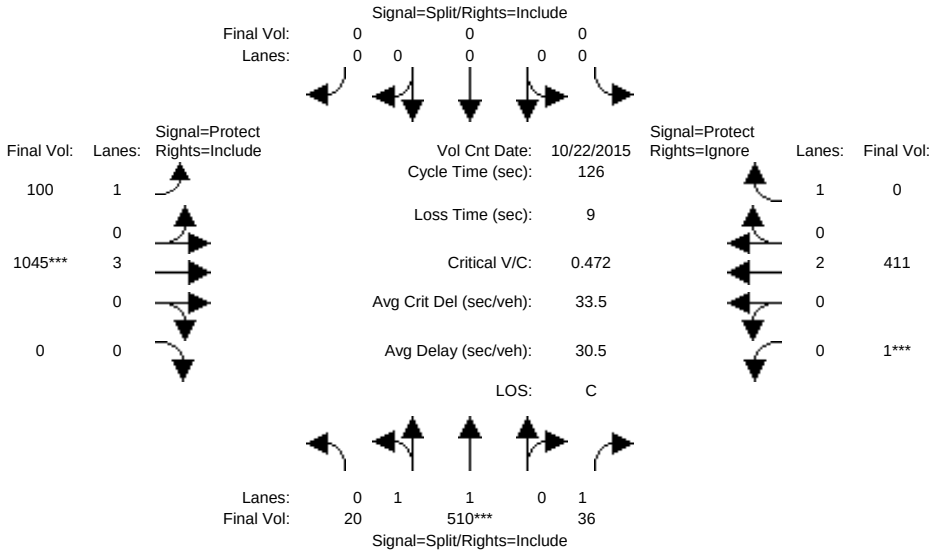
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 7:30-8:30AM												
Base Vol:	25	622	18	0	0	0	146	582	0	0	873	1073
Growth Adj:	1.00	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	622	18	0	0	0	146	582	0	0	873	1073
Added Vol:	0	7	2	0	0	0	0	14	0	0	35	0
ATI:	25	79	18	0	0	0	17	129	0	0	84	40
Initial Fut:	50	708	38	0	0	0	163	725	0	0	992	1113
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	50	708	38	0	0	0	163	725	0	0	992	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	708	38	0	0	0	163	725	0	0	992	0
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:	50	708	38	0	0	0	163	725	0	0	992	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.14	1.86	1.00	0.00	0.00	0.00	1.00	3.00	0.00	0.00	2.00	1.00
Final Sat.:	244	3456	1750	0	0	0	1750	5700	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	0.02	0.00	0.00	0.00	0.09	0.13	0.00	0.00	0.26	0.00
Crit Moves:		****					****				****	
Green Time:	44.3	44.3	44.3	0.0	0.0	0.0	20.2	76.7	0.0	0.0	56.5	0.0
Volume/Cap:	0.60	0.60	0.06	0.00	0.00	0.00	0.60	0.22	0.00	0.00	0.60	0.00
Delay/Veh:	36.3	36.3	28.9	0.0	0.0	0.0	54.9	12.6	0.0	0.0	28.7	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:	36.3	36.3	28.9	0.0	0.0	0.0	54.9	12.6	0.0	0.0	28.7	0.0
LOS by Move:	D	D	C	A	A	A	D	B	A	A	C	A
HCM2kAvgQ:	13	13	1	0	0	0	7	4	0	0	15	0

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

Downtown College Prep
San Jose

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

Intersection #3472: 11TH/KEYES



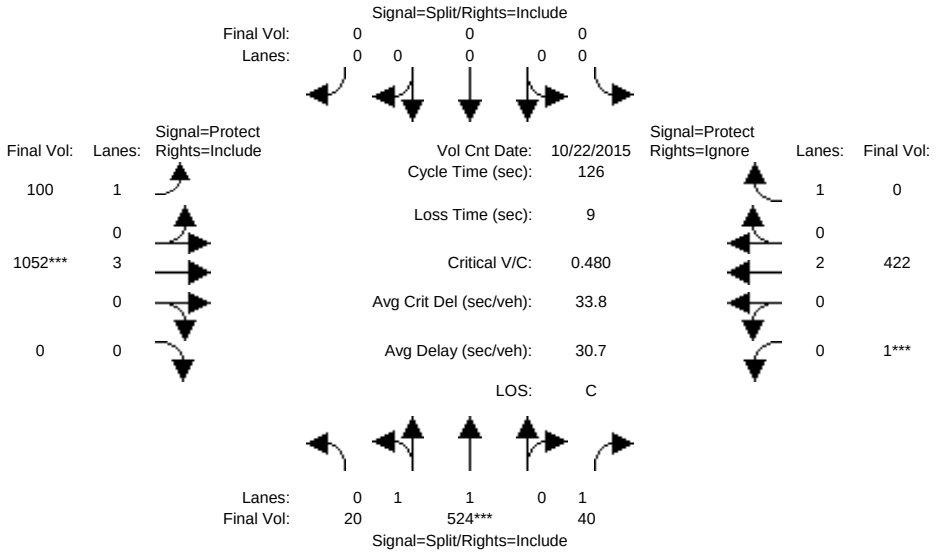
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Oct 2015 <<												
Base Vol:	20	510	36	0	0	0	100	1043	0	1	407	673
Growth Adj:	1.00	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	510	36	0	0	0	100	1043	0	1	407	673
Added Vol:	0	0	0	0	0	0	0	2	0	0	4	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	510	36	0	0	0	100	1045	0	1	411	673
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	510	36	0	0	0	100	1045	0	1	411	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	510	36	0	0	0	100	1045	0	1	411	0
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	510	36	0	0	0	100	1045	0	1	411	0
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	1.00	0.92	0.92	1.00	0.92	0.95	0.97	0.92
Lanes:	0.08	1.92	1.00	0.00	0.00	0.00	1.00	3.00	0.00	0.01	1.99	1.00
Final Sat.:	140	3560	1750	0	0	0	1750	5700	0	9	3691	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.02	0.00	0.00	0.00	0.06	0.18	0.00	0.11	0.11	0.00
Crit Moves:		****						****		****		
Green Time:	38.3	38.3	38.3	0.0	0.0	0.0	26.7	49.0	0.0	29.7	52.0	0.0
Volume/Cap:	0.47	0.47	0.07	0.00	0.00	0.00	0.27	0.47	0.00	0.47	0.27	0.00
Delay/Veh:	36.0	36.0	31.2	0.0	0.0	0.0	41.9	29.0	0.0	41.8	24.5	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:	36.0	36.0	31.2	0.0	0.0	0.0	41.9	29.0	0.0	41.8	24.5	0.0
LOS by Move:	D	D	C	A	A	A	D	C	A	D	C	A
HCM2kAvgQ:	9	9	1	0	0	0	3	10	0	7	5	0

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

Downtown College Prep
San Jose

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

Intersection #3472: 11TH/KEYES



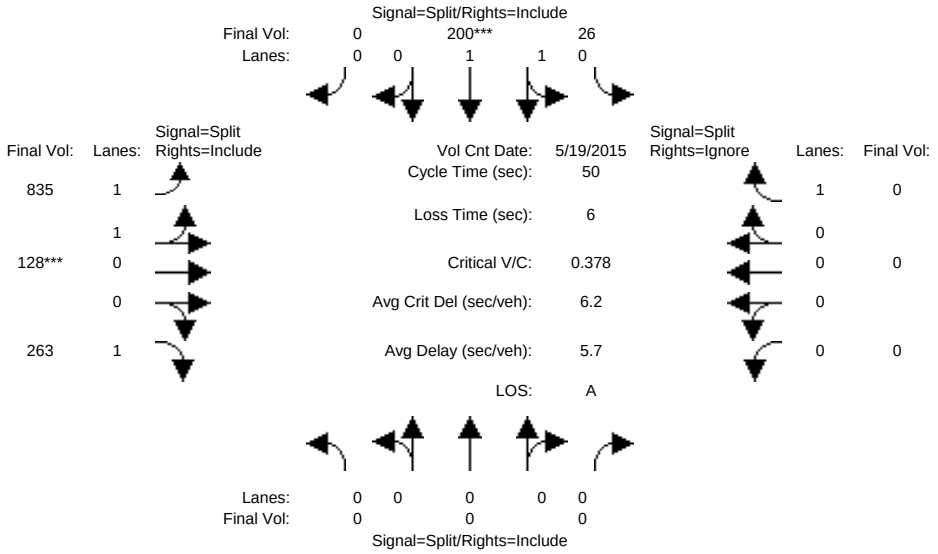
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Oct 2015 <<												
Base Vol:	20	510	36	0	0	0	100	1043	0	1	407	673
Growth Adj:	1.00	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	510	36	0	0	0	100	1043	0	1	407	673
Added Vol:	0	14	4	0	0	0	0	9	0	0	15	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	524	40	0	0	0	100	1052	0	1	422	673
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	524	40	0	0	0	100	1052	0	1	422	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	524	40	0	0	0	100	1052	0	1	422	0
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	524	40	0	0	0	100	1052	0	1	422	0
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	1.00	0.92	0.92	1.00	0.92	0.95	0.97	0.92
Lanes:	0.08	1.92	1.00	0.00	0.00	0.00	1.00	3.00	0.00	0.01	1.99	1.00
Final Sat.:	136	3564	1750	0	0	0	1750	5700	0	9	3691	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.02	0.00	0.00	0.00	0.06	0.18	0.00	0.11	0.11	0.00
Crit Moves:		****						****		****		
Green Time:	38.6	38.6	38.6	0.0	0.0	0.0	26.1	48.4	0.0	30.0	52.3	0.0
Volume/Cap:	0.48	0.48	0.07	0.00	0.00	0.00	0.28	0.48	0.00	0.48	0.28	0.00
Delay/Veh:	35.9	35.9	31.1	0.0	0.0	0.0	42.4	29.5	0.0	41.7	24.4	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:	35.9	35.9	31.1	0.0	0.0	0.0	42.4	29.5	0.0	41.7	24.4	0.0
LOS by Move:	D	D	C	A	A	A	D	C	A	D	C	A
HCM2kAvgQ:	9	9	1	0	0	0	3	10	0	7	5	0

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

Downtown College Prep
San Jose

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

Intersection #3559: GRANT/VINE



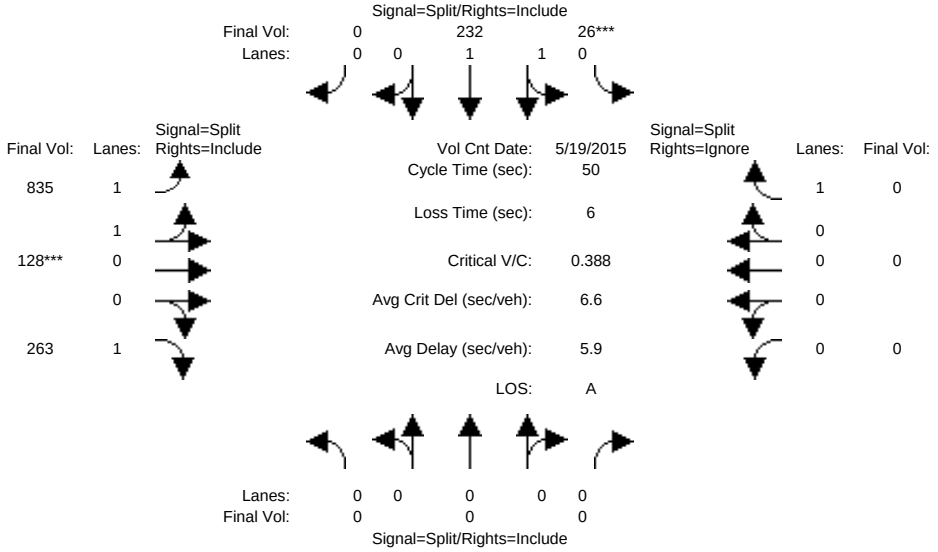
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	0	10	10	10	0	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 7:30-8:30AM												
Base Vol:	0	0	0	20	191	0	513	120	253	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	20	191	0	513	120	253	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	6	9	0	322	8	10	0	0	0
Initial Fut:	0	0	0	26	200	0	835	128	263	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:	0	0	0	26	200	0	835	128	263	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	26	200	0	835	128	263	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:	0	0	0	26	200	0	835	128	263	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	0.95	0.98	0.92	0.93	0.95	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.24	1.76	0.00	1.74	0.26	1.00	0.00	0.00	1.00
Final Sat.:	0	0	0	426	3274	0	3078	472	1750	0	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.06	0.00	0.27	0.27	0.15	0.00	0.00	0.00
Crit Moves:					****			****				
Green Time:	0.0	0.0	0.0	10.0	10.0	0.0	34.0	34.0	34.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.31	0.31	0.00	0.40	0.40	0.22	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	17.3	17.3	0.0	3.6	3.6	3.1	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	0.0	0.0	17.3	17.3	0.0	3.6	3.6	3.1	0.0	0.0	0.0
LOS by Move:	A	A	A	B	B	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	1	1	0	4	4	2	0	0	0

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

Downtown College Prep
San Jose

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

Intersection #3559: GRANT/VINE



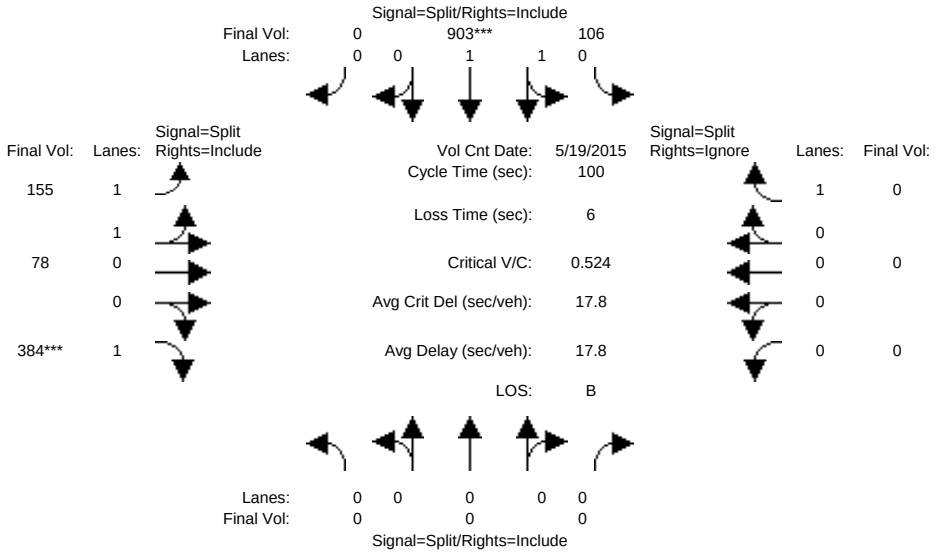
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	0	10	10	10	0	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 7:30-8:30AM												
Base Vol:	0	0	0	20	191	0	513	120	253	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	20	191	0	513	120	253	0	0	0
Added Vol:	0	0	0	0	32	0	0	0	0	0	0	0
ATI:	0	0	0	6	9	0	322	8	10	0	0	0
Initial Fut:	0	0	0	26	232	0	835	128	263	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:	0	0	0	26	232	0	835	128	263	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	26	232	0	835	128	263	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:	0	0	0	26	232	0	835	128	263	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	0.95	0.98	0.92	0.93	0.95	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.21	1.79	0.00	1.74	0.26	1.00	0.00	0.00	1.00
Final Sat.:	0	0	0	373	3327	0	3078	472	1750	0	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.07	0.00	0.27	0.27	0.15	0.00	0.00	0.00
Crit Moves:				****				****				
Green Time:	0.0	0.0	0.0	10.0	10.0	0.0	34.0	34.0	34.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.35	0.35	0.00	0.40	0.40	0.22	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	17.5	17.5	0.0	3.6	3.6	3.1	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	0.0	0.0	17.5	17.5	0.0	3.6	3.6	3.1	0.0	0.0	0.0
LOS by Move:	A	A	A	B	B	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	2	2	0	4	4	2	0	0	0

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

Downtown College Prep
San Jose

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

Intersection #3559: GRANT/VINE



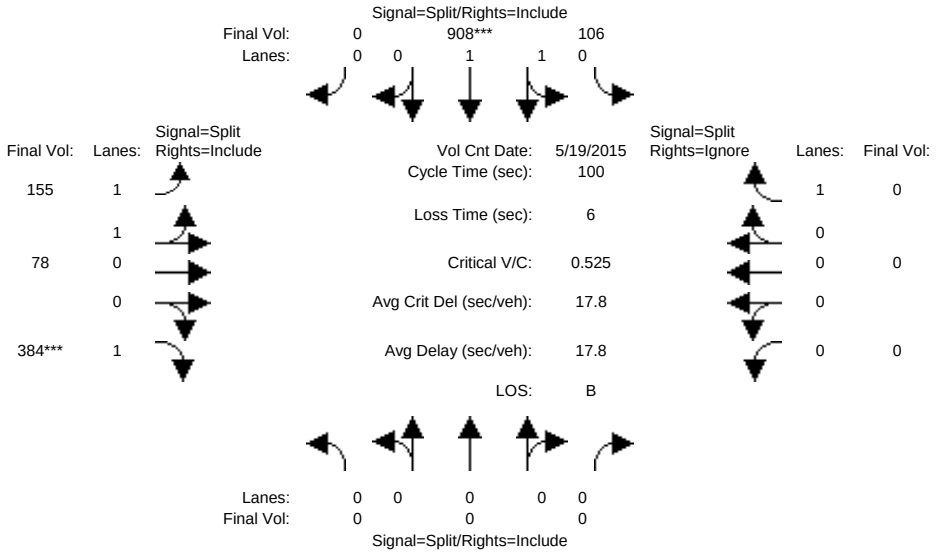
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	0	10	10	10	0	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 5:00-6:00PM												
Base Vol:	0	0	0	106	903	0	155	78	384	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	106	903	0	155	78	384	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	106	903	0	155	78	384	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:	0	0	0	106	903	0	155	78	384	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	106	903	0	155	78	384	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:	0	0	0	106	903	0	155	78	384	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	0.95	0.98	0.92	0.93	0.95	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.22	1.78	0.00	1.34	0.66	1.00	0.00	0.00	1.00
Final Sat.:	0	0	0	389	3311	0	2361	1188	1750	0	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.27	0.27	0.00	0.07	0.07	0.22	0.00	0.00	0.00
Crit Moves:					****				****			
Green Time:	0.0	0.0	0.0	52.1	52.1	0.0	41.9	41.9	41.9	0.0	0.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.52	0.52	0.00	0.16	0.16	0.52	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	16.0	16.0	0.0	18.1	18.1	22.3	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	0.0	0.0	16.0	16.0	0.0	18.1	18.1	22.3	0.0	0.0	0.0
LOS by Move:	A	A	A	B	B	A	B	B	C	A	A	A
HCM2kAvgQ:	0	0	0	10	10	0	2	2	10	0	0	0

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

Downtown College Prep
San Jose

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

Intersection #3559: GRANT/VINE



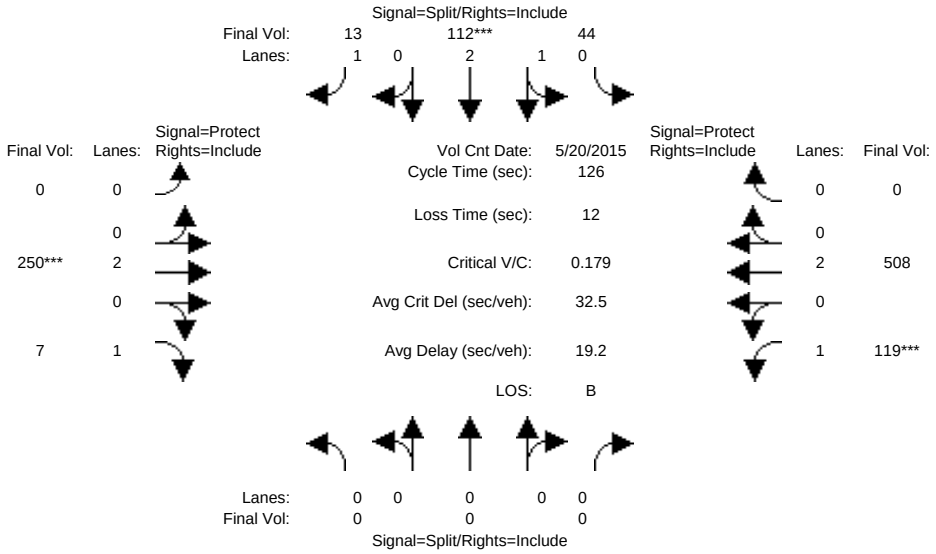
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	0	10	10	10	0	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 5:00-6:00PM												
Base Vol:	0	0	0	106	903	0	155	78	384	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	106	903	0	155	78	384	0	0	0
Added Vol:	0	0	0	0	5	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	106	908	0	155	78	384	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:	0	0	0	106	908	0	155	78	384	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	106	908	0	155	78	384	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:	0	0	0	106	908	0	155	78	384	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	0.95	0.98	0.92	0.93	0.95	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.21	1.79	0.00	1.34	0.66	1.00	0.00	0.00	1.00
Final Sat.:	0	0	0	387	3313	0	2361	1188	1750	0	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.27	0.27	0.00	0.07	0.07	0.22	0.00	0.00	0.00
Crit Moves:					****				****			
Green Time:	0.0	0.0	0.0	52.2	52.2	0.0	41.8	41.8	41.8	0.0	0.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.53	0.53	0.00	0.16	0.16	0.53	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	16.0	16.0	0.0	18.2	18.2	22.4	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	0.0	0.0	16.0	16.0	0.0	18.2	18.2	22.4	0.0	0.0	0.0
LOS by Move:	A	A	A	B	B	A	B	B	C	A	A	A
HCM2kAvgQ:	0	0	0	10	10	0	2	2	10	0	0	0

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

Downtown College Prep
San Jose

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

Intersection #3616: KEYES/SECOND



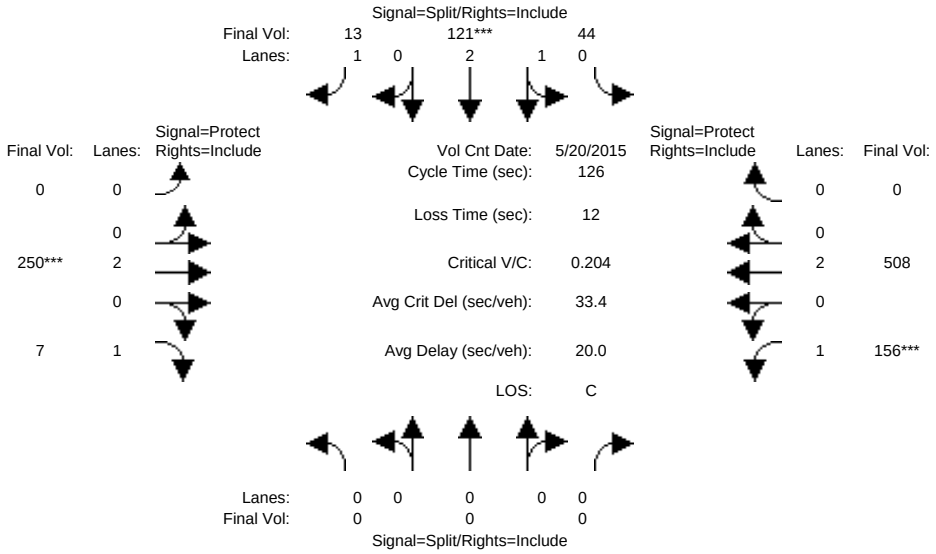
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 May 2015 << 7:45-8:45AM												
Base Vol:	0	0	0	41	88	11	0	195	7	95	439	0
Growth Adj:	1.00	1.00	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	41	88	11	0	195	7	95	439	0
Added Vol:	0	0	0	0	0	0	0	0	0	6	0	0
ATI:	0	0	0	3	24	2	0	55	0	18	69	0
Initial Fut:	0	0	0	44	112	13	0	250	7	119	508	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	44	112	13	0	250	7	119	508	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	44	112	13	0	250	7	119	508	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	44	112	13	0	250	7	119	508	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	0.95	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.88	2.12	1.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1579	4018	1750	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.03	0.01	0.00	0.07	0.00	0.07	0.13	0.00
Crit Moves:					****			****		****		
Green Time:	0.0	0.0	0.0	19.7	19.7	19.7	0.0	46.4	46.4	48.0	94.3	0.0
Volume/Cap:	0.00	0.00	0.00	0.18	0.18	0.05	0.00	0.18	0.01	0.18	0.18	0.00
Delay/Veh:	0.0	0.0	0.0	46.3	46.3	45.3	0.0	27.0	25.3	26.1	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	46.3	46.3	45.3	0.0	27.0	25.3	26.1	4.6	0.0
LOS by Move:	A	A	A	D	D	D	A	C	C	C	A	A
HCM2kAvgQ:	0	0	0	2	2	0	0	3	0	3	3	0

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

Downtown College Prep
San Jose

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

Intersection #3616: KEYES/SECOND



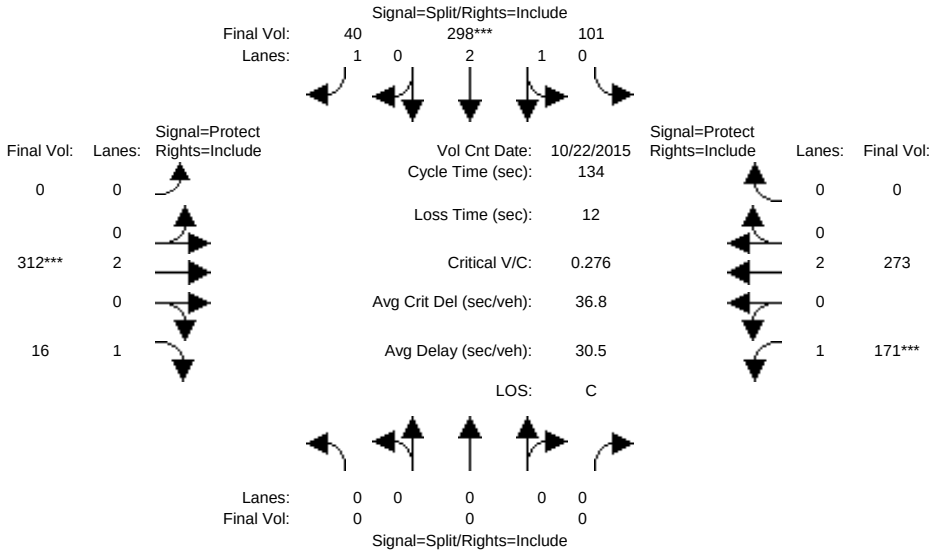
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 May 2015 << 7:45-8:45AM												
Base Vol:	0	0	0	41	88	11	0	195	7	95	439	0
Growth Adj:	1.00	1.00	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	41	88	11	0	195	7	95	439	0
Added Vol:	0	0	0	0	9	0	0	0	0	43	0	0
ATI:	0	0	0	3	24	2	0	55	0	18	69	0
Initial Fut:	0	0	0	44	121	13	0	250	7	156	508	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	44	121	13	0	250	7	156	508	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	44	121	13	0	250	7	156	508	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	44	121	13	0	250	7	156	508	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	0.95	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.83	2.17	1.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1493	4105	1750	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.03	0.01	0.00	0.07	0.00	0.09	0.13	0.00
Crit Moves:					****			****		****		
Green Time:	0.0	0.0	0.0	18.2	18.2	18.2	0.0	40.7	40.7	55.1	95.8	0.0
Volume/Cap:	0.00	0.00	0.00	0.20	0.20	0.05	0.00	0.20	0.01	0.20	0.18	0.00
Delay/Veh:	0.0	0.0	0.0	47.6	47.6	46.5	0.0	31.0	29.0	22.0	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	47.6	47.6	46.5	0.0	31.0	29.0	22.0	4.2	0.0
LOS by Move:	A	A	A	D	D	D	A	C	C	C	A	A
HCM2kAvgQ:	0	0	0	2	2	0	0	3	0	4	3	0

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

Downtown College Prep
San Jose

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

Intersection #3616: KEYES/SECOND



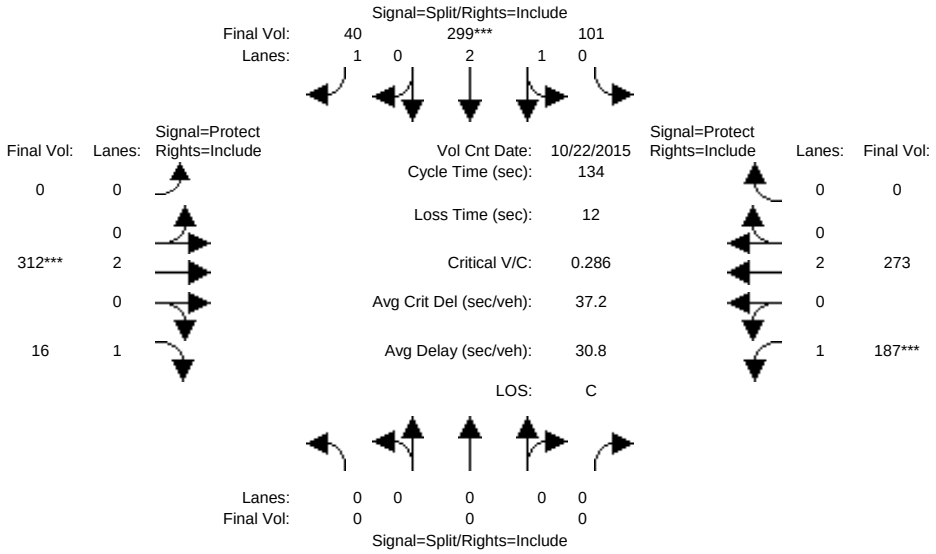
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Oct 2015 <<												
Base Vol:	0	0	0	101	298	40	0	312	16	159	273	0
Growth Adj:	1.00	1.00	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	101	298	40	0	312	16	159	273	0
Added Vol:	0	0	0	0	0	0	0	0	0	12	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	101	298	40	0	312	16	171	273	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	101	298	40	0	312	16	171	273	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	101	298	40	0	312	16	171	273	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	101	298	40	0	312	16	171	273	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	0.95	0.99	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.79	2.21	1.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1417	4181	1750	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.07	0.02	0.00	0.08	0.01	0.10	0.07	0.00
Crit Moves:					****			****		****		
Green Time:	0.0	0.0	0.0	34.6	34.6	34.6	0.0	39.9	39.9	47.5	87.4	0.0
Volume/Cap:	0.00	0.00	0.00	0.28	0.28	0.09	0.00	0.28	0.03	0.28	0.11	0.00
Delay/Veh:	0.0	0.0	0.0	39.8	39.8	37.8	0.0	36.1	33.4	31.2	8.8	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	39.8	39.8	37.8	0.0	36.1	33.4	31.2	8.8	0.0
LOS by Move:	A	A	A	D	D	D	A	D	C	C	A	A
HCM2kAvgQ:	0	0	0	4	4	1	0	5	0	5	2	0

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

Downtown College Prep
San Jose

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

Intersection #3616: KEYES/SECOND



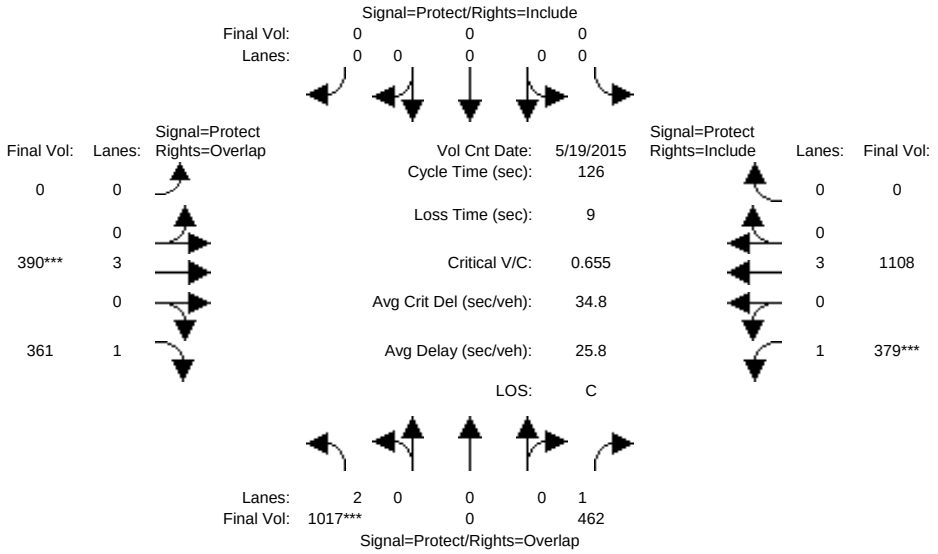
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Oct 2015 <<												
Base Vol:	0	0	0	101	298	40	0	312	16	159	273	0
Growth Adj:	1.00	1.00	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	101	298	40	0	312	16	159	273	0
Added Vol:	0	0	0	0	1	0	0	0	0	28	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	101	299	40	0	312	16	187	273	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	101	299	40	0	312	16	187	273	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	101	299	40	0	312	16	187	273	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	101	299	40	0	312	16	187	273	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	0.95	0.99	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.79	2.21	1.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1413	4184	1750	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.07	0.02	0.00	0.08	0.01	0.11	0.07	0.00
Crit Moves:					****			****		****		
Green Time:	0.0	0.0	0.0	33.5	33.5	33.5	0.0	38.5	38.5	50.1	88.5	0.0
Volume/Cap:	0.00	0.00	0.00	0.29	0.29	0.09	0.00	0.29	0.03	0.29	0.11	0.00
Delay/Veh:	0.0	0.0	0.0	40.7	40.7	38.7	0.0	37.2	34.4	29.7	8.3	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:	0.0	0.0	0.0	40.7	40.7	38.7	0.0	37.2	34.4	29.7	8.3	0.0
LOS by Move:	A	A	A	D	D	D	A	D	C	C	A	A
HCM2kAvgQ:	0	0	0	4	4	1	0	5	0	6	2	0

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

Downtown College Prep
San Jose

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

Intersection #3617: KEYES/SENTER



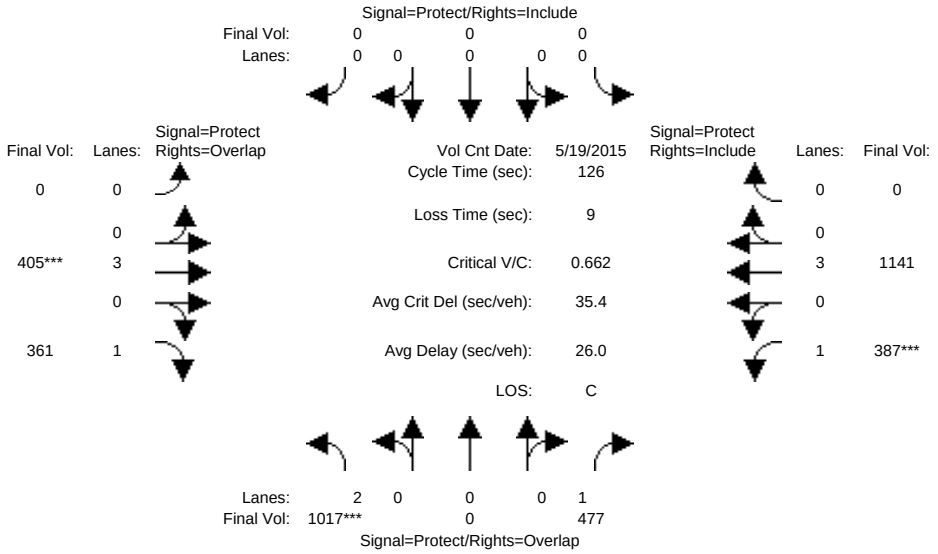
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 7:15-8:15AM												
Base Vol:	975	0	442	0	0	0	0	315	358	370	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:	975	0	442	0	0	0	0	315	358	370	1040	0
Added Vol:	0	0	1	0	0	0	0	1	0	1	2	0
ATI:	42	0	19	0	0	0	0	74	3	8	66	0
Initial Fut:	1017	0	462	0	0	0	0	390	361	379	1108	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:	1017	0	462	0	0	0	0	390	361	379	1108	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1017	0	462	0	0	0	0	390	361	379	1108	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1017	0	462	0	0	0	0	390	361	379	1108	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	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	3150	0	1750	0	0	0	0	5700	1750	1750	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.32	0.00	0.26	0.00	0.00	0.00	0.00	0.07	0.21	0.22	0.19	0.00
Crit Moves:	****							****		****		
Green Time:	62.1	0.0	103.8	0.0	0.0	0.0	0.0	13.2	75.3	41.7	54.9	0.0
Volume/Cap:	0.65	0.00	0.32	0.00	0.00	0.00	0.00	0.65	0.35	0.65	0.45	0.00
Delay/Veh:	24.9	0.0	2.8	0.0	0.0	0.0	0.0	56.9	13.0	38.7	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:	24.9	0.0	2.8	0.0	0.0	0.0	0.0	56.9	13.0	38.7	25.1	0.0
LOS by Move:	C	A	A	A	A	A	A	E	B	D	C	A
HCM2kAvgQ:	17	0	5	0	0	0	0	5	7	14	10	0

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

Downtown College Prep
San Jose

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

Intersection #3617: KEYES/SENTER



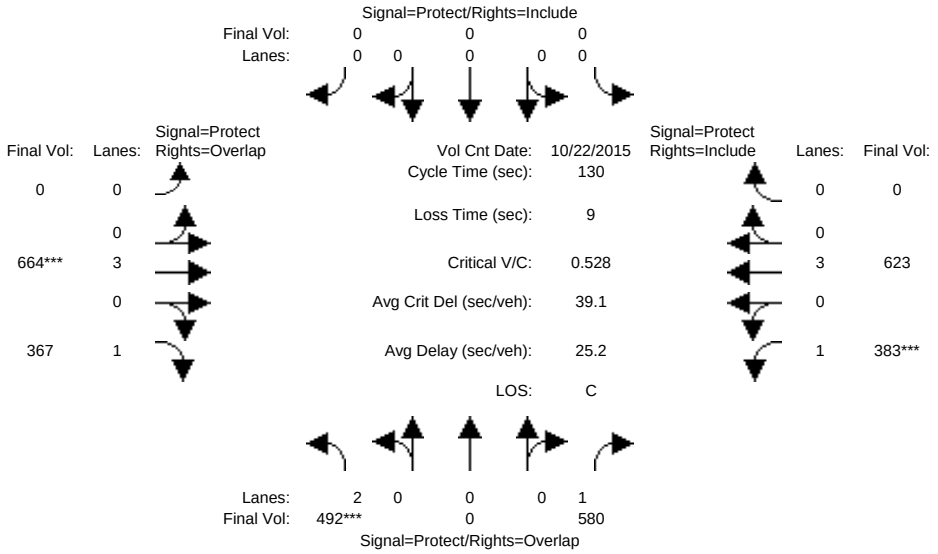
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 7:15-8:15AM												
Base Vol:	975	0	442	0	0	0	0	315	358	370	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:	975	0	442	0	0	0	0	315	358	370	1040	0
Added Vol:	0	0	16	0	0	0	0	16	0	9	35	0
ATI:	42	0	19	0	0	0	0	74	3	8	66	0
Initial Fut:	1017	0	477	0	0	0	0	405	361	387	1141	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:	1017	0	477	0	0	0	0	405	361	387	1141	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1017	0	477	0	0	0	0	405	361	387	1141	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1017	0	477	0	0	0	0	405	361	387	1141	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	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	3150	0	1750	0	0	0	0	5700	1750	1750	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.32	0.00	0.27	0.00	0.00	0.00	0.00	0.07	0.21	0.22	0.20	0.00
Crit Moves:	****							****		****		
Green Time:	61.4	0.0	103.5	0.0	0.0	0.0	0.0	13.5	74.9	42.1	55.6	0.0
Volume/Cap:	0.66	0.00	0.33	0.00	0.00	0.00	0.00	0.66	0.35	0.66	0.45	0.00
Delay/Veh:	25.5	0.0	2.9	0.0	0.0	0.0	0.0	56.8	13.2	38.7	24.7	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:	25.5	0.0	2.9	0.0	0.0	0.0	0.0	56.8	13.2	38.7	24.7	0.0
LOS by Move:	C	A	A	A	A	A	A	E	B	D	C	A
HCM2kAvgQ:	18	0	5	0	0	0	0	5	7	14	10	0

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

Downtown College Prep
San Jose

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

Intersection #3617: KEYES/SENTER



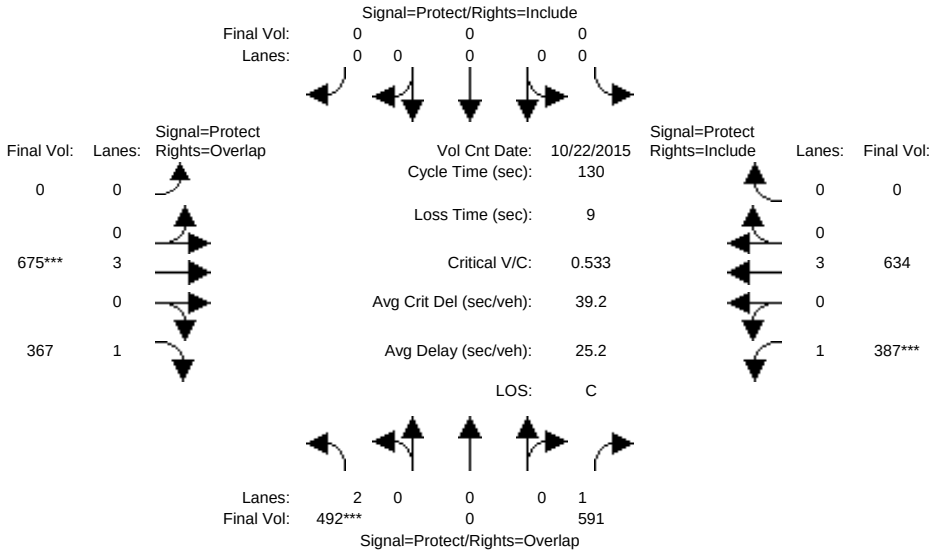
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Oct 2015 <<												
Base Vol:	492	0	578	0	0	0	0	662	367	382	619	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	492	0	578	0	0	0	0	662	367	382	619	0
Added Vol:	0	0	2	0	0	0	0	2	0	1	4	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	492	0	580	0	0	0	0	664	367	383	623	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:	492	0	580	0	0	0	0	664	367	383	623	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	492	0	580	0	0	0	0	664	367	383	623	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	492	0	580	0	0	0	0	664	367	383	623	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	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	3150	0	1750	0	0	0	0	5700	1750	1750	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.16	0.00	0.33	0.00	0.00	0.00	0.00	0.12	0.21	0.22	0.11	0.00
Crit Moves:	****							****		****		
Green Time:	38.4	0.0	92.3	0.0	0.0	0.0	0.0	28.7	67.1	53.9	82.6	0.0
Volume/Cap:	0.53	0.00	0.47	0.00	0.00	0.00	0.00	0.53	0.41	0.53	0.17	0.00
Delay/Veh:	38.8	0.0	8.4	0.0	0.0	0.0	0.0	45.1	19.5	29.3	9.7	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:	38.8	0.0	8.4	0.0	0.0	0.0	0.0	45.1	19.5	29.3	9.7	0.0
LOS by Move:	D	A	A	A	A	A	A	D	B	C	A	A
HCM2kAvgQ:	10	0	11	0	0	0	0	8	9	12	3	0

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

Downtown College Prep
San Jose

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

Intersection #3617: KEYES/SENTER



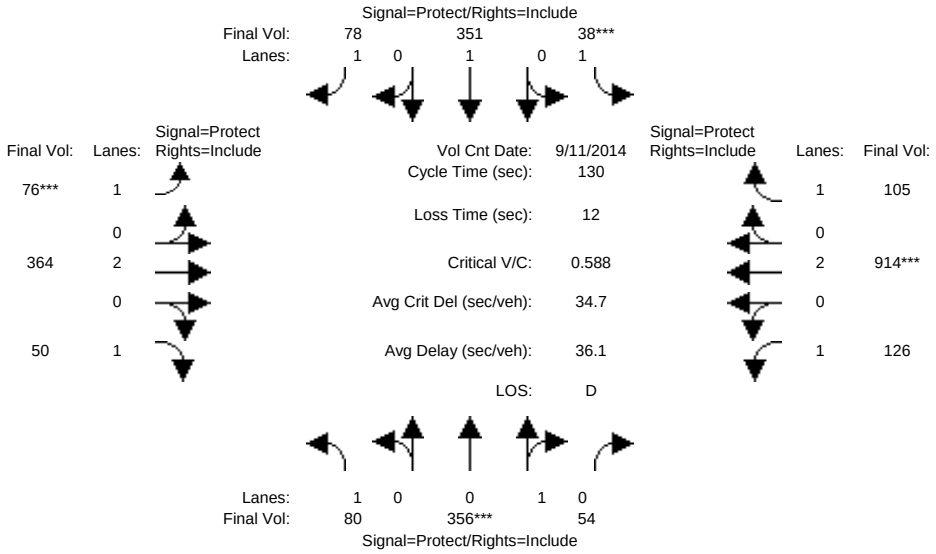
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Oct 2015 <<												
Base Vol:	492	0	578	0	0	0	0	662	367	382	619	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	492	0	578	0	0	0	0	662	367	382	619	0
Added Vol:	0	0	13	0	0	0	0	13	0	5	15	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	492	0	591	0	0	0	0	675	367	387	634	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:	492	0	591	0	0	0	0	675	367	387	634	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	492	0	591	0	0	0	0	675	367	387	634	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	492	0	591	0	0	0	0	675	367	387	634	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	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	3150	0	1750	0	0	0	0	5700	1750	1750	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.16	0.00	0.34	0.00	0.00	0.00	0.00	0.12	0.21	0.22	0.11	0.00
Crit Moves:	****							****		****		
Green Time:	38.1	0.0	92.1	0.0	0.0	0.0	0.0	28.9	67.0	54.0	82.9	0.0
Volume/Cap:	0.53	0.00	0.48	0.00	0.00	0.00	0.00	0.53	0.41	0.53	0.17	0.00
Delay/Veh:	39.1	0.0	8.6	0.0	0.0	0.0	0.0	45.0	19.6	29.3	9.6	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:	39.1	0.0	8.6	0.0	0.0	0.0	0.0	45.0	19.6	29.3	9.6	0.0
LOS by Move:	D	A	A	A	A	A	A	D	B	C	A	A
HCM2kAvgQ:	10	0	11	0	0	0	0	8	9	13	3	0

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

Downtown College Prep
San Jose

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

Intersection #3618: KEYES/SEVENTH



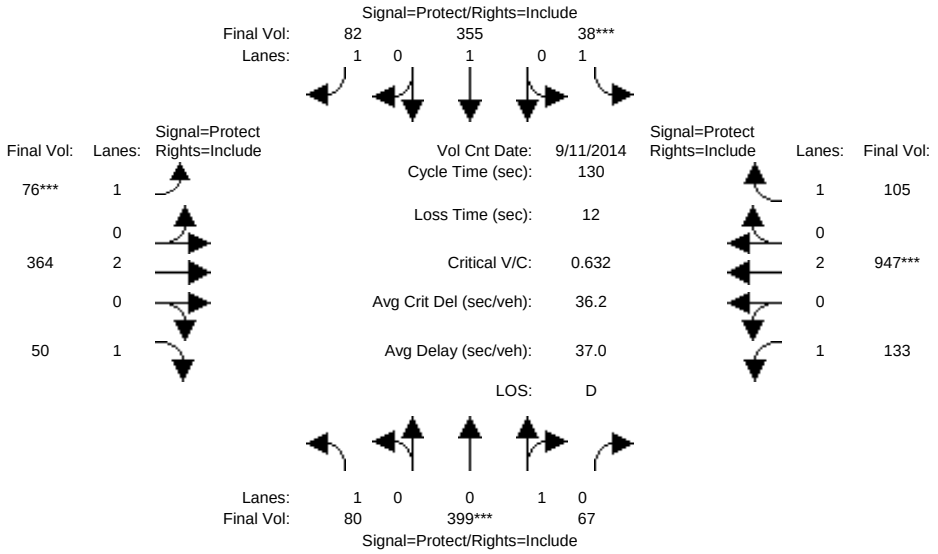
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Sep 2014 << 7:45-8:45AM												
Base Vol:	43	317	43	36	305	59	58	303	30	110	829	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:	43	317	43	36	305	59	58	303	30	110	829	95
Added Vol:	0	8	1	0	5	5	0	0	0	1	1	0
ATI:	37	31	10	2	41	14	18	61	20	15	84	10
Initial Fut:	80	356	54	38	351	78	76	364	50	126	914	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:	80	356	54	38	351	78	76	364	50	126	914	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	356	54	38	351	78	76	364	50	126	914	105
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	356	54	38	351	78	76	364	50	126	914	105
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	0.87	0.13	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1563	237	1750	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.23	0.23	0.02	0.18	0.04	0.04	0.10	0.03	0.07	0.24	0.06
Crit Moves:		****		****			****				****	
Green Time:	12.7	49.4	49.4	7.0	43.7	43.7	9.4	35.2	35.2	26.4	52.2	52.2
Volume/Cap:	0.47	0.60	0.60	0.40	0.55	0.13	0.60	0.35	0.11	0.35	0.60	0.15
Delay/Veh:	57.4	33.8	33.8	62.3	36.2	30.1	66.2	38.5	35.7	45.1	31.3	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:	57.4	33.8	33.8	62.3	36.2	30.1	66.2	38.5	35.7	45.1	31.3	24.9
LOS by Move:	E	C	C	E	D	C	E	D	D	D	C	C
HCM2kAvgQ:	3	13	13	2	12	2	3	6	2	4	14	3

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

Downtown College Prep
San Jose

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

Intersection #3618: KEYES/SEVENTH



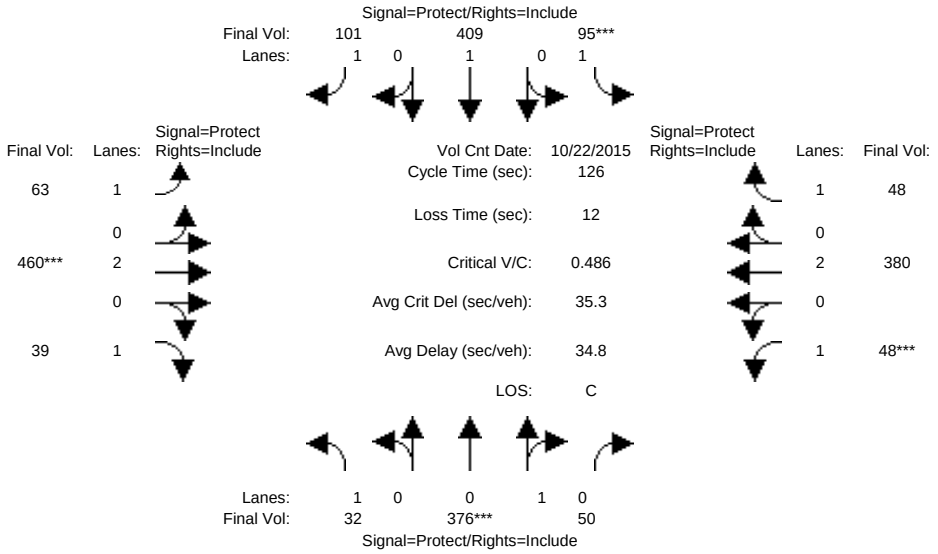
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Sep 2014 << 7:45-8:45AM												
Base Vol:	43	317	43	36	305	59	58	303	30	110	829	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:	43	317	43	36	305	59	58	303	30	110	829	95
Added Vol:	0	51	14	0	9	9	0	0	0	8	34	0
ATI:	37	31	10	2	41	14	18	61	20	15	84	10
Initial Fut:	80	399	67	38	355	82	76	364	50	133	947	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:	80	399	67	38	355	82	76	364	50	133	947	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	399	67	38	355	82	76	364	50	133	947	105
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	399	67	38	355	82	76	364	50	133	947	105
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	0.86	0.14	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1541	259	1750	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.26	0.26	0.02	0.19	0.05	0.04	0.10	0.03	0.08	0.25	0.06
Crit Moves:		****		****			****				****	
Green Time:	13.2	52.1	52.1	7.0	45.9	45.9	8.7	32.8	32.8	26.1	50.2	50.2
Volume/Cap:	0.45	0.65	0.65	0.40	0.53	0.13	0.65	0.38	0.11	0.38	0.65	0.16
Delay/Veh:	56.8	33.5	33.5	62.3	34.3	28.7	70.9	40.4	37.5	45.7	33.7	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:	56.8	33.5	33.5	62.3	34.3	28.7	70.9	40.4	37.5	45.7	33.7	26.2
LOS by Move:	E	C	C	E	C	C	E	D	D	D	C	C
HCM2kAvgQ:	3	16	16	2	11	2	3	6	2	5	15	3

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

Downtown College Prep
San Jose

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

Intersection #3618: KEYES/SEVENTH



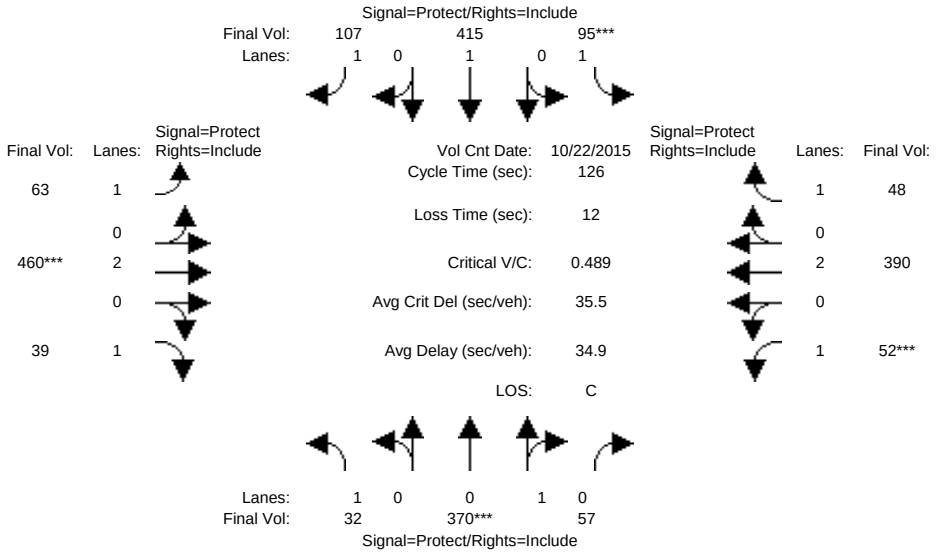
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Oct 2015 <<												
Base Vol:	32	358	48	95	399	91	63	460	39	47	378	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:	32	358	48	95	399	91	63	460	39	47	378	48
Added Vol:	0	18	2	0	10	10	0	0	0	1	2	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	376	50	95	409	101	63	460	39	48	380	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:	32	376	50	95	409	101	63	460	39	48	380	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	376	50	95	409	101	63	460	39	48	380	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:	32	376	50	95	409	101	63	460	39	48	380	48
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	0.88	0.12	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1589	211	1750	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.24	0.24	0.05	0.22	0.06	0.04	0.12	0.02	0.03	0.10	0.03
Crit Moves:		****		****				****		****		
Green Time:	15.5	61.4	61.4	14.1	60.0	60.0	13.8	31.4	31.4	7.1	24.8	24.8
Volume/Cap:	0.15	0.49	0.49	0.49	0.45	0.12	0.33	0.49	0.09	0.49	0.51	0.14
Delay/Veh:	49.7	22.1	22.1	54.5	22.4	18.4	52.9	40.8	36.4	61.4	45.8	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:	49.7	22.1	22.1	54.5	22.4	18.4	52.9	40.8	36.4	61.4	45.8	42.0
LOS by Move:	D	C	C	D	C	B	D	D	D	E	D	D
HCM2kAvgQ:	1	11	11	4	10	2	2	7	1	2	6	2

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

Downtown College Prep
San Jose

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

Intersection #3618: KEYES/SEVENTH



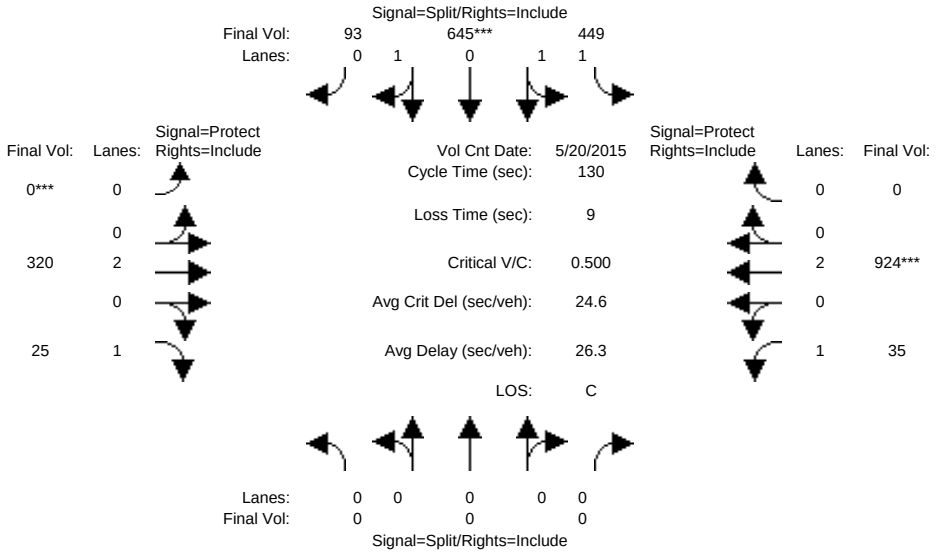
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Oct 2015 <<												
Base Vol:	32	358	48	95	399	91	63	460	39	47	378	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:	32	358	48	95	399	91	63	460	39	47	378	48
Added Vol:	0	12	9	0	16	16	0	0	0	5	12	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	370	57	95	415	107	63	460	39	52	390	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:	32	370	57	95	415	107	63	460	39	52	390	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	370	57	95	415	107	63	460	39	52	390	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:	32	370	57	95	415	107	63	460	39	52	390	48
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	0.87	0.13	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1560	240	1750	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.24	0.24	0.05	0.22	0.06	0.04	0.12	0.02	0.03	0.10	0.03
Crit Moves:		****		****				****		****		
Green Time:	15.2	61.1	61.1	14.0	59.9	59.9	13.6	31.2	31.2	7.7	25.2	25.2
Volume/Cap:	0.15	0.49	0.49	0.49	0.46	0.13	0.33	0.49	0.09	0.49	0.51	0.14
Delay/Veh:	49.9	22.3	22.3	54.6	22.6	18.5	53.0	41.0	36.6	60.8	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:	49.9	22.3	22.3	54.6	22.6	18.5	53.0	41.0	36.6	60.8	45.5	41.6
LOS by Move:	D	C	C	D	C	B	D	D	D	E	D	D
HCM2kAvgQ:	1	11	11	4	11	2	2	7	1	2	7	2

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

Downtown College Prep
San Jose

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

Intersection #3619: KEYES/10TH



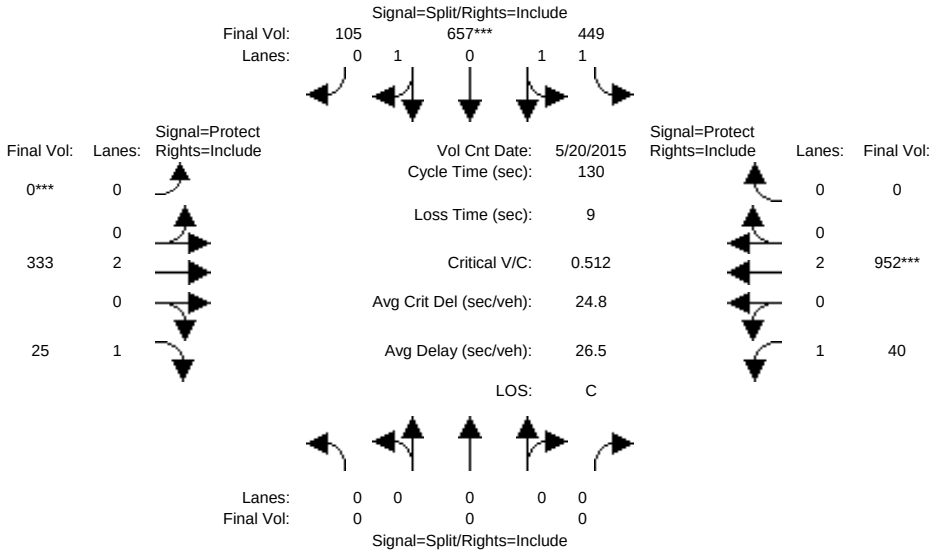
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 May 2015 << 7:30-8:30AM												
Base Vol:	0	0	0	413	558	76	0	271	25	23	840	0
Growth Adj:	1.00	1.00	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	413	558	76	0	271	25	23	840	0
Added Vol:	0	0	0	0	0	0	0	1	0	0	2	0
ATI:	0	0	0	36	87	17	0	48	0	12	82	0
Initial Fut:	0	0	0	449	645	93	0	320	25	35	924	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	449	645	93	0	320	25	35	924	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	449	645	93	0	320	25	35	924	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	449	645	93	0	320	25	35	924	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	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.15	1.62	0.23	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	2023	2907	419	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.22	0.22	0.22	0.00	0.08	0.01	0.02	0.24	0.00
Crit Moves:					****			****			****	
Green Time:	0.0	0.0	0.0	57.7	57.7	57.7	0.0	38.6	38.6	24.7	63.3	0.0
Volume/Cap:	0.00	0.00	0.00	0.50	0.50	0.50	0.00	0.28	0.05	0.11	0.50	0.00
Delay/Veh:	0.0	0.0	0.0	26.0	26.0	26.0	0.0	35.2	32.6	43.7	22.8	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	26.0	26.0	26.0	0.0	35.2	32.6	43.7	22.8	0.0
LOS by Move:	A	A	A	C	C	C	A	D	C	D	C	A
HCM2kAvgQ:	0	0	0	12	12	12	0	5	1	1	12	0

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

Downtown College Prep
San Jose

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

Intersection #3619: KEYES/10TH



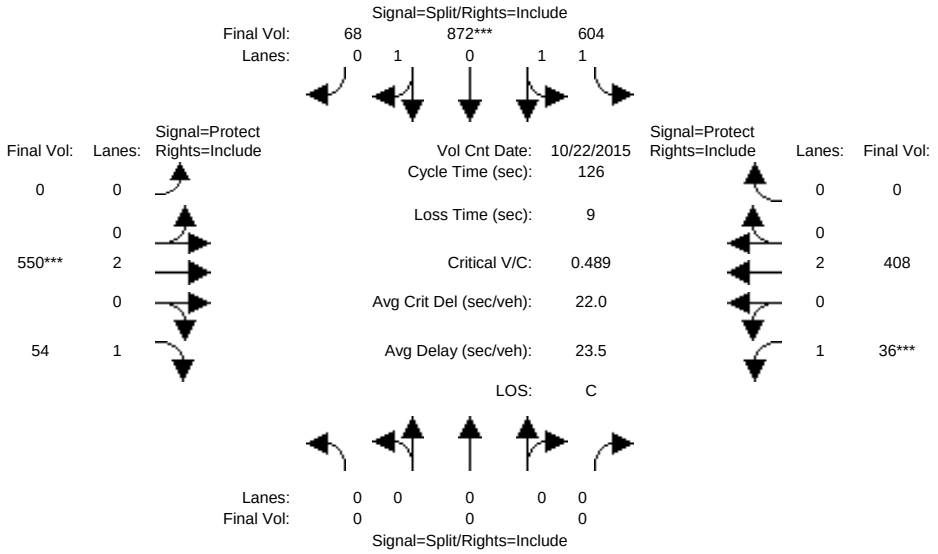
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 May 2015 << 7:30-8:30AM												
Base Vol:	0	0	0	413	558	76	0	271	25	23	840	0
Growth Adj:	1.00	1.00	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	413	558	76	0	271	25	23	840	0
Added Vol:	0	0	0	0	12	12	0	14	0	5	30	0
ATI:	0	0	0	36	87	17	0	48	0	12	82	0
Initial Fut:	0	0	0	449	657	105	0	333	25	40	952	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	449	657	105	0	333	25	40	952	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	449	657	105	0	333	25	40	952	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	449	657	105	0	333	25	40	952	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	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.13	1.61	0.26	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1983	2902	464	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.23	0.23	0.23	0.00	0.09	0.01	0.02	0.25	0.00
Crit Moves:					****		****				****	
Green Time:	0.0	0.0	0.0	57.4	57.4	57.4	0.0	39.4	39.4	24.2	63.6	0.0
Volume/Cap:	0.00	0.00	0.00	0.51	0.51	0.51	0.00	0.29	0.05	0.12	0.51	0.00
Delay/Veh:	0.0	0.0	0.0	26.4	26.4	26.4	0.0	34.8	32.1	44.2	22.9	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	26.4	26.4	26.4	0.0	34.8	32.1	44.2	22.9	0.0
LOS by Move:	A	A	A	C	C	C	A	C	C	D	C	A
HCM2kAvgQ:	0	0	0	12	12	12	0	5	1	1	12	0

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

Downtown College Prep
San Jose

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

Intersection #3619: KEYES/10TH



Approach:	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: 22 Oct 2015 <<												
Base Vol:	0	0	0	604	872	68	0	548	54	36	404	0
Growth Adj:	1.00	1.00	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	604	872	68	0	548	54	36	404	0
Added Vol:	0	0	0	0	0	0	0	2	0	0	4	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	604	872	68	0	550	54	36	408	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	604	872	68	0	550	54	36	408	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	604	872	68	0	550	54	36	408	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	604	872	68	0	550	54	36	408	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	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.19	1.68	0.13	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	2093	3021	236	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.29	0.29	0.29	0.00	0.14	0.03	0.02	0.11	0.00
Crit Moves:					****			****		****		
Green Time:	0.0	0.0	0.0	73.3	73.3	73.3	0.0	36.7	36.7	7.0	43.7	0.0
Volume/Cap:	0.00	0.00	0.00	0.50	0.50	0.50	0.00	0.50	0.11	0.37	0.31	0.00
Delay/Veh:	0.0	0.0	0.0	15.6	15.6	15.6	0.0	37.3	32.7	59.7	30.2	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	15.6	15.6	15.6	0.0	37.3	32.7	59.7	30.2	0.0
LOS by Move:	A	A	A	B	B	B	A	D	C	E	C	A
HCM2kAvgQ:	0	0	0	12	12	12	0	8	2	1	6	0

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

Downtown College Prep
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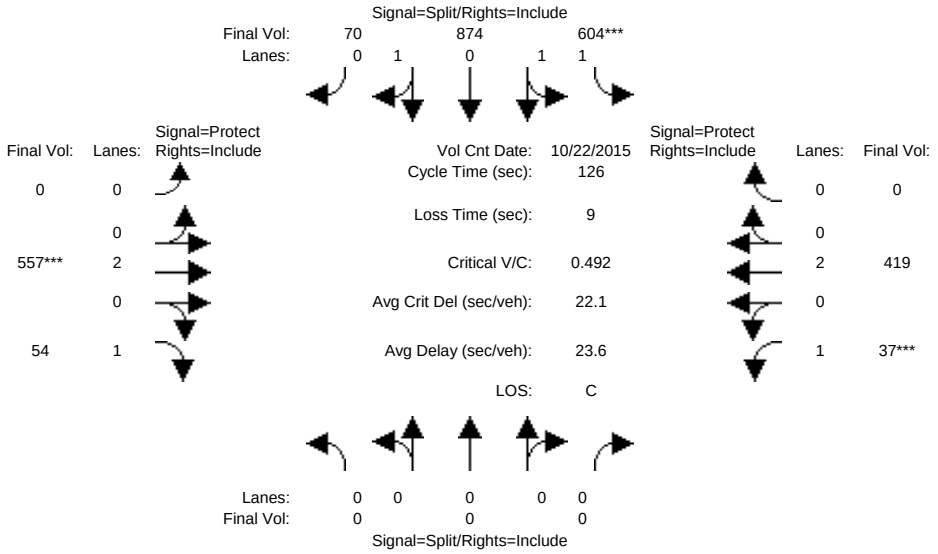
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background + P (PM)

Intersection #3619: KEYES/10TH



Approach:	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: 22 Oct 2015 <<												
Base Vol:	0	0	0	604	872	68	0	548	54	36	404	0
Growth Adj:	1.00	1.00	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	604	872	68	0	548	54	36	404	0
Added Vol:	0	0	0	0	2	2	0	9	0	1	15	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	604	874	70	0	557	54	37	419	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	604	874	70	0	557	54	37	419	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	604	874	70	0	557	54	37	419	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	604	874	70	0	557	54	37	419	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	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.19	1.68	0.13	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	2087	3020	242	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.29	0.29	0.29	0.00	0.15	0.03	0.02	0.11	0.00
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	73.0	73.0	73.0	0.0	37.0	37.0	7.0	44.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.50	0.50	0.50	0.00	0.50	0.11	0.38	0.32	0.00
Delay/Veh:	0.0	0.0	0.0	15.8	15.8	15.8	0.0	37.2	32.5	59.9	30.1	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	15.8	15.8	15.8	0.0	37.2	32.5	59.9	30.1	0.0
LOS by Move:	A	A	A	B	B	B	A	D	C	E	C	A
HCM2kAvgQ:	0	0	0	12	12	12	0	9	2	1	6	0

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

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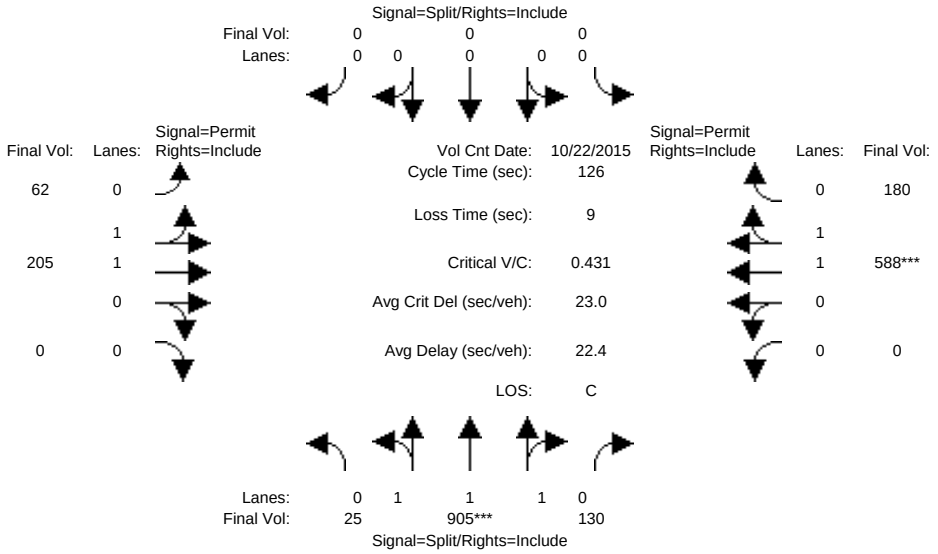
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background (AM)

Intersection #3620: KEYES/THIRD



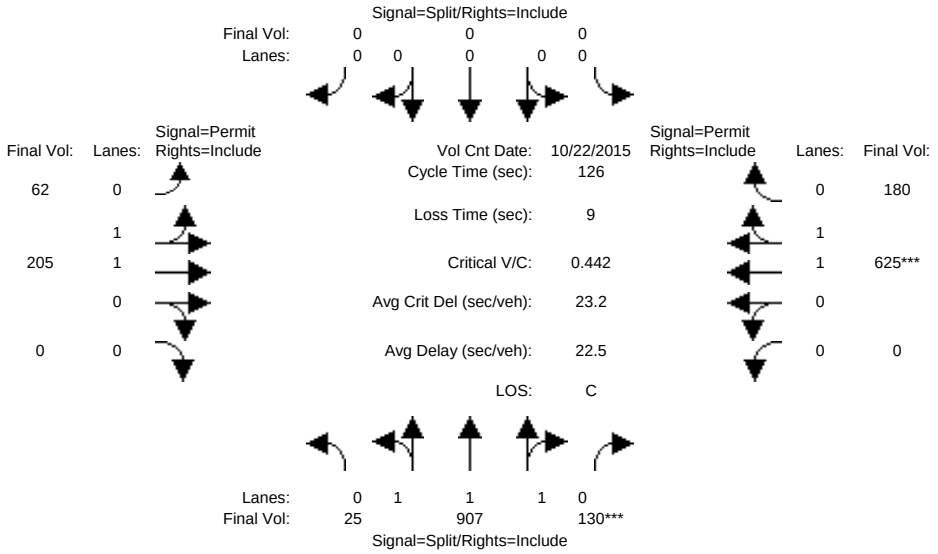
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	10	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Oct 2015 <<												
Base Vol:	9	835	129	0	0	0	47	165	0	0	532	176
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	835	129	0	0	0	47	165	0	0	532	176
Added Vol:	0	0	0	0	0	0	0	0	0	0	6	0
ATI:	16	70	1	0	0	0	15	40	0	0	50	4
Initial Fut:	25	905	130	0	0	0	62	205	0	0	588	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:	25	905	130	0	0	0	62	205	0	0	588	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	905	130	0	0	0	62	205	0	0	588	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	905	130	0	0	0	62	205	0	0	588	180
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.97	0.95	0.92	1.00	0.92	0.95	0.98	0.92	0.92	0.98	0.95
Lanes:	0.07	2.56	0.37	0.00	0.00	0.00	0.48	1.52	0.00	0.00	1.52	0.48
Final Sat.:	130	4695	674	0	0	0	859	2840	0	0	2832	867
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.19	0.00	0.00	0.00	0.07	0.07	0.00	0.00	0.21	0.21
Crit Moves:		****									****	
Green Time:	56.3	56.3	56.3	0.0	0.0	0.0	60.7	60.7	0.0	0.0	60.7	60.7
Volume/Cap:	0.43	0.43	0.43	0.00	0.00	0.00	0.15	0.15	0.00	0.00	0.43	0.43
Delay/Veh:	24.0	24.0	24.0	0.0	0.0	0.0	18.3	18.3	0.0	0.0	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:	24.0	24.0	24.0	0.0	0.0	0.0	18.3	18.3	0.0	0.0	21.5	21.5
LOS by Move:	C	C	C	A	A	A	B	B	A	A	C	C
HCM2kAvgQ:	10	10	10	0	0	0	3	3	0	0	9	9

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

Downtown College Prep
San Jose

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

Intersection #3620: KEYES/THIRD



Approach:	North Bound			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	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: 22 Oct 2015 <<												
Base Vol:	9	835	129	0	0	0	47	165	0	0	532	176
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	835	129	0	0	0	47	165	0	0	532	176
Added Vol:	0	2	0	0	0	0	0	0	0	0	43	0
ATI:	16	70	1	0	0	0	15	40	0	0	50	4
Initial Fut:	25	907	130	0	0	0	62	205	0	0	625	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:	25	907	130	0	0	0	62	205	0	0	625	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	907	130	0	0	0	62	205	0	0	625	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	907	130	0	0	0	62	205	0	0	625	180
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.97	0.95	0.92	1.00	0.92	0.95	0.98	0.92	0.92	0.98	0.95
Lanes:	0.07	2.56	0.37	0.00	0.00	0.00	0.48	1.52	0.00	0.00	1.54	0.46
Final Sat.:	129	4697	673	0	0	0	859	2840	0	0	2872	827
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.19	0.00	0.00	0.00	0.07	0.07	0.00	0.00	0.22	0.22
Crit Moves:			****								****	
Green Time:	55.0	55.0	55.0	0.0	0.0	0.0	62.0	62.0	0.0	0.0	62.0	62.0
Volume/Cap:	0.44	0.44	0.44	0.00	0.00	0.00	0.15	0.15	0.00	0.00	0.44	0.44
Delay/Veh:	24.9	24.9	24.9	0.0	0.0	0.0	17.6	17.6	0.0	0.0	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:	24.9	24.9	24.9	0.0	0.0	0.0	17.6	17.6	0.0	0.0	21.0	21.0
LOS by Move:	C	C	C	A	A	A	B	B	A	A	C	C
HCM2kAvgQ:	10	10	10	0	0	0	3	3	0	0	10	10

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

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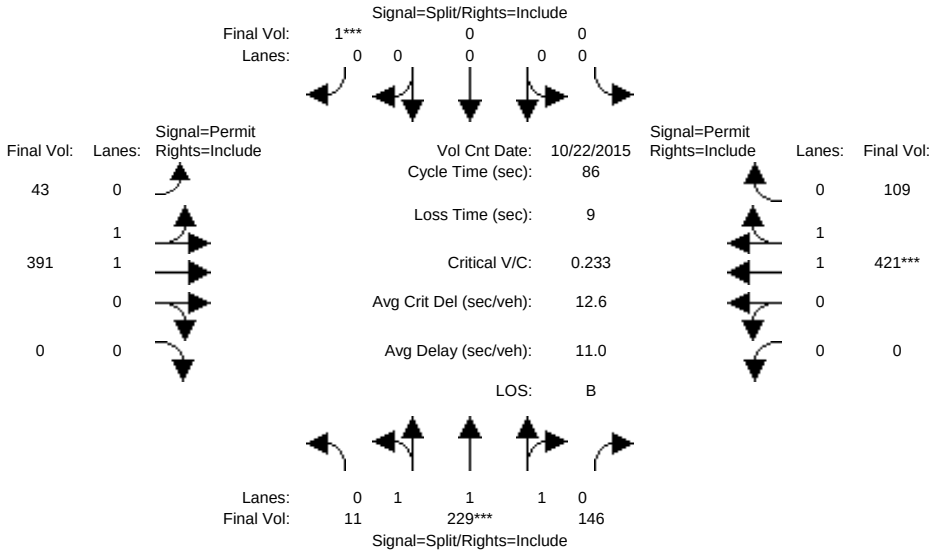
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background (PM)

Intersection #3620: KEYES/THIRD



Approach:	North Bound			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	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: 22 Oct 2015 <<												
Base Vol:	11	229	146	0	0	1	43	391	0	0	409	109
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	229	146	0	0	1	43	391	0	0	409	109
Added Vol:	0	0	0	0	0	0	0	0	0	0	12	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	229	146	0	0	1	43	391	0	0	421	109
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	229	146	0	0	1	43	391	0	0	421	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	229	146	0	0	1	43	391	0	0	421	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	229	146	0	0	1	43	391	0	0	421	109
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.95	0.92	1.00	0.92	0.95	0.98	0.92	0.92	0.98	0.95
Lanes:	0.09	1.91	1.00	0.00	0.00	1.00	0.20	1.80	0.00	0.00	1.58	0.42
Final Sat.:	170	3537	1800	0	0	1750	367	3333	0	0	2938	761
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.08	0.00	0.00	0.00	0.12	0.12	0.00	0.00	0.14	0.14
Crit Moves:		****				****					****	
Green Time:	29.9	29.9	29.9	0.0	0.0	0.2	52.9	52.9	0.0	0.0	52.9	52.9
Volume/Cap:	0.19	0.19	0.23	0.00	0.00	0.23	0.19	0.19	0.00	0.00	0.23	0.23
Delay/Veh:	19.6	19.6	20.0	0.0	0.0	68.9	7.3	7.3	0.0	0.0	7.5	7.5
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:	19.6	19.6	20.0	0.0	0.0	68.9	7.3	7.3	0.0	0.0	7.5	7.5
LOS by Move:	B	B	B	A	A	E	A	A	A	A	A	A
HCM2kAvgQ:	2	2	3	0	0	0	2	2	0	0	3	3

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

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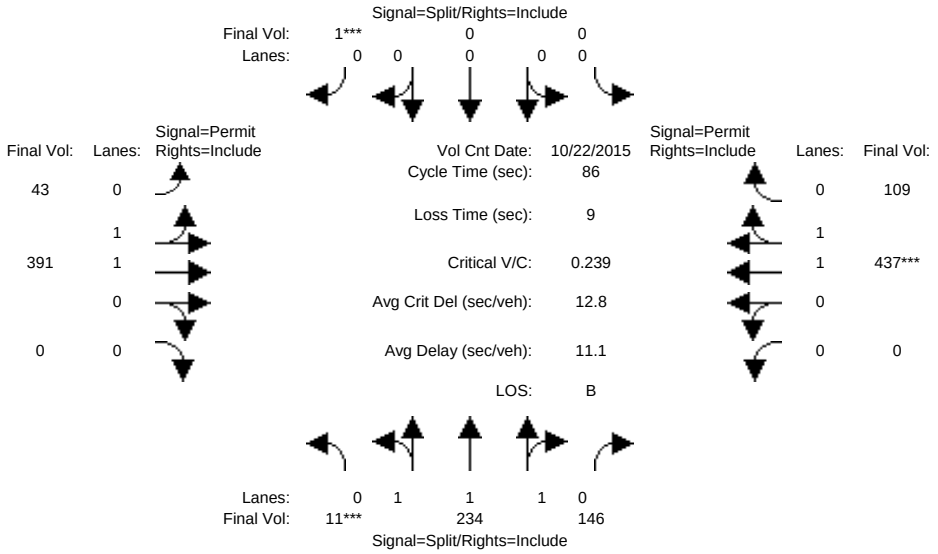
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background + P (PM)

Intersection #3620: KEYES/THIRD



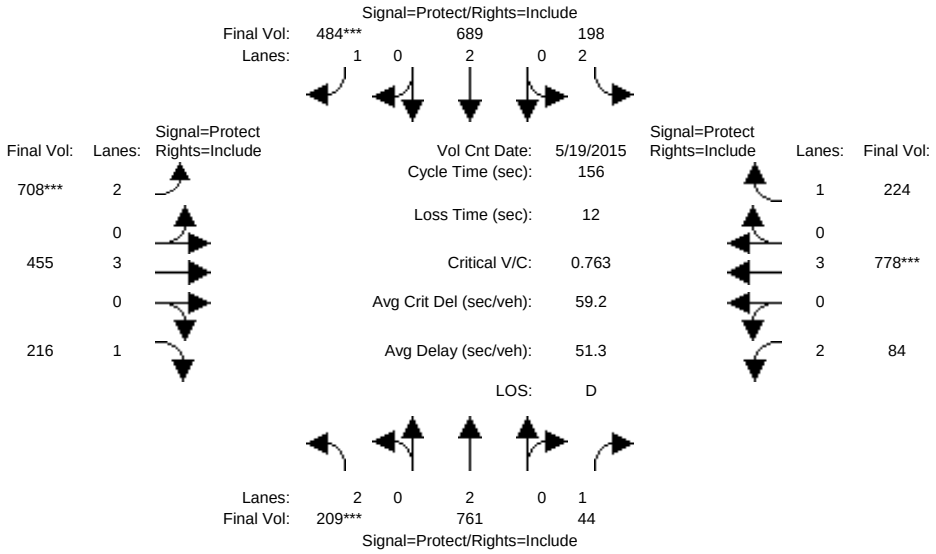
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	10	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Oct 2015 <<												
Base Vol:	11	229	146	0	0	1	43	391	0	0	409	109
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	229	146	0	0	1	43	391	0	0	409	109
Added Vol:	0	5	0	0	0	0	0	0	0	0	28	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	234	146	0	0	1	43	391	0	0	437	109
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	234	146	0	0	1	43	391	0	0	437	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	234	146	0	0	1	43	391	0	0	437	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	234	146	0	0	1	43	391	0	0	437	109
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.95	0.92	1.00	0.92	0.95	0.98	0.92	0.92	0.98	0.95
Lanes:	0.09	1.91	1.00	0.00	0.00	1.00	0.20	1.80	0.00	0.00	1.59	0.41
Final Sat.:	166	3540	1800	0	0	1750	367	3333	0	0	2961	739
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.08	0.00	0.00	0.00	0.12	0.12	0.00	0.00	0.15	0.15
Crit Moves:	****					****					****	
Green Time:	29.1	29.1	29.1	0.0	0.0	0.2	53.0	53.0	0.0	0.0	53.0	53.0
Volume/Cap:	0.20	0.20	0.24	0.00	0.00	0.24	0.19	0.19	0.00	0.00	0.24	0.24
Delay/Veh:	20.2	20.2	20.5	0.0	0.0	70.4	7.2	7.2	0.0	0.0	7.5	7.5
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:	20.2	20.2	20.5	0.0	0.0	70.4	7.2	7.2	0.0	0.0	7.5	7.5
LOS by Move:	C	C	C	A	A	E	A	A	A	A	A	A
HCM2kAvgQ:	2	2	3	0	0	0	2	2	0	0	3	3

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

Downtown College Prep
San Jose

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

Intersection #3628: KING/STORY



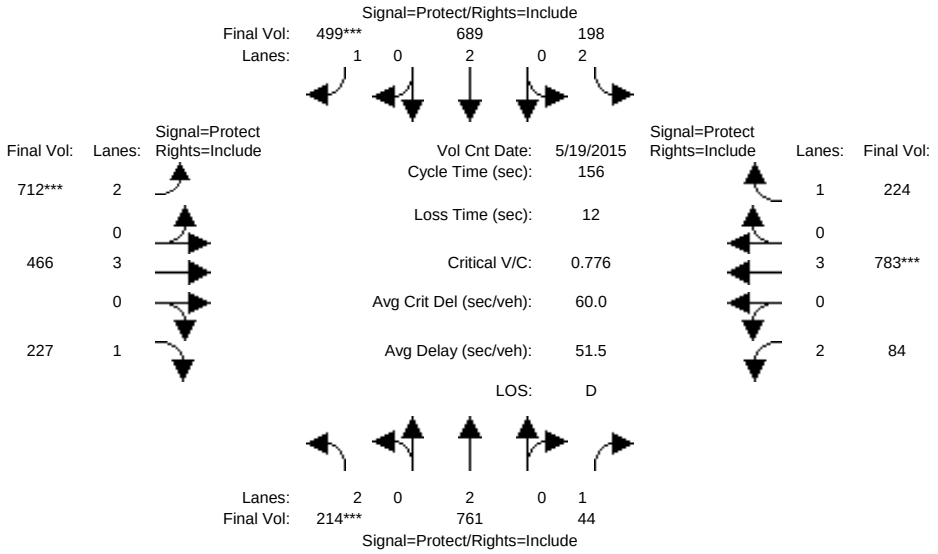
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 7:15-8:15AM												
Base Vol:	172	703	37	198	549	425	667	424	188	79	729	224
Growth Adj:	1.00	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	703	37	198	549	425	667	424	188	79	729	224
Added Vol:	1	0	0	0	0	0	0	1	1	0	1	0
ATI:	36	58	7	0	140	59	41	30	27	5	48	0
Initial Fut:	209	761	44	198	689	484	708	455	216	84	778	224
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	209	761	44	198	689	484	708	455	216	84	778	224
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	209	761	44	198	689	484	708	455	216	84	778	224
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	209	761	44	198	689	484	708	455	216	84	778	224
Saturation 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	0.20	0.03	0.06	0.18	0.28	0.22	0.08	0.12	0.03	0.14	0.13
Crit Moves:	****					****	****				****	
Green Time:	13.6	53.4	53.4	16.8	56.6	56.6	46.0	54.2	54.2	19.7	27.9	27.9
Volume/Cap:	0.76	0.59	0.07	0.59	0.50	0.76	0.76	0.23	0.36	0.21	0.76	0.72
Delay/Veh:	81.6	42.9	34.7	69.0	39.0	49.3	53.8	36.2	38.3	61.4	64.4	68.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	81.6	42.9	34.7	69.0	39.0	49.3	53.8	36.2	38.3	61.4	64.4	68.0
LOS by Move:	F	D	C	E	D	D	D	D	D	E	E	E
HCM2kAvgQ:	8	15	1	6	13	23	18	5	8	2	13	12

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

Downtown College Prep
San Jose

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

Intersection #3628: KING/STORY



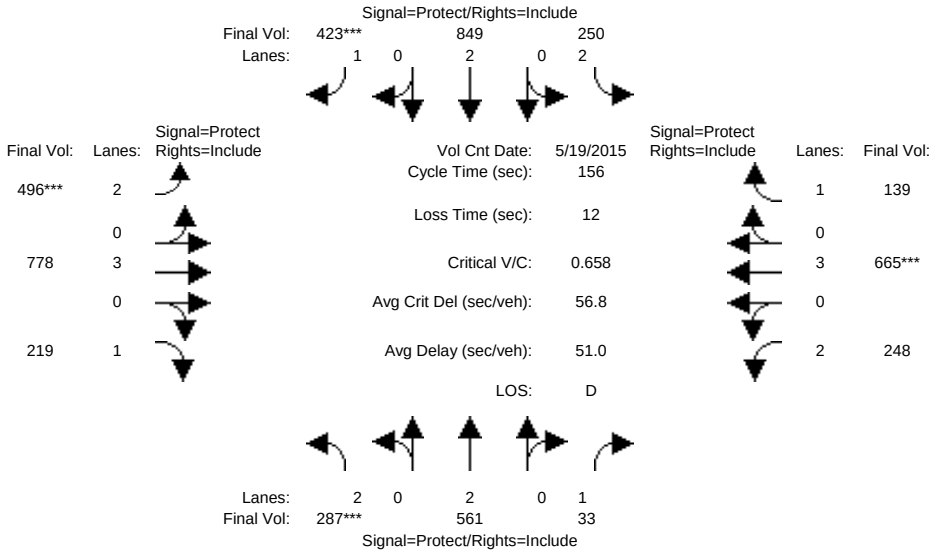
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 7:15-8:15AM												
Base Vol:	172	703	37	198	549	425	667	424	188	79	729	224
Growth Adj:	1.00	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	703	37	198	549	425	667	424	188	79	729	224
Added Vol:	6	0	0	0	0	15	4	12	12	0	6	0
ATI:	36	58	7	0	140	59	41	30	27	5	48	0
Initial Fut:	214	761	44	198	689	499	712	466	227	84	783	224
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	761	44	198	689	499	712	466	227	84	783	224
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	214	761	44	198	689	499	712	466	227	84	783	224
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	214	761	44	198	689	499	712	466	227	84	783	224
Saturation 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	0.20	0.03	0.06	0.18	0.29	0.23	0.08	0.13	0.03	0.14	0.13
Crit Moves:	****					****	****				****	
Green Time:	13.7	54.0	54.0	17.0	57.3	57.3	45.4	54.3	54.3	18.8	27.6	27.6
Volume/Cap:	0.78	0.58	0.07	0.58	0.49	0.78	0.78	0.24	0.37	0.22	0.78	0.72
Delay/Veh:	82.6	42.3	34.3	68.6	38.4	49.6	54.9	36.2	38.5	62.3	65.1	68.8
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:	82.6	42.3	34.3	68.6	38.4	49.6	54.9	36.2	38.5	62.3	65.1	68.8
LOS by Move:	F	D	C	E	D	D	D	D	D	E	E	E
HCM2kAvgQ:	8	15	1	6	12	24	19	5	8	2	13	12

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

Downtown College Prep
San Jose

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

Intersection #3628: KING/STORY



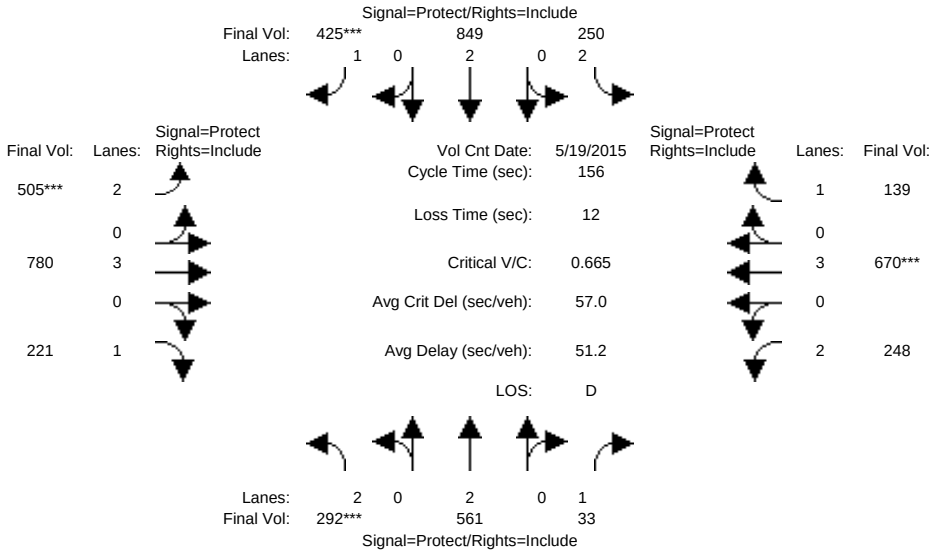
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 4:15-5:15PM												
Base Vol:	285	561	33	250	849	423	496	776	217	248	663	139
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	285	561	33	250	849	423	496	776	217	248	663	139
Added Vol:	2	0	0	0	0	0	0	2	2	0	2	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	287	561	33	250	849	423	496	778	219	248	665	139
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	287	561	33	250	849	423	496	778	219	248	665	139
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	287	561	33	250	849	423	496	778	219	248	665	139
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	287	561	33	250	849	423	496	778	219	248	665	139
Saturation 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	0.15	0.02	0.08	0.22	0.24	0.16	0.14	0.13	0.08	0.12	0.08
Crit Moves:	****					****	****				****	
Green Time:	21.6	51.4	51.4	27.6	57.3	57.3	37.4	41.2	41.2	23.8	27.7	27.7
Volume/Cap:	0.66	0.45	0.06	0.45	0.61	0.66	0.66	0.52	0.47	0.52	0.66	0.45
Delay/Veh:	67.3	41.4	35.8	58.0	40.9	43.6	55.7	49.2	49.0	61.8	61.3	58.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.3	41.4	35.8	58.0	40.9	43.6	55.7	49.2	49.0	61.8	61.3	58.4
LOS by Move:	E	D	D	E	D	D	E	D	D	E	E	E
HCM2kAvgQ:	9	10	1	7	16	18	12	10	9	7	11	7

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

Downtown College Prep
San Jose

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

Intersection #3628: KING/STORY



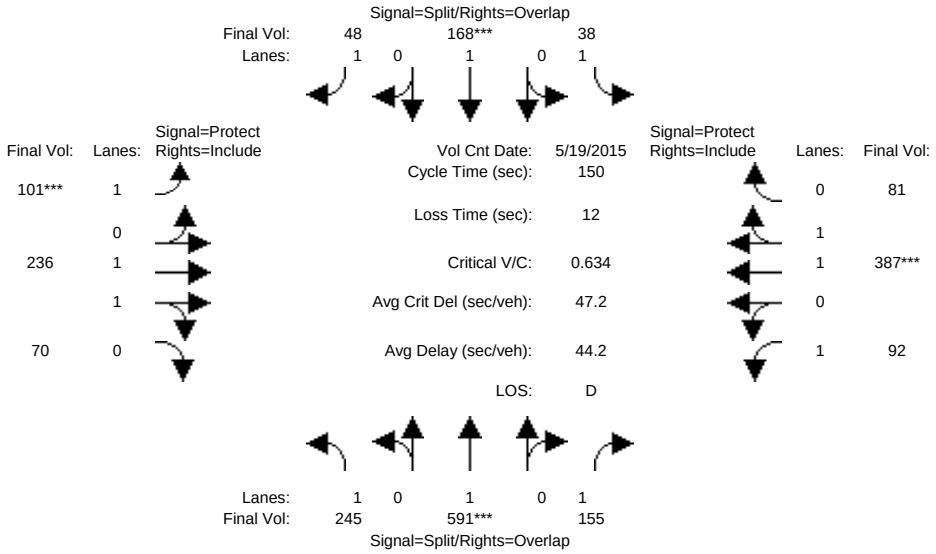
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 4:15-5:15PM												
Base Vol:	285	561	33	250	849	423	496	776	217	248	663	139
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	285	561	33	250	849	423	496	776	217	248	663	139
Added Vol:	7	0	0	0	0	2	9	4	4	0	7	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	292	561	33	250	849	425	505	780	221	248	670	139
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	292	561	33	250	849	425	505	780	221	248	670	139
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	292	561	33	250	849	425	505	780	221	248	670	139
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	292	561	33	250	849	425	505	780	221	248	670	139
Saturation 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	0.15	0.02	0.08	0.22	0.24	0.16	0.14	0.13	0.08	0.12	0.08
Crit Moves:	****					****	****				****	
Green Time:	21.8	51.2	51.2	27.5	57.0	57.0	37.6	41.4	41.4	23.8	27.6	27.6
Volume/Cap:	0.66	0.45	0.06	0.45	0.61	0.66	0.66	0.52	0.48	0.52	0.66	0.45
Delay/Veh:	67.5	41.5	35.9	58.0	41.3	44.1	55.7	49.1	48.9	61.8	61.6	58.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.5	41.5	35.9	58.0	41.3	44.1	55.7	49.1	48.9	61.8	61.6	58.4
LOS by Move:	E	D	D	E	D	D	E	D	D	E	E	E
HCM2kAvgQ:	9	10	1	7	17	19	13	10	9	7	11	7

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

Downtown College Prep
San Jose

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

Intersection #3650: LINCOLN/MINNESOTA



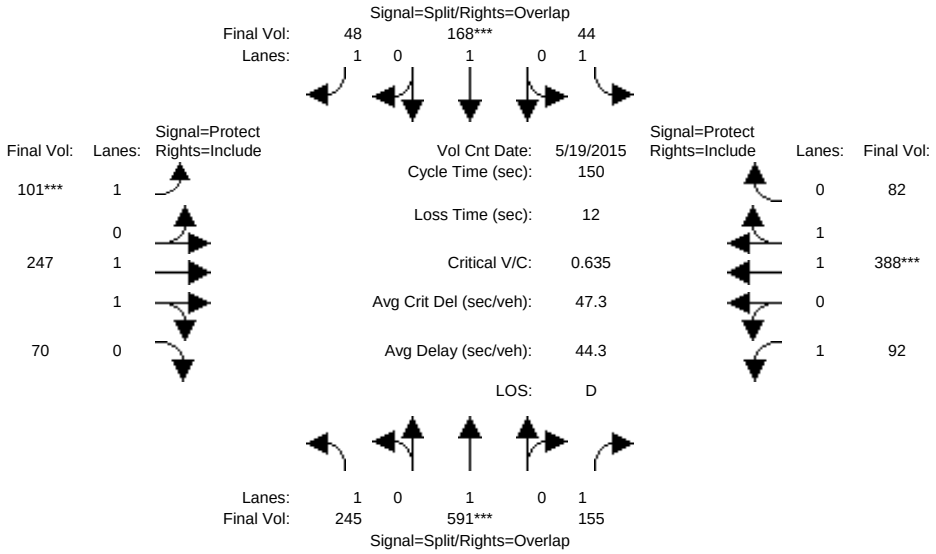
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 7:15-8:15AM												
Base Vol:	243	579	154	38	158	47	101	226	65	91	356	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:	243	579	154	38	158	47	101	226	65	91	356	65
Added Vol:	0	0	0	0	0	0	0	3	0	0	2	0
ATI:	2	12	1	0	10	1	0	7	5	1	29	16
Initial Fut:	245	591	155	38	168	48	101	236	70	92	387	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:	245	591	155	38	168	48	101	236	70	92	387	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	245	591	155	38	168	48	101	236	70	92	387	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	245	591	155	38	168	48	101	236	70	92	387	81
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	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	1.53	0.47	1.00	1.64	0.36
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	2853	846	1750	3059	640
Capacity Analysis Module:												
Vol/Sat:	0.14	0.31	0.09	0.02	0.09	0.03	0.06	0.08	0.08	0.05	0.13	0.13
Crit Moves:		****			****		****				****	
Green Time:	73.5	73.5	90.5	20.9	20.9	34.6	13.6	26.6	26.6	16.9	29.9	29.9
Volume/Cap:	0.29	0.63	0.15	0.16	0.63	0.12	0.63	0.47	0.47	0.47	0.63	0.63
Delay/Veh:	22.8	29.7	13.0	57.1	65.9	45.8	73.9	55.8	55.8	64.0	56.9	56.9
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:	22.8	29.7	13.0	57.1	65.9	45.8	73.9	55.8	55.8	64.0	56.9	56.9
LOS by Move:	C	C	B	E	E	D	E	E	E	E	E	E
HCM2kAvgQ:	7	20	3	2	7	2	6	7	7	4	10	10

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

Downtown College Prep
San Jose

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

Intersection #3650: LINCOLN/MINNESOTA



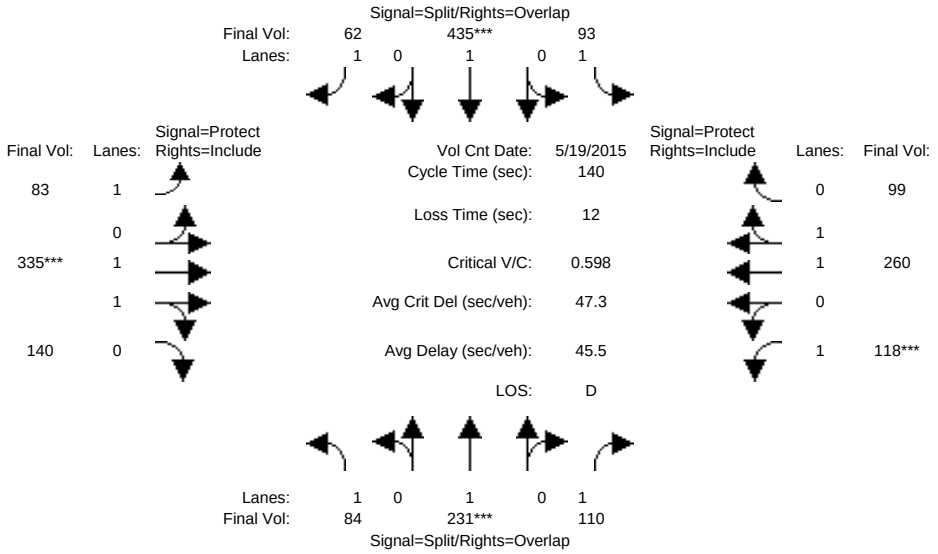
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 7:15-8:15AM												
Base Vol:	243	579	154	38	158	47	101	226	65	91	356	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:	243	579	154	38	158	47	101	226	65	91	356	65
Added Vol:	0	0	0	6	0	0	0	14	0	0	3	1
ATI:	2	12	1	0	10	1	0	7	5	1	29	16
Initial Fut:	245	591	155	44	168	48	101	247	70	92	388	82
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	245	591	155	44	168	48	101	247	70	92	388	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	245	591	155	44	168	48	101	247	70	92	388	82
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	245	591	155	44	168	48	101	247	70	92	388	82
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	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	1.55	0.45	1.00	1.64	0.36
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	2882	817	1750	3054	645
Capacity Analysis Module:												
Vol/Sat:	0.14	0.31	0.09	0.03	0.09	0.03	0.06	0.09	0.09	0.05	0.13	0.13
Crit Moves:		****			****		****				****	
Green Time:	73.5	73.5	90.1	20.9	20.9	34.5	13.6	27.0	27.0	16.6	30.0	30.0
Volume/Cap:	0.29	0.64	0.15	0.18	0.64	0.12	0.64	0.48	0.48	0.48	0.64	0.64
Delay/Veh:	22.9	29.8	13.2	57.4	66.0	45.8	74.0	55.6	55.6	64.5	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:	22.9	29.8	13.2	57.4	66.0	45.8	74.0	55.6	55.6	64.5	56.8	56.8
LOS by Move:	C	C	B	E	E	D	E	E	E	E	E	E
HCM2kAvgQ:	7	20	3	2	7	2	6	7	7	4	10	10

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

Downtown College Prep
San Jose

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

Intersection #3650: LINCOLN/MINNESOTA



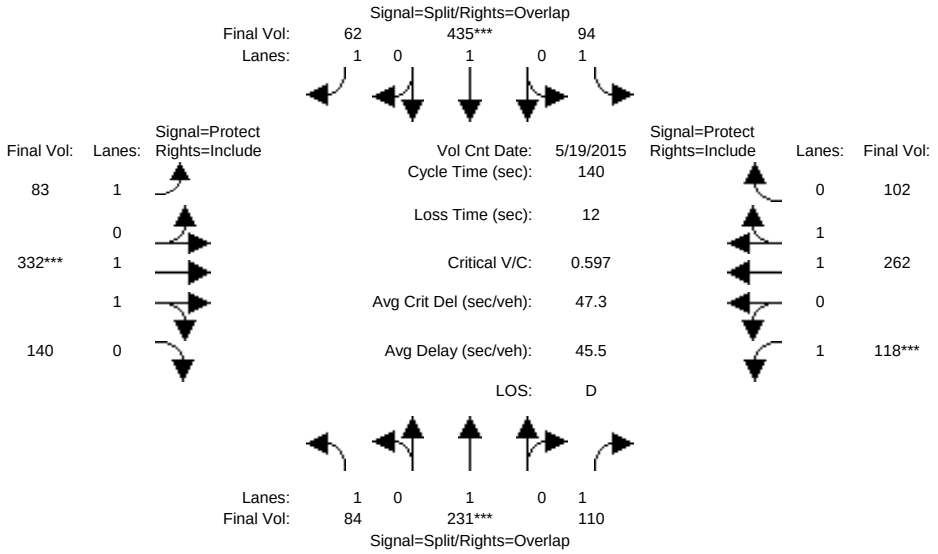
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 5:00-6:00PM												
Base Vol:	84	231	110	93	435	62	83	330	140	118	255	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:	84	231	110	93	435	62	83	330	140	118	255	99
Added Vol:	0	0	0	0	0	0	0	5	0	0	5	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	84	231	110	93	435	62	83	335	140	118	260	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:	84	231	110	93	435	62	83	335	140	118	260	99
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	231	110	93	435	62	83	335	140	118	260	99
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	84	231	110	93	435	62	83	335	140	118	260	99
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	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	1.39	0.61	1.00	1.43	0.57
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	2609	1090	1750	2679	1020
Capacity Analysis Module:												
Vol/Sat:	0.05	0.12	0.06	0.05	0.23	0.04	0.05	0.13	0.13	0.07	0.10	0.10
Crit Moves:		****			****			****			****	
Green Time:	28.5	28.5	44.3	53.6	53.6	69.2	15.6	30.1	30.1	15.8	30.3	30.3
Volume/Cap:	0.24	0.60	0.20	0.14	0.60	0.07	0.43	0.60	0.60	0.60	0.45	0.45
Delay/Veh:	47.0	53.1	35.1	28.2	35.9	18.6	59.5	50.8	50.8	64.0	48.0	48.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.0	53.1	35.1	28.2	35.9	18.6	59.5	50.8	50.8	64.0	48.0	48.0
LOS by Move:	D	D	D	C	D	B	E	D	D	E	D	D
HCM2kAvgQ:	3	10	4	3	14	1	4	10	10	5	7	7

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

Downtown College Prep
San Jose

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

Intersection #3650: LINCOLN/MINNESOTA



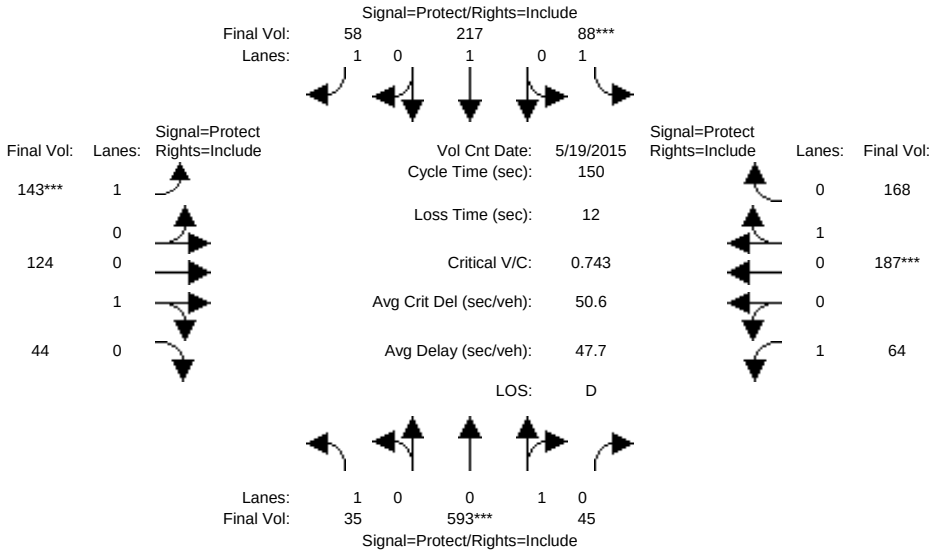
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 5:00-6:00PM												
Base Vol:	84	231	110	93	435	62	83	330	140	118	255	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:	84	231	110	93	435	62	83	330	140	118	255	99
Added Vol:	0	0	0	1	0	0	0	2	0	0	7	3
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	84	231	110	94	435	62	83	332	140	118	262	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	231	110	94	435	62	83	332	140	118	262	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	231	110	94	435	62	83	332	140	118	262	102
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	84	231	110	94	435	62	83	332	140	118	262	102
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	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	1.39	0.61	1.00	1.42	0.58
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	2602	1097	1750	2662	1037
Capacity Analysis Module:												
Vol/Sat:	0.05	0.12	0.06	0.05	0.23	0.04	0.05	0.13	0.13	0.07	0.10	0.10
Crit Moves:		****			****			****			****	
Green Time:	28.5	28.5	44.3	53.7	53.7	69.1	15.4	29.9	29.9	15.8	30.3	30.3
Volume/Cap:	0.24	0.60	0.20	0.14	0.60	0.07	0.43	0.60	0.60	0.60	0.45	0.45
Delay/Veh:	47.0	53.1	35.0	28.2	35.8	18.6	59.7	50.8	50.8	64.0	48.0	48.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.0	53.1	35.0	28.2	35.8	18.6	59.7	50.8	50.8	64.0	48.0	48.0
LOS by Move:	D	D	D	C	D	B	E	D	D	E	D	D
HCM2kAvgQ:	3	10	4	3	14	1	4	10	10	5	7	7

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

Downtown College Prep
San Jose

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

Intersection #3654: LINCOLN/WILLOW



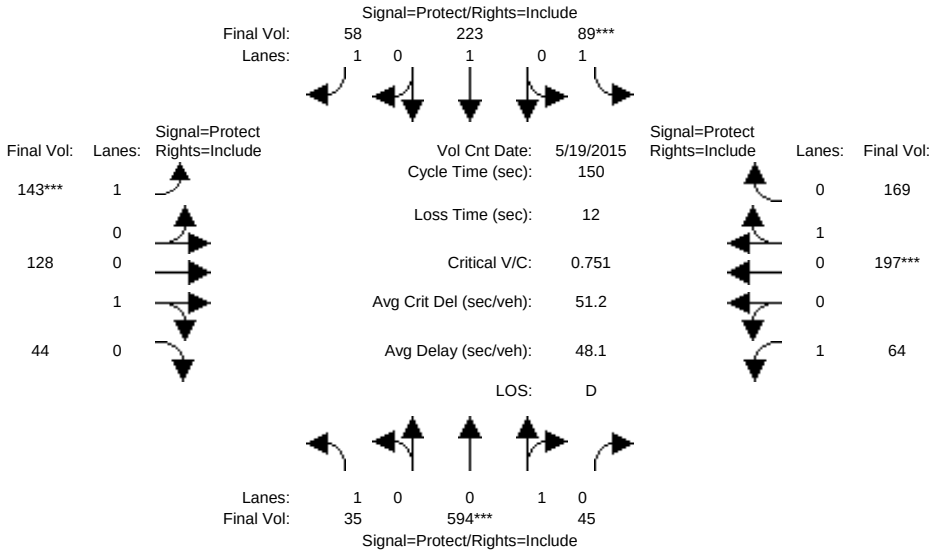
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 8:00-9:00AM												
Base Vol:	35	570	43	87	206	57	142	118	44	64	169	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:	35	570	43	87	206	57	142	118	44	64	169	167
Added Vol:	0	0	0	0	0	0	0	4	0	0	3	0
ATI:	0	23	2	1	11	1	1	2	0	0	15	1
Initial Fut:	35	593	45	88	217	58	143	124	44	64	187	168
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	593	45	88	217	58	143	124	44	64	187	168
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	593	45	88	217	58	143	124	44	64	187	168
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	593	45	88	217	58	143	124	44	64	187	168
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	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.93	0.07	1.00	1.00	1.00	1.00	0.74	0.26	1.00	0.53	0.47
Final Sat.:	1750	1673	127	1750	1900	1750	1750	1329	471	1750	948	852
Capacity Analysis Module:												
Vol/Sat:	0.02	0.35	0.35	0.05	0.11	0.03	0.08	0.09	0.09	0.04	0.20	0.20
Crit Moves:		****		****			****				****	
Green Time:	23.7	71.5	71.5	10.2	58.0	58.0	16.5	37.5	37.5	18.8	39.8	39.8
Volume/Cap:	0.13	0.74	0.74	0.74	0.30	0.09	0.74	0.37	0.37	0.29	0.74	0.74
Delay/Veh:	54.5	35.3	35.3	90.8	32.1	29.2	79.1	47.0	47.0	60.3	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:	54.5	35.3	35.3	90.8	32.1	29.2	79.1	47.0	47.0	60.3	56.6	56.6
LOS by Move:	D	D	D	F	C	C	E	D	D	E	E	E
HCM2kAvgQ:	1	24	24	5	7	2	8	7	7	3	16	16

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

Downtown College Prep
San Jose

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

Intersection #3654: LINCOLN/WILLOW



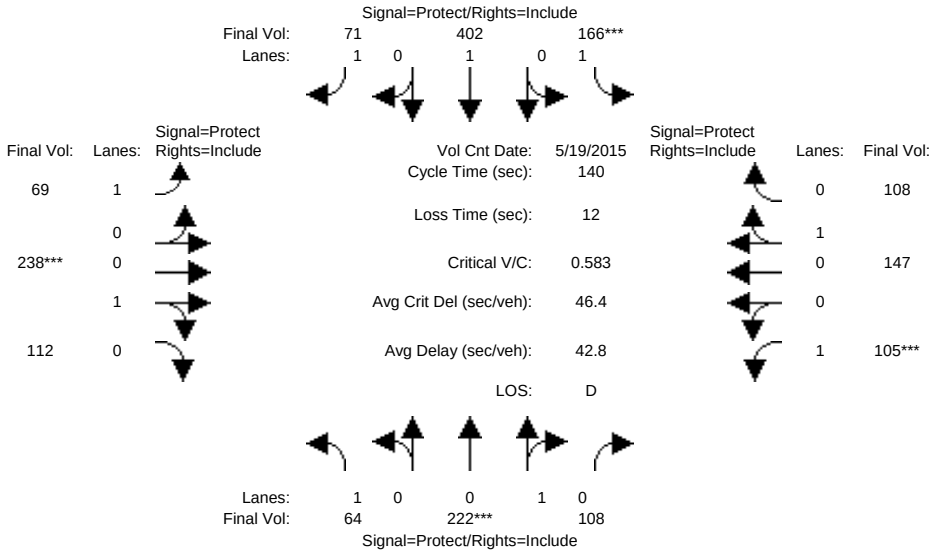
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 8:00-9:00AM												
Base Vol:	35	570	43	87	206	57	142	118	44	64	169	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:	35	570	43	87	206	57	142	118	44	64	169	167
Added Vol:	0	1	0	1	6	0	0	8	0	0	13	1
ATI:	0	23	2	1	11	1	1	2	0	0	15	1
Initial Fut:	35	594	45	89	223	58	143	128	44	64	197	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:	35	594	45	89	223	58	143	128	44	64	197	169
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	594	45	89	223	58	143	128	44	64	197	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:	35	594	45	89	223	58	143	128	44	64	197	169
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	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.93	0.07	1.00	1.00	1.00	1.00	0.74	0.26	1.00	0.54	0.46
Final Sat.:	1750	1673	127	1750	1900	1750	1750	1340	460	1750	969	831
Capacity Analysis Module:												
Vol/Sat:	0.02	0.36	0.36	0.05	0.12	0.03	0.08	0.10	0.10	0.04	0.20	0.20
Crit Moves:		****		****			****				****	
Green Time:	23.1	70.9	70.9	10.2	58.0	58.0	16.3	38.3	38.3	18.7	40.6	40.6
Volume/Cap:	0.13	0.75	0.75	0.75	0.30	0.09	0.75	0.37	0.37	0.29	0.75	0.75
Delay/Veh:	55.0	36.1	36.1	91.9	32.2	29.2	80.2	46.5	46.5	60.4	56.5	56.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.0	36.1	36.1	91.9	32.2	29.2	80.2	46.5	46.5	60.4	56.5	56.5
LOS by Move:	E	D	D	F	C	C	F	D	D	E	E	E
HCM2kAvgQ:	1	25	25	5	7	2	9	7	7	3	16	16

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

Downtown College Prep
San Jose

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

Intersection #3654: LINCOLN/WILLOW



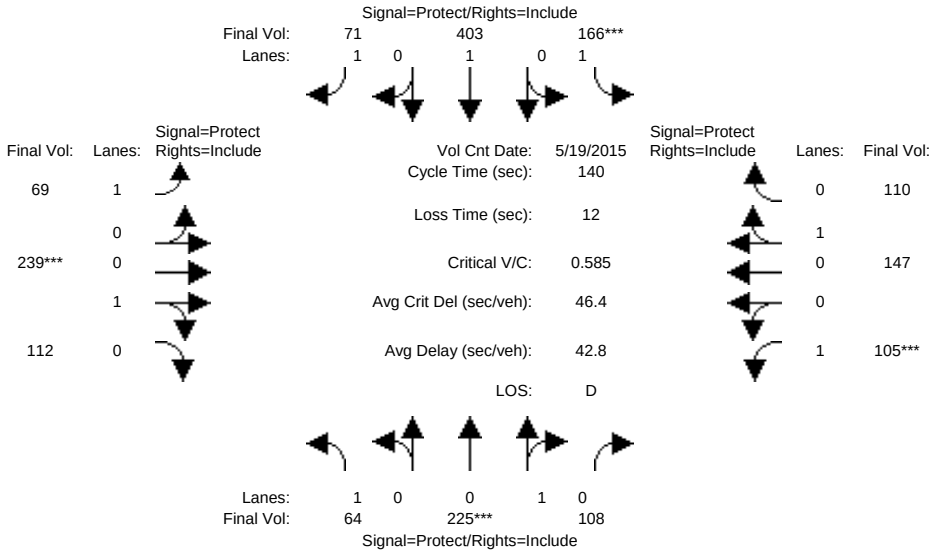
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 5:00-6:00PM												
Base Vol:	64	222	108	166	402	71	69	231	112	105	141	108
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	64	222	108	166	402	71	69	231	112	105	141	108
Added Vol:	0	0	0	0	0	0	0	7	0	0	6	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	64	222	108	166	402	71	69	238	112	105	147	108
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	64	222	108	166	402	71	69	238	112	105	147	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	222	108	166	402	71	69	238	112	105	147	108
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	64	222	108	166	402	71	69	238	112	105	147	108
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	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.67	0.33	1.00	1.00	1.00	1.00	0.68	0.32	1.00	0.58	0.42
Final Sat.:	1750	1211	589	1750	1900	1750	1750	1224	576	1750	1038	762
Capacity Analysis Module:												
Vol/Sat:	0.04	0.18	0.18	0.09	0.21	0.04	0.04	0.19	0.19	0.06	0.14	0.14
Crit Moves:		****		****				****		****		
Green Time:	12.8	44.1	44.1	22.8	54.1	54.1	16.0	46.7	46.7	14.4	45.2	45.2
Volume/Cap:	0.40	0.58	0.58	0.58	0.55	0.11	0.35	0.58	0.58	0.58	0.44	0.44
Delay/Veh:	61.6	41.8	41.8	57.3	34.3	27.6	58.3	40.0	40.0	64.7	37.9	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:	61.6	41.8	41.8	57.3	34.3	27.6	58.3	40.0	40.0	64.7	37.9	37.9
LOS by Move:	E	D	D	E	C	C	E	D	D	E	D	D
HCM2kAvgQ:	3	12	12	7	13	2	3	13	13	5	9	9

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

Downtown College Prep
San Jose

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

Intersection #3654: LINCOLN/WILLOW



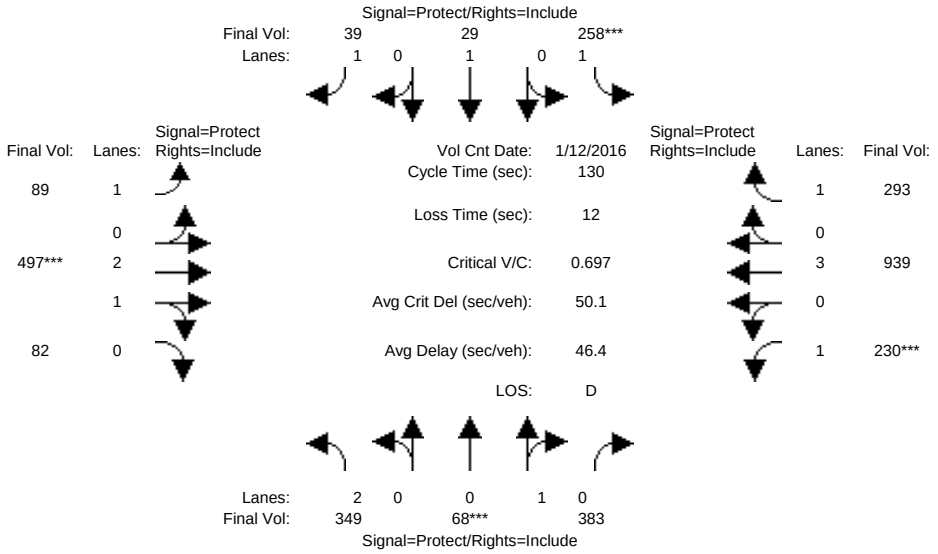
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 5:00-6:00PM												
Base Vol:	64	222	108	166	402	71	69	231	112	105	141	108
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	64	222	108	166	402	71	69	231	112	105	141	108
Added Vol:	0	3	0	0	1	0	0	8	0	0	6	2
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	64	225	108	166	403	71	69	239	112	105	147	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	64	225	108	166	403	71	69	239	112	105	147	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	225	108	166	403	71	69	239	112	105	147	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	64	225	108	166	403	71	69	239	112	105	147	110
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	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.68	0.32	1.00	1.00	1.00	1.00	0.68	0.32	1.00	0.57	0.43
Final Sat.:	1750	1216	584	1750	1900	1750	1750	1226	574	1750	1030	770
Capacity Analysis Module:												
Vol/Sat:	0.04	0.19	0.19	0.09	0.21	0.04	0.04	0.20	0.20	0.06	0.14	0.14
Crit Moves:		****		****				****		****		
Green Time:	12.8	44.3	44.3	22.7	54.2	54.2	15.8	46.7	46.7	14.4	45.2	45.2
Volume/Cap:	0.40	0.59	0.59	0.59	0.55	0.10	0.35	0.59	0.59	0.59	0.44	0.44
Delay/Veh:	61.6	41.7	41.7	57.4	34.2	27.5	58.4	40.1	40.1	64.9	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:	61.6	41.7	41.7	57.4	34.2	27.5	58.4	40.1	40.1	64.9	38.0	38.0
LOS by Move:	E	D	D	E	C	C	E	D	D	E	D	D
HCM2kAvgQ:	3	12	12	7	13	2	3	13	13	5	9	9

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

Downtown College Prep
San Jose

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

Intersection #3658: LUCRETIA/STORY



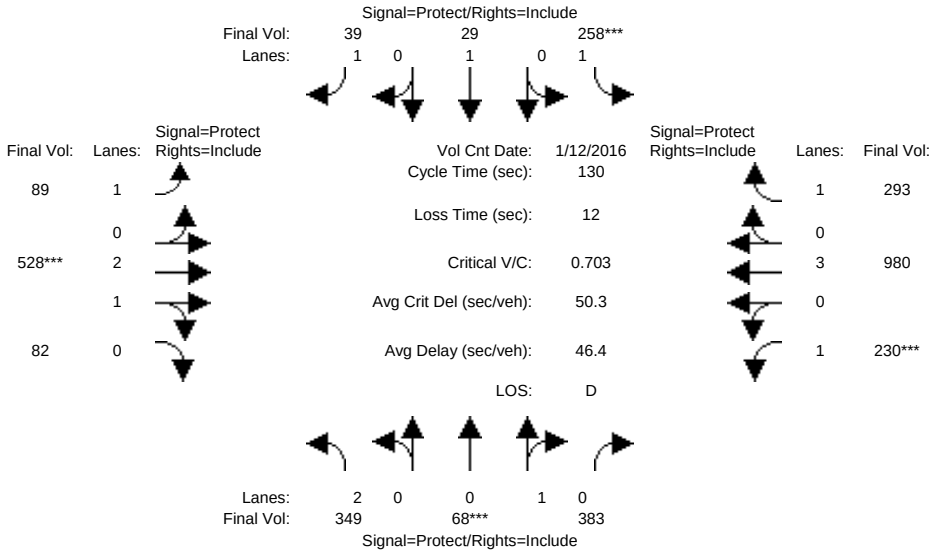
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 Jan 2016 << 7:15-8:15AM												
Base Vol:	349	51	383	64	17	1	5	495	82	230	936	102
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	349	51	383	64	17	1	5	495	82	230	936	102
Added Vol:	0	0	0	0	0	0	0	2	0	0	3	0
ATI:	0	17	0	194	12	38	84	0	0	0	0	191
Initial Fut:	349	68	383	258	29	39	89	497	82	230	939	293
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	349	68	383	258	29	39	89	497	82	230	939	293
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	349	68	383	258	29	39	89	497	82	230	939	293
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	349	68	383	258	29	39	89	497	82	230	939	293
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92
Lanes:	2.00	0.15	0.85	1.00	1.00	1.00	1.00	2.56	0.44	1.00	3.00	1.00
Final Sat.:	3150	271	1529	1750	1900	1750	1750	4806	793	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.25	0.25	0.15	0.02	0.02	0.05	0.10	0.10	0.13	0.16	0.17
Crit Moves:		****		****				****		****		
Green Time:	43.8	46.7	46.7	27.5	30.4	30.4	10.7	19.3	19.3	24.5	33.1	33.1
Volume/Cap:	0.33	0.70	0.70	0.70	0.07	0.10	0.62	0.70	0.70	0.70	0.65	0.66
Delay/Veh:	32.3	38.9	38.9	53.2	38.8	39.1	65.8	55.2	55.2	55.7	44.2	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:	32.3	38.9	38.9	53.2	38.8	39.1	65.8	55.2	55.2	55.7	44.2	46.9
LOS by Move:	C	D	D	D	D	D	E	E	E	E	D	D
HCM2kAvgQ:	6	17	17	11	1	1	5	9	9	9	11	11

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

Downtown College Prep
San Jose

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

Intersection #3658: LUCRETIA/STORY



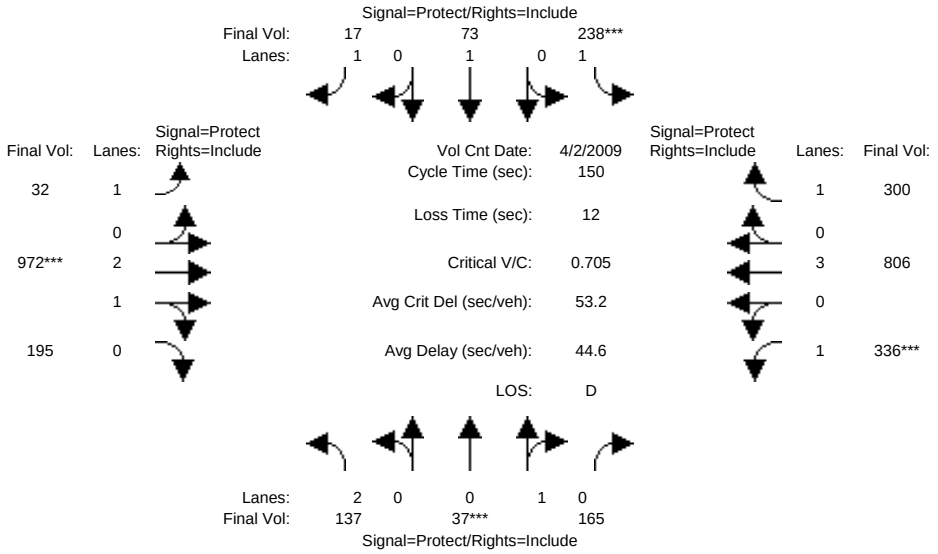
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 Jan 2016 << 7:15-8:15AM												
Base Vol:	349	51	383	64	17	1	5	495	82	230	936	102
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	349	51	383	64	17	1	5	495	82	230	936	102
Added Vol:	0	0	0	0	0	0	0	33	0	0	44	0
ATI:	0	17	0	194	12	38	84	0	0	0	0	191
Initial Fut:	349	68	383	258	29	39	89	528	82	230	980	293
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	349	68	383	258	29	39	89	528	82	230	980	293
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	349	68	383	258	29	39	89	528	82	230	980	293
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	349	68	383	258	29	39	89	528	82	230	980	293
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92
Lanes:	2.00	0.15	0.85	1.00	1.00	1.00	1.00	2.58	0.42	1.00	3.00	1.00
Final Sat.:	3150	271	1529	1750	1900	1750	1750	4846	753	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.25	0.25	0.15	0.02	0.02	0.05	0.11	0.11	0.13	0.17	0.17
Crit Moves:		****		****				****		****		
Green Time:	43.4	46.3	46.3	27.3	30.1	30.1	10.6	20.1	20.1	24.3	33.8	33.8
Volume/Cap:	0.33	0.70	0.70	0.70	0.07	0.10	0.62	0.70	0.70	0.70	0.66	0.64
Delay/Veh:	32.6	39.5	39.5	53.7	39.0	39.3	66.1	54.7	54.7	56.2	44.1	45.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.6	39.5	39.5	53.7	39.0	39.3	66.1	54.7	54.7	56.2	44.1	45.9
LOS by Move:	C	D	D	D	D	D	E	D	D	E	D	D
HCM2kAvgQ:	6	17	17	11	1	1	5	9	9	9	11	11

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

Downtown College Prep
San Jose

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

Intersection #3658: LUCRETIA/STORY



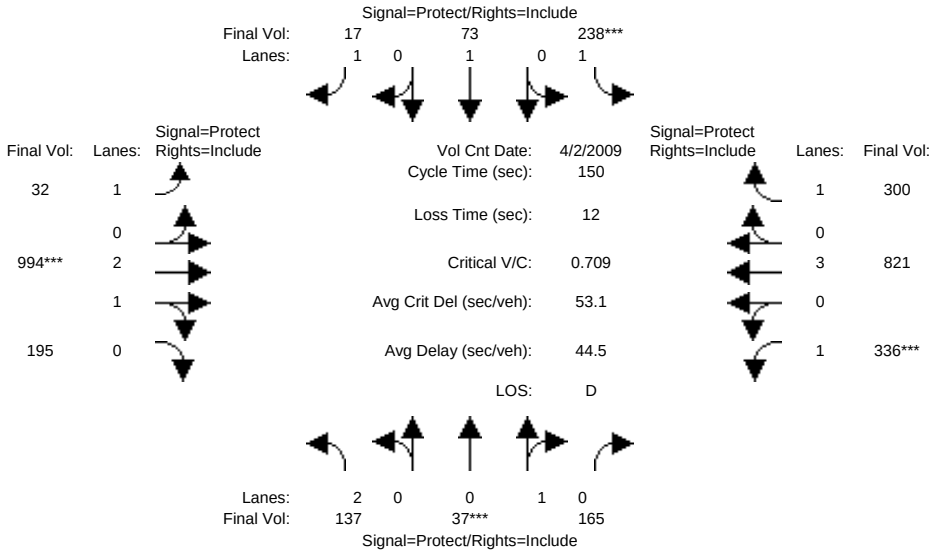
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 2 Apr 2009 << 5:00-6:00PM												
Base Vol:	137	37	165	238	73	17	32	967	195	336	801	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:	137	37	165	238	73	17	32	967	195	336	801	300
Added Vol:	0	0	0	0	0	0	0	5	0	0	5	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	137	37	165	238	73	17	32	972	195	336	806	300
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	137	37	165	238	73	17	32	972	195	336	806	300
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	137	37	165	238	73	17	32	972	195	336	806	300
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	137	37	165	238	73	17	32	972	195	336	806	300
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92
Lanes:	2.00	0.18	0.82	1.00	1.00	1.00	1.00	2.48	0.52	1.00	3.00	1.00
Final Sat.:	3150	330	1470	1750	1900	1750	1750	4663	935	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.11	0.11	0.14	0.04	0.01	0.02	0.21	0.21	0.19	0.14	0.17
Crit Moves:		****		****				****		****		
Green Time:	21.7	23.9	23.9	28.9	31.1	31.1	18.2	44.3	44.3	40.8	67.0	67.0
Volume/Cap:	0.30	0.71	0.71	0.71	0.19	0.05	0.15	0.71	0.71	0.71	0.32	0.38
Delay/Veh:	57.7	67.5	67.5	63.2	49.3	47.7	59.3	48.4	48.4	53.9	26.8	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:	57.7	67.5	67.5	63.2	49.3	47.7	59.3	48.4	48.4	53.9	26.8	28.1
LOS by Move:	E	E	E	E	D	D	E	D	D	D	C	C
HCM2kAvgQ:	3	10	10	12	3	1	1	17	17	15	8	9

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

Downtown College Prep
San Jose

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

Intersection #3658: LUCRETIA/STORY



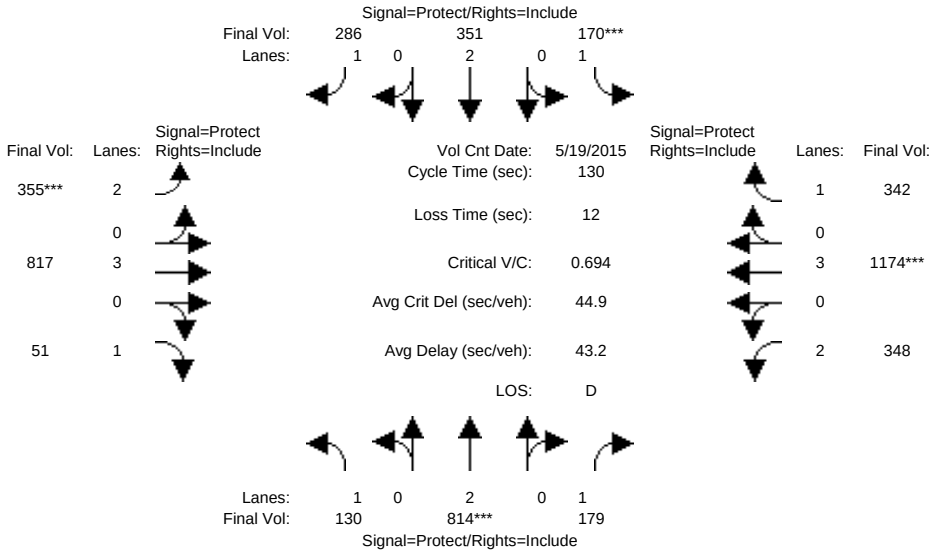
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 2 Apr 2009 << 5:00-6:00PM												
Base Vol:	137	37	165	238	73	17	32	967	195	336	801	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:	137	37	165	238	73	17	32	967	195	336	801	300
Added Vol:	0	0	0	0	0	0	0	27	0	0	20	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	137	37	165	238	73	17	32	994	195	336	821	300
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	137	37	165	238	73	17	32	994	195	336	821	300
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	137	37	165	238	73	17	32	994	195	336	821	300
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	137	37	165	238	73	17	32	994	195	336	821	300
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92
Lanes:	2.00	0.18	0.82	1.00	1.00	1.00	1.00	2.49	0.51	1.00	3.00	1.00
Final Sat.:	3150	330	1470	1750	1900	1750	1750	4680	918	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.11	0.11	0.14	0.04	0.01	0.02	0.21	0.21	0.19	0.14	0.17
Crit Moves:		****		****				****		****		
Green Time:	21.6	23.7	23.7	28.8	30.9	30.9	18.3	44.9	44.9	40.6	67.2	67.2
Volume/Cap:	0.30	0.71	0.71	0.71	0.19	0.05	0.15	0.71	0.71	0.71	0.32	0.38
Delay/Veh:	57.8	67.9	67.9	63.6	49.4	47.8	59.2	48.2	48.2	54.3	26.8	27.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.8	67.9	67.9	63.6	49.4	47.8	59.2	48.2	48.2	54.3	26.8	27.9
LOS by Move:	E	E	E	E	D	D	E	D	D	D	C	C
HCM2kAvgQ:	4	10	10	12	3	1	1	17	17	15	8	9

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

Downtown College Prep
San Jose

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

Intersection #3683: McLAUGHLIN/STORY



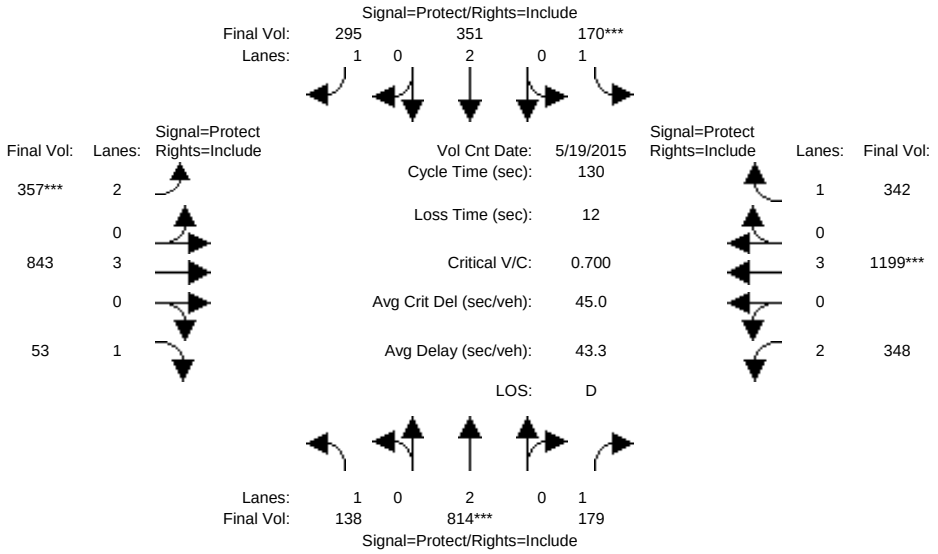
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 7:30-8:30AM												
Base Vol:	98	809	179	170	351	231	318	689	27	348	980	341
Growth Adj:	1.00	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	809	179	170	351	231	318	689	27	348	980	341
Added Vol:	0	0	0	0	0	0	0	2	0	0	3	0
ATI:	32	5	0	0	0	55	37	126	24	0	191	1
Initial Fut:	130	814	179	170	351	286	355	817	51	348	1174	342
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	130	814	179	170	351	286	355	817	51	348	1174	342
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	814	179	170	351	286	355	817	51	348	1174	342
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	130	814	179	170	351	286	355	817	51	348	1174	342
Saturation Flow Module:												
Sat/Lane:	1900	1900	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	0.21	0.10	0.10	0.09	0.16	0.11	0.14	0.03	0.11	0.21	0.20
Crit Moves:		****		****			****				****	
Green Time:	18.2	40.1	40.1	18.2	40.1	40.1	21.1	33.7	33.7	26.0	38.6	38.6
Volume/Cap:	0.53	0.69	0.33	0.69	0.30	0.53	0.69	0.55	0.11	0.55	0.69	0.66
Delay/Veh:	54.1	41.4	35.0	61.6	34.4	38.2	55.5	42.1	36.8	47.9	41.8	43.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.1	41.4	35.0	61.6	34.4	38.2	55.5	42.1	36.8	47.9	41.8	43.1
LOS by Move:	D	D	C	E	C	D	E	D	D	D	D	D
HCM2kAvgQ:	6	15	6	8	5	10	8	9	2	7	13	12

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

Downtown College Prep
San Jose

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

Intersection #3683: McLAUGHLIN/STORY



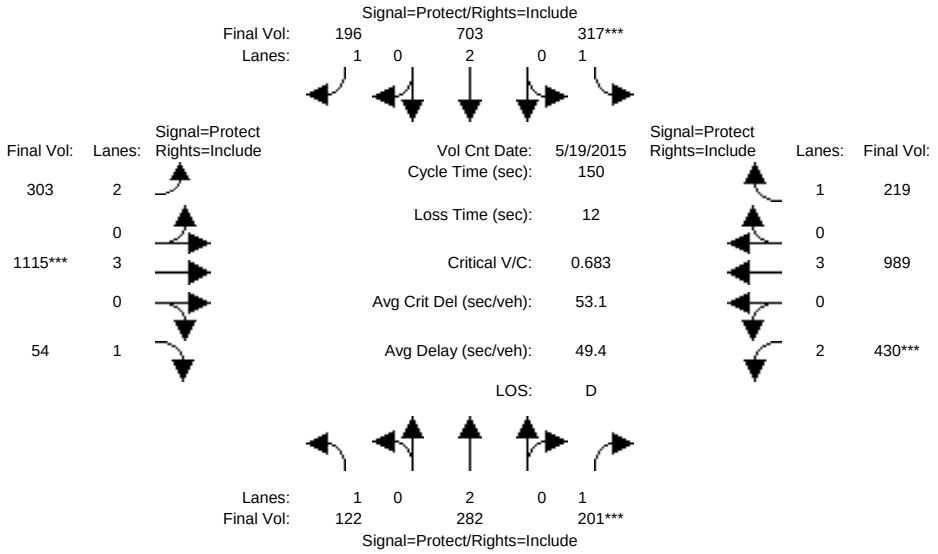
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 7:30-8:30AM												
Base Vol:	98	809	179	170	351	231	318	689	27	348	980	341
Growth Adj:	1.00	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	809	179	170	351	231	318	689	27	348	980	341
Added Vol:	8	0	0	0	0	9	2	28	2	0	28	0
ATI:	32	5	0	0	0	55	37	126	24	0	191	1
Initial Fut:	138	814	179	170	351	295	357	843	53	348	1199	342
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	814	179	170	351	295	357	843	53	348	1199	342
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	138	814	179	170	351	295	357	843	53	348	1199	342
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	138	814	179	170	351	295	357	843	53	348	1199	342
Saturation Flow Module:												
Sat/Lane:	1900	1900	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:	0.08	0.21	0.10	0.10	0.09	0.17	0.11	0.15	0.03	0.11	0.21	0.20
Crit Moves:		****		****			****				****	
Green Time:	18.4	39.8	39.8	18.1	39.4	39.4	21.1	34.4	34.4	25.7	39.1	39.1
Volume/Cap:	0.56	0.70	0.33	0.70	0.30	0.56	0.70	0.56	0.11	0.56	0.70	0.65
Delay/Veh:	54.7	41.7	35.2	62.1	34.9	39.3	55.8	41.7	36.3	48.2	41.6	42.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.7	41.7	35.2	62.1	34.9	39.3	55.8	41.7	36.3	48.2	41.6	42.4
LOS by Move:	D	D	D	E	C	D	E	D	D	D	D	D
HCM2kAvgQ:	6	15	6	8	5	11	8	9	2	7	14	12

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

Downtown College Prep
San Jose

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

Intersection #3683: McLAUGHLIN/STORY



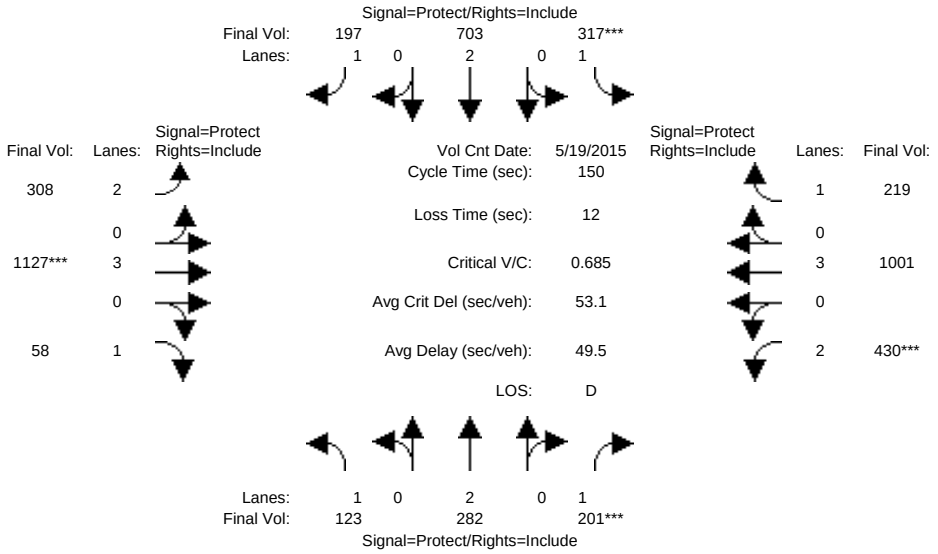
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 4:00-5:00PM												
Base Vol:	122	282	201	317	703	196	303	1110	54	430	984	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:	122	282	201	317	703	196	303	1110	54	430	984	219
Added Vol:	0	0	0	0	0	0	0	5	0	0	5	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	122	282	201	317	703	196	303	1115	54	430	989	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:	122	282	201	317	703	196	303	1115	54	430	989	219
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	122	282	201	317	703	196	303	1115	54	430	989	219
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	122	282	201	317	703	196	303	1115	54	430	989	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:	0.07	0.07	0.11	0.18	0.19	0.11	0.10	0.20	0.03	0.14	0.17	0.13
Crit Moves:			****	****				****		****		
Green Time:	17.8	25.2	25.2	39.8	47.2	47.2	26.0	43.0	43.0	30.0	46.9	46.9
Volume/Cap:	0.59	0.44	0.68	0.68	0.59	0.36	0.55	0.68	0.11	0.68	0.55	0.40
Delay/Veh:	67.0	56.5	65.1	53.6	44.0	40.0	57.9	48.7	39.5	58.7	43.2	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:	67.0	56.5	65.1	53.6	44.0	40.0	57.9	48.7	39.5	58.7	43.2	40.9
LOS by Move:	E	E	E	D	D	D	E	D	D	E	D	D
HCM2kAvgQ:	7	6	10	15	14	7	7	15	2	11	12	8

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

Downtown College Prep
San Jose

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

Intersection #3683: McLAUGHLIN/STORY



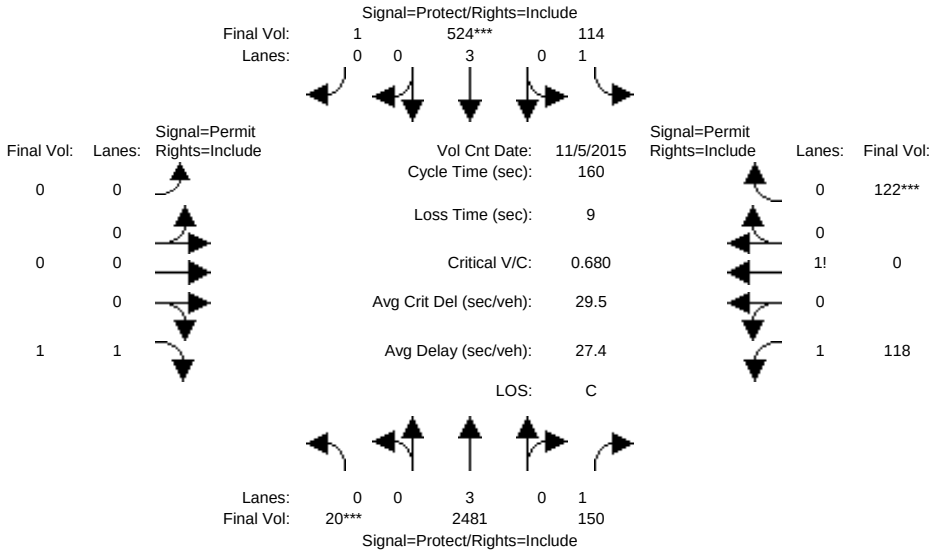
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 4:00-5:00PM												
Base Vol:	122	282	201	317	703	196	303	1110	54	430	984	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:	122	282	201	317	703	196	303	1110	54	430	984	219
Added Vol:	1	0	0	0	0	1	5	17	4	0	17	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	123	282	201	317	703	197	308	1127	58	430	1001	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:	123	282	201	317	703	197	308	1127	58	430	1001	219
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	123	282	201	317	703	197	308	1127	58	430	1001	219
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	123	282	201	317	703	197	308	1127	58	430	1001	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:	0.07	0.07	0.11	0.18	0.19	0.11	0.10	0.20	0.03	0.14	0.18	0.13
Crit Moves:			****	****				****		****		
Green Time:	17.8	25.2	25.2	39.7	47.0	47.0	26.2	43.3	43.3	29.9	47.0	47.0
Volume/Cap:	0.59	0.44	0.69	0.69	0.59	0.36	0.56	0.69	0.11	0.69	0.56	0.40
Delay/Veh:	67.1	56.6	65.3	53.8	44.2	40.3	58.0	48.5	39.4	58.8	43.3	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:	67.1	56.6	65.3	53.8	44.2	40.3	58.0	48.5	39.4	58.8	43.3	40.9
LOS by Move:	E	E	E	D	D	D	E	D	D	E	D	D
HCM2kAvgQ:	7	6	10	15	14	7	7	15	2	11	12	8

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

Downtown College Prep
San Jose

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

Intersection #3704: MONTEREY/PHELAN



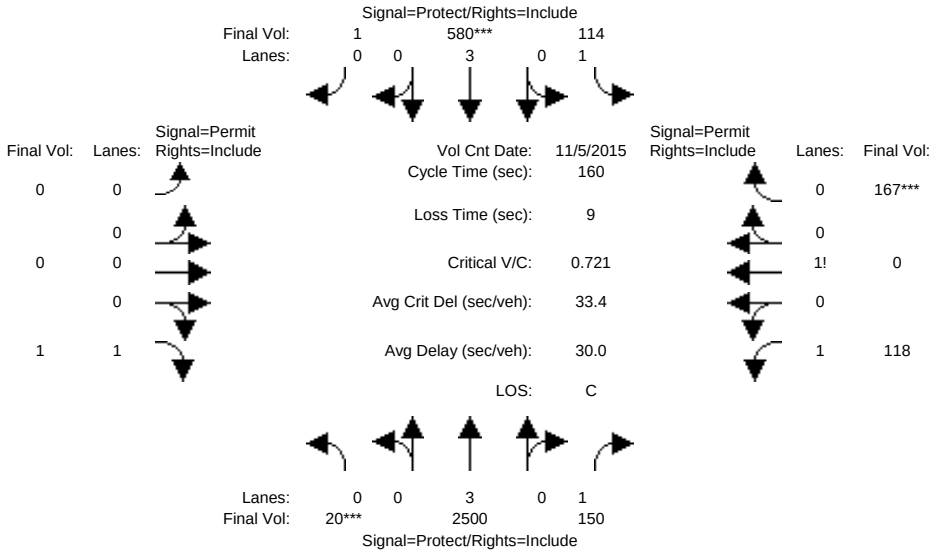
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Min. Green:	0	10	10		7	10	0		0	0	10		10	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 5 Nov 2015 <<																
Base Vol:	20	2359	143		105	450	1		0	0	1		114	0	104	
Growth Adj:	1.00	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	2359	143		105	450	1		0	0	1		114	0	104	
Added Vol:	0	18	0		0	13	0		0	0	0		0	0	6	
ATI:	0	104	7		9	61	0		0	0	0		4	0	12	
Initial Fut:	20	2481	150		114	524	1		0	0	1		118	0	122	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	20	2481	150		114	524	1		0	0	1		118	0	122	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	20	2481	150		114	524	1		0	0	1		118	0	122	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	20	2481	150		114	524	1		0	0	1		118	0	122	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.98	0.92		0.92	0.98	0.95		0.92	1.00	0.92		0.92	1.00	0.95	
Lanes:	0.02	2.98	1.00		1.00	2.99	0.01		0.00	0.00	1.00		1.33	0.00	0.67	
Final Sat.:	45	5555	1750		1750	5589	11		0	0	1750		2331	0	1202	
Capacity Analysis Module:																
Vol/Sat:	0.45	0.45	0.09		0.07	0.09	0.09		0.00	0.00	0.00		0.05	0.00	0.10	
Crit Moves:	****					****									****	
Green Time:	105.1	111	110.9		16.2	22.1	22.1		0.0	0.0	23.9		23.9	0.0	23.9	
Volume/Cap:	0.68	0.64	0.12		0.64	0.68	0.68		0.00	0.00	0.00		0.34	0.00	0.68	
Delay/Veh:	17.6	14.0	8.3		77.0	68.1	68.1		0.0	0.0	57.9		61.3	0.0	69.8	
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:	17.6	14.0	8.3		77.0	68.1	68.1		0.0	0.0	57.9		61.3	0.0	69.8	
LOS by Move:	B	B	A		E	E	E		A	A	E		E	A	E	
HCM2kAvgQ:	25	23	3		6	8	8		0	0	0		4	0	9	

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

Downtown College Prep
San Jose

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

Intersection #3704: MONTEREY/PHELAN



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Min. Green:	0	10	10		7	10	0		0	0	10		10	10	10	
Y+R:	4.0	4.0	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 2015 <<																
Base Vol:	20	2359	143		105	450	1		0	0	1		114	0	104	
Growth Adj:	1.00	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	2359	143		105	450	1		0	0	1		114	0	104	
Added Vol:	0	37	0		0	69	0		0	0	0		0	0	51	
ATI:	0	104	7		9	61	0		0	0	0		4	0	12	
Initial Fut:	20	2500	150		114	580	1		0	0	1		118	0	167	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	20	2500	150		114	580	1		0	0	1		118	0	167	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	20	2500	150		114	580	1		0	0	1		118	0	167	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	20	2500	150		114	580	1		0	0	1		118	0	167	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.98	0.92		0.92	0.98	0.95		0.92	1.00	0.92		0.92	1.00	0.95	
Lanes:	0.02	2.98	1.00		1.00	2.99	0.01		0.00	0.00	1.00		1.27	0.00	0.73	
Final Sat.:	44	5555	1750		1750	5590	10		0	0	1750		2216	0	1320	
Capacity Analysis Module:																
Vol/Sat:	0.45	0.45	0.09		0.07	0.10	0.10		0.00	0.00	0.00		0.05	0.00	0.13	
Crit Moves:	****					****									****	
Green Time:	99.9	107	107.4		15.5	23.0	23.0		0.0	0.0	28.1		28.1	0.0	28.1	
Volume/Cap:	0.72	0.67	0.13		0.67	0.72	0.72		0.00	0.00	0.00		0.30	0.00	0.72	
Delay/Veh:	21.3	16.2	9.5		79.7	68.6	68.6		0.0	0.0	54.4		57.6	0.0	68.6	
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:	21.3	16.2	9.5		79.7	68.6	68.6		0.0	0.0	54.4		57.6	0.0	68.6	
LOS by Move:	C	B	A		E	E	E		A	A	D		E	A	E	
HCM2kAvgQ:	28	25	3		6	9	9		0	0	0		4	0	11	

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

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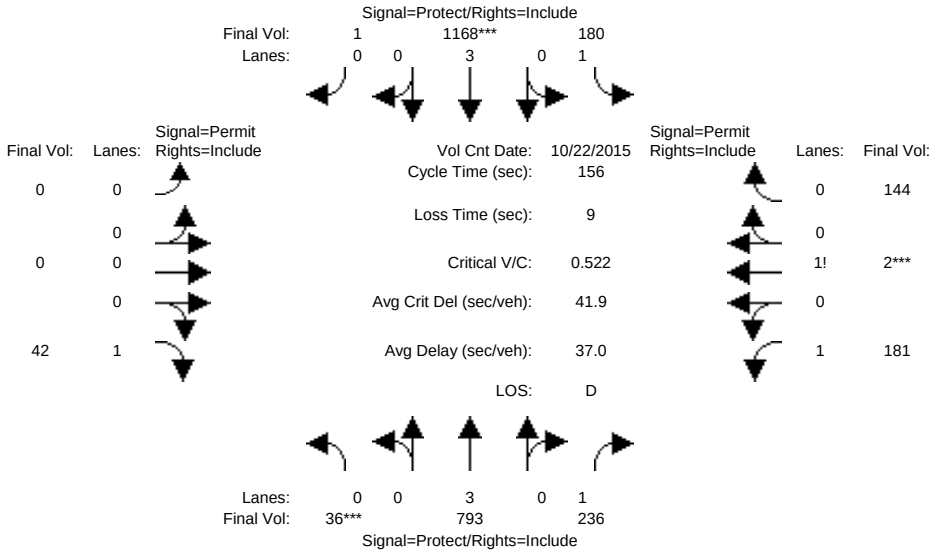
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background (PM)

Intersection #3704: MONTEREY/PHELAN



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	7	10	0	0	0	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Oct 2015 <<												
Base Vol:	36	759	236	180	1136	1	0	0	42	181	2	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:	36	759	236	180	1136	1	0	0	42	181	2	132
Added Vol:	0	34	0	0	32	0	0	0	0	0	0	12
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	793	236	180	1168	1	0	0	42	181	2	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:	36	793	236	180	1168	1	0	0	42	181	2	144
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	793	236	180	1168	1	0	0	42	181	2	144
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	36	793	236	180	1168	1	0	0	42	181	2	144
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	0.14	2.86	1.00	1.00	2.99	0.01	0.00	0.00	1.00	1.38	0.01	0.61
Final Sat.:	243	5356	1750	1750	5595	5	0	0	1750	2420	15	1066
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.13	0.10	0.21	0.21	0.00	0.00	0.02	0.07	0.14	0.14
Crit Moves:	****				****						****	
Green Time:	44.2	62.9	62.9	43.7	62.4	62.4	0.0	0.0	40.4	40.4	40.4	40.4
Volume/Cap:	0.52	0.37	0.33	0.37	0.52	0.52	0.00	0.00	0.09	0.29	0.52	0.52
Delay/Veh:	47.3	32.7	32.4	45.5	35.7	35.7	0.0	0.0	44.0	46.4	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:	47.3	32.7	32.4	45.5	35.7	35.7	0.0	0.0	44.0	46.4	50.3	50.3
LOS by Move:	D	C	C	D	D	D	A	A	D	D	D	D
HCM2kAvgQ:	11	9	8	7	14	14	0	0	2	5	10	10

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

Downtown College Prep
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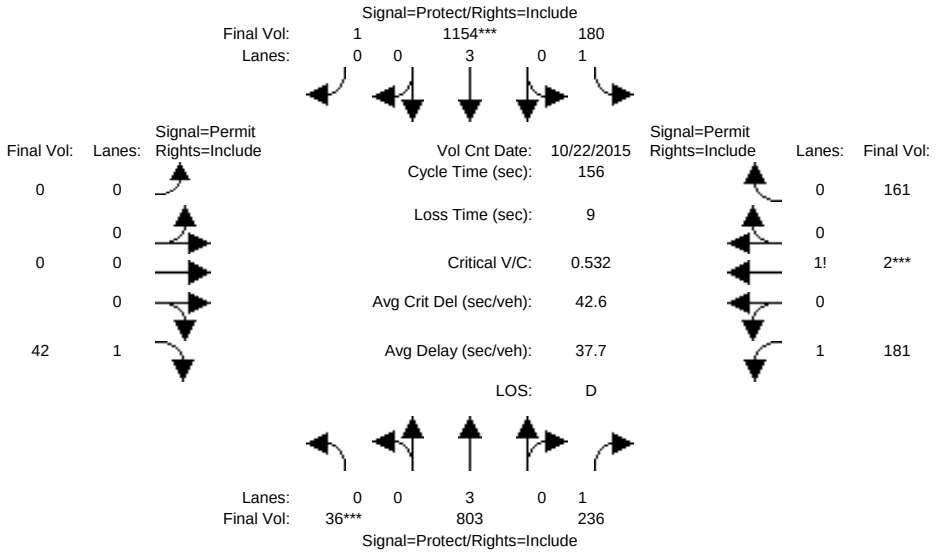
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background + P (PM)

Intersection #3704: MONTEREY/PHELAN



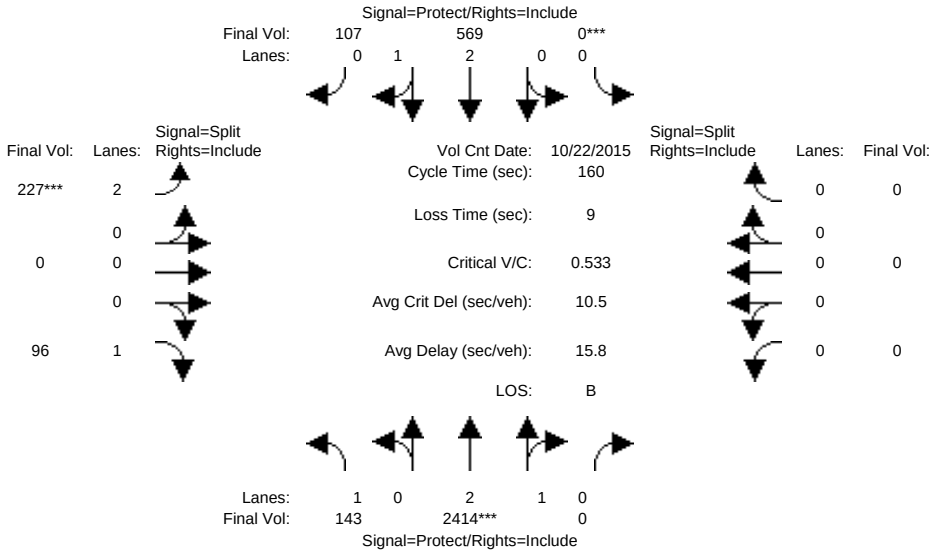
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Oct 2015 <<												
Base Vol:	36	759	236	180	1136	1	0	0	42	181	2	132
Growth 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:	36	759	236	180	1136	1	0	0	42	181	2	132
Added Vol:	0	44	0	0	18	0	0	0	0	0	0	29
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	803	236	180	1154	1	0	0	42	181	2	161
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	36	803	236	180	1154	1	0	0	42	181	2	161
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	803	236	180	1154	1	0	0	42	181	2	161
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	36	803	236	180	1154	1	0	0	42	181	2	161
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	0.13	2.87	1.00	1.00	2.99	0.01	0.00	0.00	1.00	1.36	0.01	0.63
Final Sat.:	240	5359	1750	1750	5595	5	0	0	1750	2375	14	1111
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.13	0.10	0.21	0.21	0.00	0.00	0.02	0.08	0.14	0.14
Crit Moves:	****				****						****	
Green Time:	44.0	62.0	62.0	42.5	60.5	60.5	0.0	0.0	42.5	42.5	42.5	42.5
Volume/Cap:	0.53	0.38	0.34	0.38	0.53	0.53	0.00	0.00	0.09	0.28	0.53	0.53
Delay/Veh:	47.7	33.4	33.1	46.5	37.1	37.1	0.0	0.0	42.4	44.8	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:	47.7	33.4	33.1	46.5	37.1	37.1	0.0	0.0	42.4	44.8	49.1	49.1
LOS by Move:	D	C	C	D	D	D	A	A	D	D	D	D
HCM2kAvgQ:	12	9	8	7	14	14	0	0	2	5	11	11

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

Downtown College Prep
San Jose

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

Intersection #3705: MONTEREY/SAN JOSE



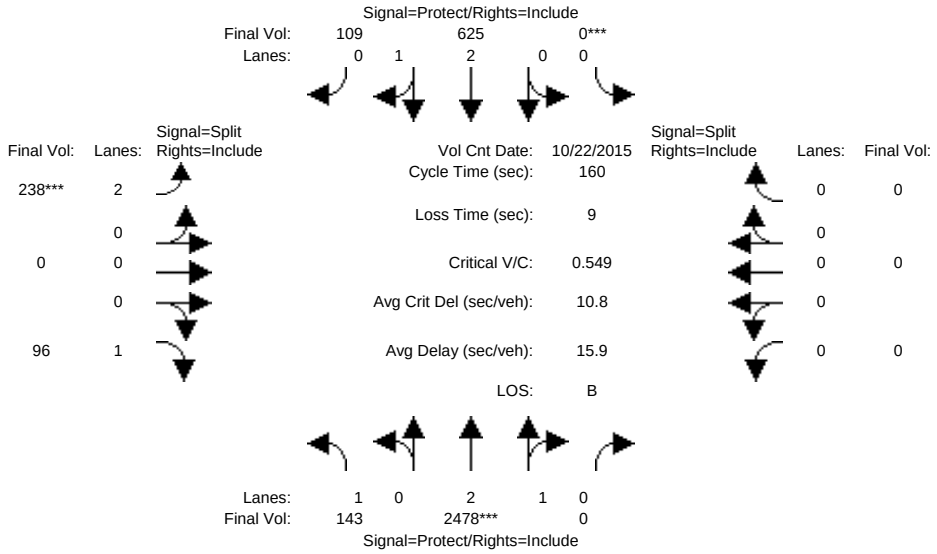
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Oct 2015 <<												
Base Vol:	143	2262	0	0	480	97	212	0	96	0	0	0
Growth 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:	143	2262	0	0	480	97	212	0	96	0	0	0
Added Vol:	0	24	0	0	13	0	0	0	0	0	0	0
ATI:	0	128	0	0	76	10	15	0	0	0	0	0
Initial Fut:	143	2414	0	0	569	107	227	0	96	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:	143	2414	0	0	569	107	227	0	96	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	143	2414	0	0	569	107	227	0	96	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:	143	2414	0	0	569	107	227	0	96	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.92	0.92	0.99	0.95	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	0.00	0.00	2.51	0.49	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	5600	0	0	4712	886	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.08	0.43	0.00	0.00	0.12	0.12	0.07	0.00	0.05	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green Time:	52.2	129	0.0	0.0	77.2	77.2	21.6	0.0	21.6	0.0	0.0	0.0
Volume/Cap:	0.25	0.53	0.00	0.00	0.25	0.25	0.53	0.00	0.41	0.00	0.00	0.00
Delay/Veh:	39.8	5.3	0.0	0.0	24.4	24.4	65.8	0.0	64.4	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:	39.8	5.3	0.0	0.0	24.4	24.4	65.8	0.0	64.4	0.0	0.0	0.0
LOS by Move:	D	A	A	A	C	C	E	A	E	A	A	A
HCM2kAvgQ:	5	13	0	0	6	6	7	0	5	0	0	0

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

Downtown College Prep
San Jose

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

Intersection #3705: MONTEREY/SAN JOSE



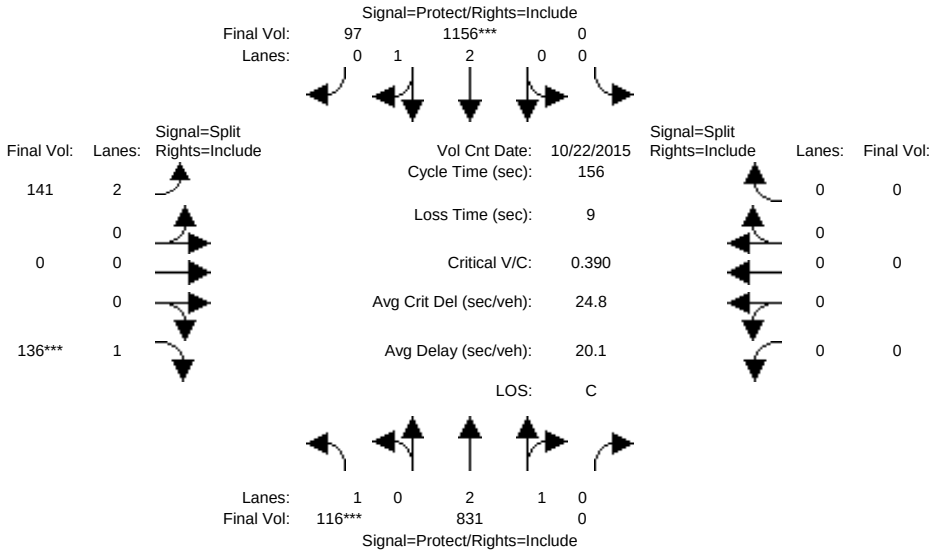
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Oct 2015 <<												
Base Vol:	143	2262	0	0	480	97	212	0	96	0	0	0
Growth 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:	143	2262	0	0	480	97	212	0	96	0	0	0
Added Vol:	0	88	0	0	69	2	11	0	0	0	0	0
ATI:	0	128	0	0	76	10	15	0	0	0	0	0
Initial Fut:	143	2478	0	0	625	109	238	0	96	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:	143	2478	0	0	625	109	238	0	96	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	143	2478	0	0	625	109	238	0	96	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:	143	2478	0	0	625	109	238	0	96	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.92	0.92	0.99	0.95	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	0.00	0.00	2.54	0.46	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	5600	0	0	4767	831	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.08	0.44	0.00	0.00	0.13	0.13	0.08	0.00	0.05	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green Time:	49.5	129	0.0	0.0	79.5	79.5	22.0	0.0	22.0	0.0	0.0	0.0
Volume/Cap:	0.26	0.55	0.00	0.00	0.26	0.26	0.55	0.00	0.40	0.00	0.00	0.00
Delay/Veh:	41.8	5.5	0.0	0.0	23.4	23.4	65.9	0.0	64.0	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:	41.8	5.5	0.0	0.0	23.4	23.4	65.9	0.0	64.0	0.0	0.0	0.0
LOS by Move:	D	A	A	A	C	C	E	A	E	A	A	A
HCM2kAvgQ:	5	14	0	0	7	7	7	0	5	0	0	0

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

Downtown College Prep
San Jose

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

Intersection #3705: MONTEREY/SAN JOSE



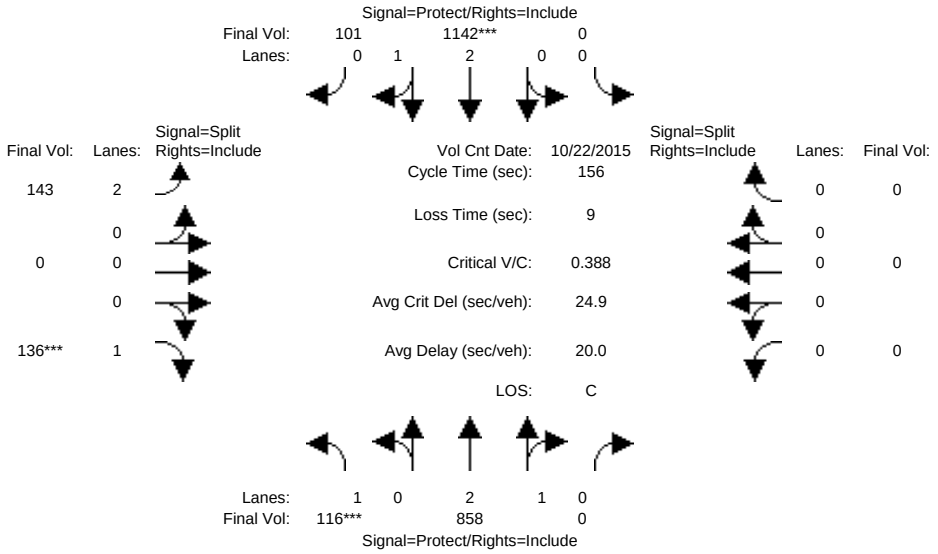
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Oct 2015 <<												
Base Vol:	116	785	0	0	1124	97	141	0	136	0	0	0
Growth 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	785	0	0	1124	97	141	0	136	0	0	0
Added Vol:	0	46	0	0	32	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	116	831	0	0	1156	97	141	0	136	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	831	0	0	1156	97	141	0	136	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	831	0	0	1156	97	141	0	136	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	116	831	0	0	1156	97	141	0	136	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.92	0.92	0.99	0.95	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	0.00	0.00	2.76	0.24	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	5600	0	0	5166	433	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.15	0.00	0.00	0.22	0.22	0.04	0.00	0.08	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green Time:	26.5	116	0.0	0.0	89.4	89.4	31.1	0.0	31.1	0.0	0.0	0.0
Volume/Cap:	0.39	0.20	0.00	0.00	0.39	0.39	0.22	0.00	0.39	0.00	0.00	0.00
Delay/Veh:	58.4	6.1	0.0	0.0	18.4	18.4	52.6	0.0	55.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.4	6.1	0.0	0.0	18.4	18.4	52.6	0.0	55.0	0.0	0.0	0.0
LOS by Move:	E	A	A	A	B	B	D	A	D	A	A	A
HCM2kAvgQ:	5	4	0	0	11	11	3	0	6	0	0	0

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

Downtown College Prep
San Jose

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

Intersection #3705: MONTEREY/SAN JOSE



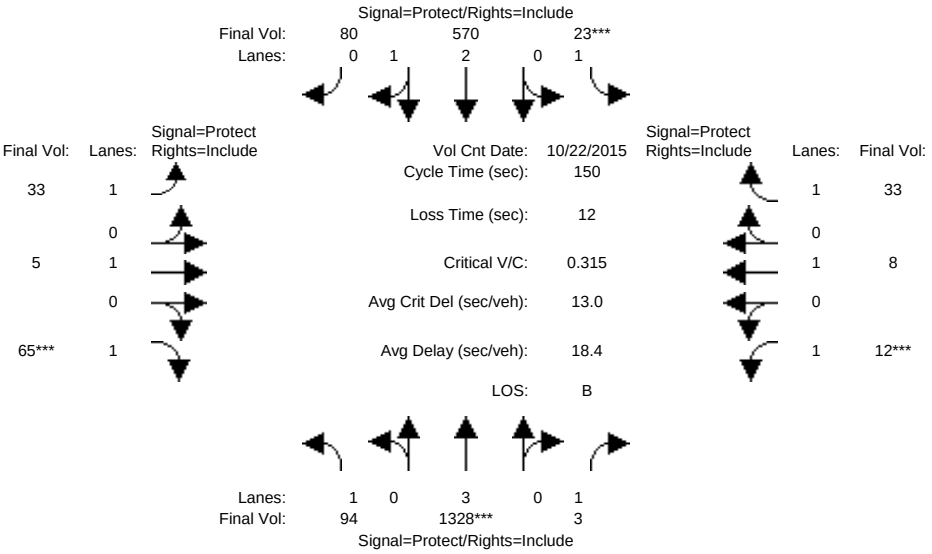
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Oct 2015 <<												
Base Vol:	116	785	0	0	1124	97	141	0	136	0	0	0
Growth 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	785	0	0	1124	97	141	0	136	0	0	0
Added Vol:	0	73	0	0	18	4	2	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	116	858	0	0	1142	101	143	0	136	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	858	0	0	1142	101	143	0	136	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	858	0	0	1142	101	143	0	136	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	116	858	0	0	1142	101	143	0	136	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.92	0.92	0.99	0.95	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	0.00	0.00	2.75	0.25	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	5600	0	0	5144	455	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.15	0.00	0.00	0.22	0.22	0.05	0.00	0.08	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green Time:	26.6	116	0.0	0.0	89.2	89.2	31.2	0.0	31.2	0.0	0.0	0.0
Volume/Cap:	0.39	0.21	0.00	0.00	0.39	0.39	0.23	0.00	0.39	0.00	0.00	0.00
Delay/Veh:	58.3	6.1	0.0	0.0	18.5	18.5	52.5	0.0	54.8	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:	58.3	6.1	0.0	0.0	18.5	18.5	52.5	0.0	54.8	0.0	0.0	0.0
LOS by Move:	E	A	A	A	B	B	D	A	D	A	A	A
HCM2kAvgQ:	5	4	0	0	11	11	3	0	6	0	0	0

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

Downtown College Prep
San Jose

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

Intersection #3739: PHELAN/SENTER



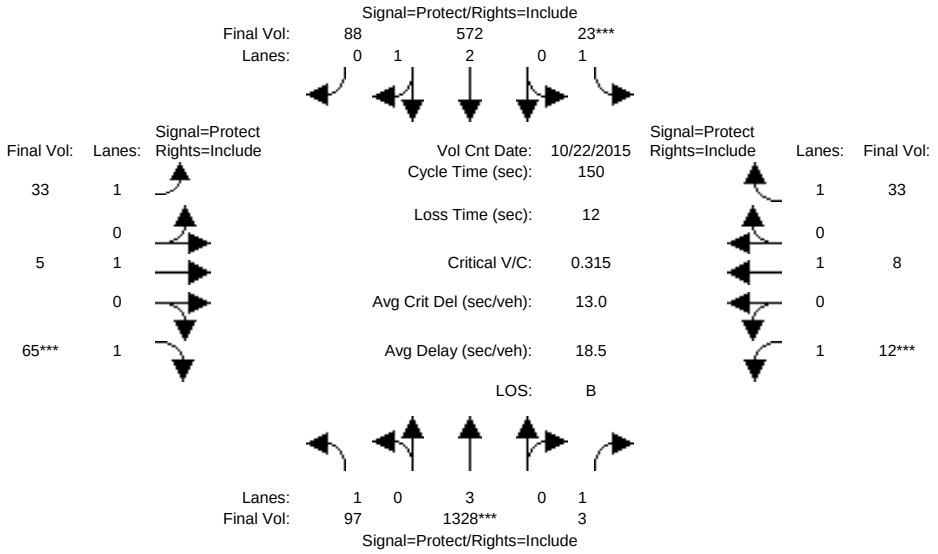
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Oct 2015 <<												
Base Vol:	94	1328	3	23	570	79	33	5	65	12	8	33
Growth 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:	94	1328	3	23	570	79	33	5	65	12	8	33
Added Vol:	0	0	0	0	0	1	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	94	1328	3	23	570	80	33	5	65	12	8	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:	94	1328	3	23	570	80	33	5	65	12	8	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	1328	3	23	570	80	33	5	65	12	8	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	94	1328	3	23	570	80	33	5	65	12	8	33
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	2.62	0.38	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	1750	4910	689	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.23	0.00	0.01	0.12	0.12	0.02	0.00	0.04	0.01	0.00	0.02
Crit Moves:		****		****					****	****		
Green Time:	35.2	104	104.4	7.0	76.1	76.1	13.3	16.6	16.6	10.0	13.3	13.3
Volume/Cap:	0.23	0.33	0.00	0.28	0.23	0.23	0.21	0.02	0.33	0.10	0.05	0.21
Delay/Veh:	46.7	9.1	7.0	71.0	20.6	20.6	64.2	59.5	62.6	66.2	62.7	64.2
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:	46.7	9.1	7.0	71.0	20.6	20.6	64.2	59.5	62.6	66.2	62.7	64.2
LOS by Move:	D	A	A	E	C	C	E	E	E	E	E	E
HCM2kAvgQ:	4	8	0	1	5	5	1	0	3	1	0	2

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

Downtown College Prep
San Jose

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

Intersection #3739: PHELAN/SENTER



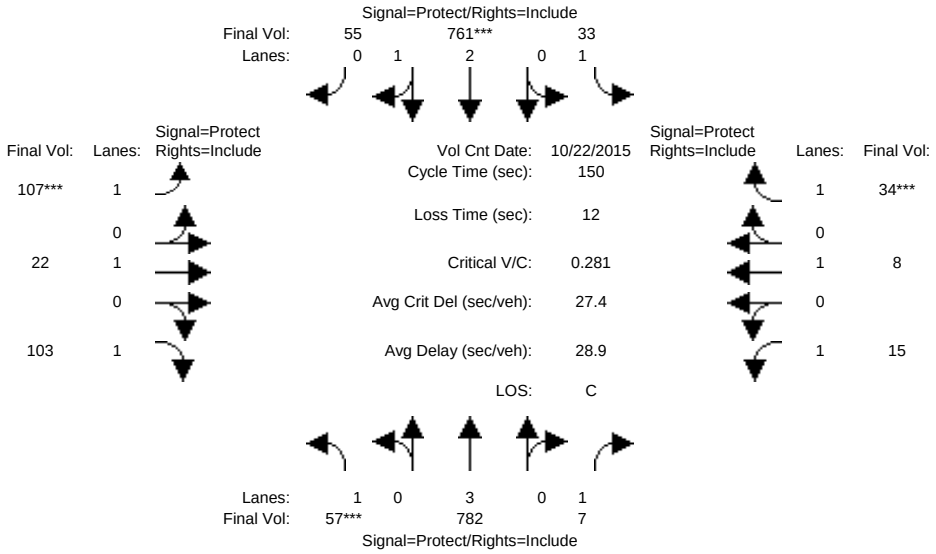
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Oct 2015 <<												
Base Vol:	94	1328	3	23	570	79	33	5	65	12	8	33
Growth 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:	94	1328	3	23	570	79	33	5	65	12	8	33
Added Vol:	3	0	0	0	2	9	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	97	1328	3	23	572	88	33	5	65	12	8	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:	97	1328	3	23	572	88	33	5	65	12	8	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	97	1328	3	23	572	88	33	5	65	12	8	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	97	1328	3	23	572	88	33	5	65	12	8	33
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	2.59	0.41	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	1750	4852	747	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.23	0.00	0.01	0.12	0.12	0.02	0.00	0.04	0.01	0.00	0.02
Crit Moves:		****		****					****	****		
Green Time:	35.6	104	104.4	7.0	75.7	75.7	13.3	16.6	16.6	10.0	13.3	13.3
Volume/Cap:	0.23	0.33	0.00	0.28	0.23	0.23	0.21	0.02	0.33	0.10	0.05	0.21
Delay/Veh:	46.5	9.1	7.0	71.0	20.9	20.9	64.2	59.5	62.6	66.2	62.7	64.2
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	9.1	7.0	71.0	20.9	20.9	64.2	59.5	62.6	66.2	62.7	64.2
LOS by Move:	D	A	A	E	C	C	E	E	E	E	E	E
HCM2kAvgQ:	4	8	0	1	6	6	1	0	3	1	0	2

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

Downtown College Prep
San Jose

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

Intersection #3739: PHELAN/SENTER



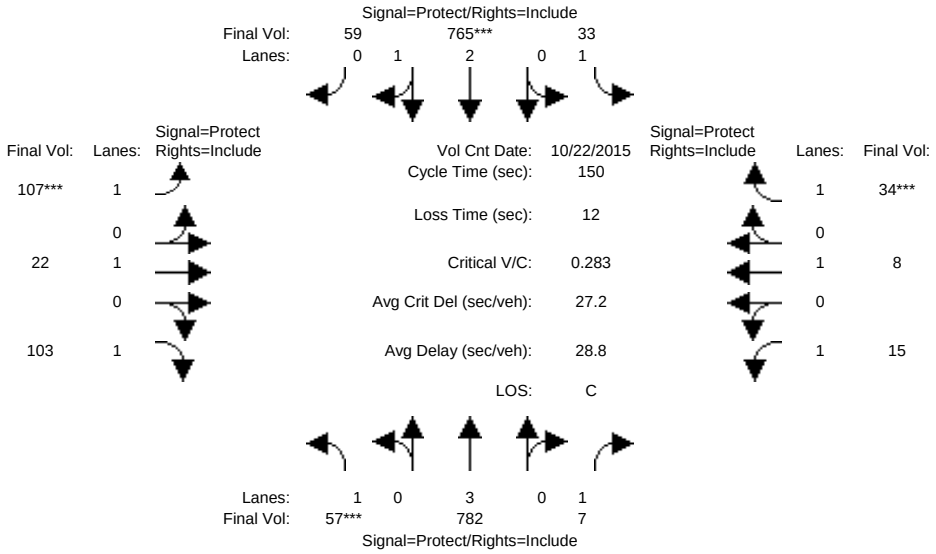
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Oct 2015 <<												
Base Vol:	57	782	7	33	761	54	107	22	103	15	8	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:	57	782	7	33	761	54	107	22	103	15	8	34
Added Vol:	0	0	0	0	0	1	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	57	782	7	33	761	55	107	22	103	15	8	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:	57	782	7	33	761	55	107	22	103	15	8	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	782	7	33	761	55	107	22	103	15	8	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	57	782	7	33	761	55	107	22	103	15	8	34
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	2.79	0.21	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	1750	5222	377	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.14	0.00	0.02	0.15	0.15	0.06	0.01	0.06	0.01	0.00	0.02
Crit Moves:	****				****		****					****
Green Time:	17.4	70.9	70.9	24.1	77.7	77.7	32.6	21.5	21.5	21.5	10.4	10.4
Volume/Cap:	0.28	0.29	0.01	0.12	0.28	0.28	0.28	0.08	0.41	0.06	0.06	0.28
Delay/Veh:	61.4	24.2	20.9	54.0	20.5	20.5	49.3	55.8	59.6	55.6	65.5	67.6
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:	61.4	24.2	20.9	54.0	20.5	20.5	49.3	55.8	59.6	55.6	65.5	67.6
LOS by Move:	E	C	C	D	C	C	D	E	E	E	E	E
HCM2kAvgQ:	3	7	0	1	7	7	4	1	4	1	0	2

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

Downtown College Prep
San Jose

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

Intersection #3739: PHELAN/SENTER



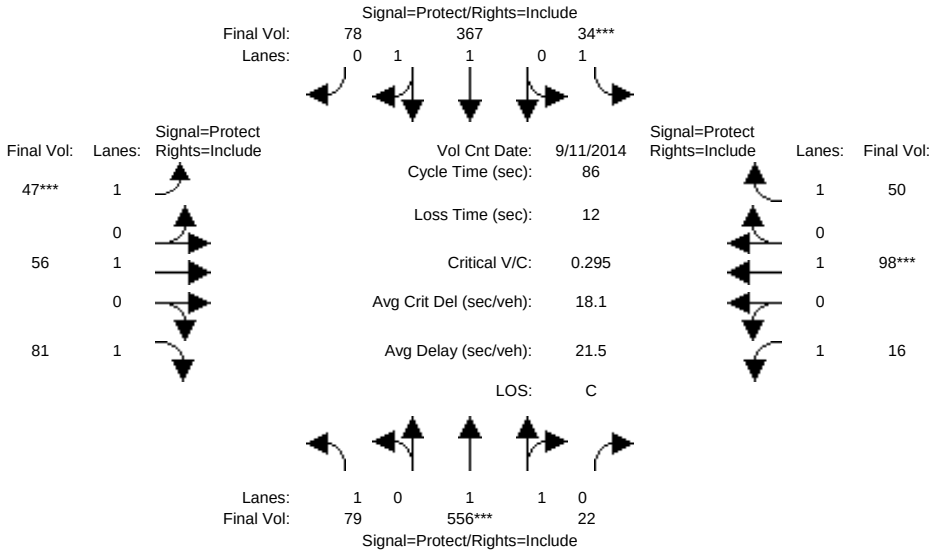
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Oct 2015 <<												
Base Vol:	57	782	7	33	761	54	107	22	103	15	8	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:	57	782	7	33	761	54	107	22	103	15	8	34
Added Vol:	0	0	0	0	4	5	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	57	782	7	33	765	59	107	22	103	15	8	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:	57	782	7	33	765	59	107	22	103	15	8	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	782	7	33	765	59	107	22	103	15	8	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	57	782	7	33	765	59	107	22	103	15	8	34
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	2.78	0.22	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	1750	5198	401	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.14	0.00	0.02	0.15	0.15	0.06	0.01	0.06	0.01	0.00	0.02
Crit Moves:	****				****		****					****
Green Time:	17.3	71.1	71.1	24.2	78.0	78.0	32.4	21.4	21.4	21.4	10.3	10.3
Volume/Cap:	0.28	0.29	0.01	0.12	0.28	0.28	0.28	0.08	0.41	0.06	0.06	0.28
Delay/Veh:	61.5	24.1	20.8	54.0	20.3	20.3	49.5	55.9	59.7	55.7	65.5	67.6
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:	61.5	24.1	20.8	54.0	20.3	20.3	49.5	55.9	59.7	55.7	65.5	67.6
LOS by Move:	E	C	C	D	C	C	D	E	E	E	E	E
HCM2kAvgQ:	3	7	0	1	7	7	4	1	4	1	0	2

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

Downtown College Prep
San Jose

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

Intersection #3740: PHELAN/10TH



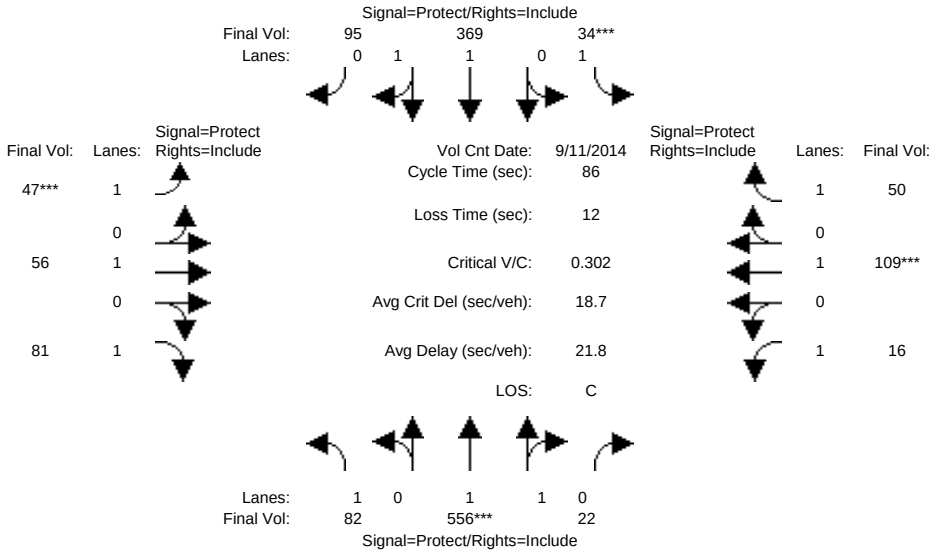
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Sep 2014 << 7:45-8:45AM												
Base Vol:	79	534	22	34	356	78	47	56	81	16	97	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:	79	534	22	34	356	78	47	56	81	16	97	50
Added Vol:	0	0	0	0	0	0	0	0	0	0	1	0
ATI:	0	22	0	0	11	0	0	0	0	0	0	0
Initial Fut:	79	556	22	34	367	78	47	56	81	16	98	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:	79	556	22	34	367	78	47	56	81	16	98	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	556	22	34	367	78	47	56	81	16	98	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:	79	556	22	34	367	78	47	56	81	16	98	50
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	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.92	0.08	1.00	1.64	0.36	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3559	141	1750	3051	648	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.16	0.16	0.02	0.12	0.12	0.03	0.03	0.05	0.01	0.05	0.03
Crit Moves:		****		****			****				****	
Green Time:	20.8	44.6	44.6	7.0	30.8	30.8	7.7	13.2	13.2	9.2	14.7	14.7
Volume/Cap:	0.19	0.30	0.30	0.24	0.34	0.34	0.30	0.19	0.30	0.09	0.30	0.17
Delay/Veh:	26.8	12.2	12.2	40.9	20.8	20.8	41.6	33.2	35.2	35.5	33.5	31.6
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:	26.8	12.2	12.2	40.9	20.8	20.8	41.6	33.2	35.2	35.5	33.5	31.6
LOS by Move:	C	B	B	D	C	C	D	C	D	D	C	C
HCM2kAvgQ:	2	4	4	1	4	4	1	1	2	0	2	1

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

Downtown College Prep
San Jose

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

Intersection #3740: PHELAN/10TH



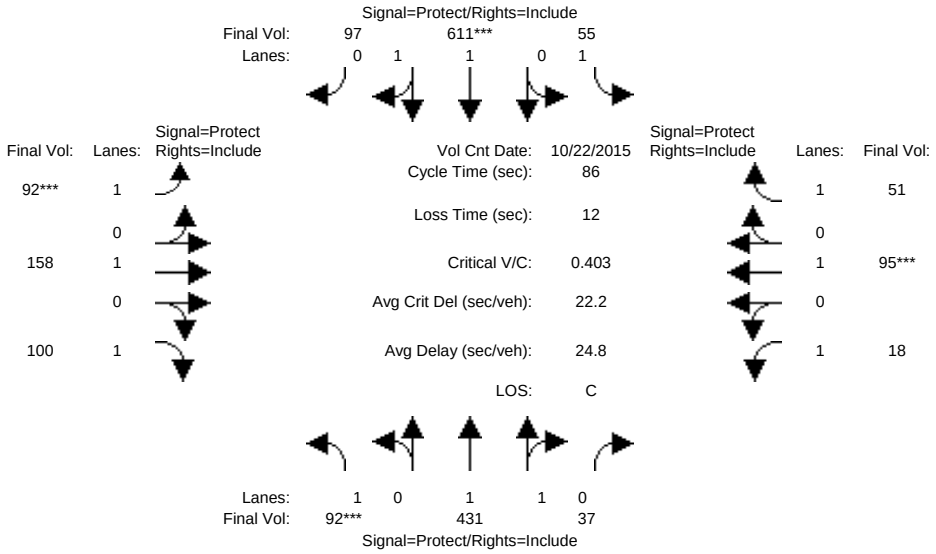
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Sep 2014 << 7:45-8:45AM												
Base Vol:	79	534	22	34	356	78	47	56	81	16	97	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:	79	534	22	34	356	78	47	56	81	16	97	50
Added Vol:	3	0	0	0	2	17	0	0	0	0	12	0
ATI:	0	22	0	0	11	0	0	0	0	0	0	0
Initial Fut:	82	556	22	34	369	95	47	56	81	16	109	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:	82	556	22	34	369	95	47	56	81	16	109	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	556	22	34	369	95	47	56	81	16	109	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:	82	556	22	34	369	95	47	56	81	16	109	50
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	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.92	0.08	1.00	1.58	0.42	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3559	141	1750	2942	757	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.16	0.16	0.02	0.13	0.13	0.03	0.03	0.05	0.01	0.06	0.03
Crit Moves:		****		****			****				****	
Green Time:	19.9	43.5	43.5	7.0	30.6	30.6	7.5	13.8	13.8	9.7	16.0	16.0
Volume/Cap:	0.20	0.31	0.31	0.24	0.35	0.35	0.31	0.18	0.29	0.08	0.31	0.15
Delay/Veh:	27.8	12.9	12.9	40.9	21.1	21.1	42.0	32.5	34.3	35.0	32.5	30.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.8	12.9	12.9	40.9	21.1	21.1	42.0	32.5	34.3	35.0	32.5	30.3
LOS by Move:	C	B	B	D	C	C	D	C	C	D	C	C
HCM2kAvgQ:	2	5	5	1	5	5	1	1	2	0	2	1

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

Downtown College Prep
San Jose

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

Intersection #3740: PHELAN/10TH



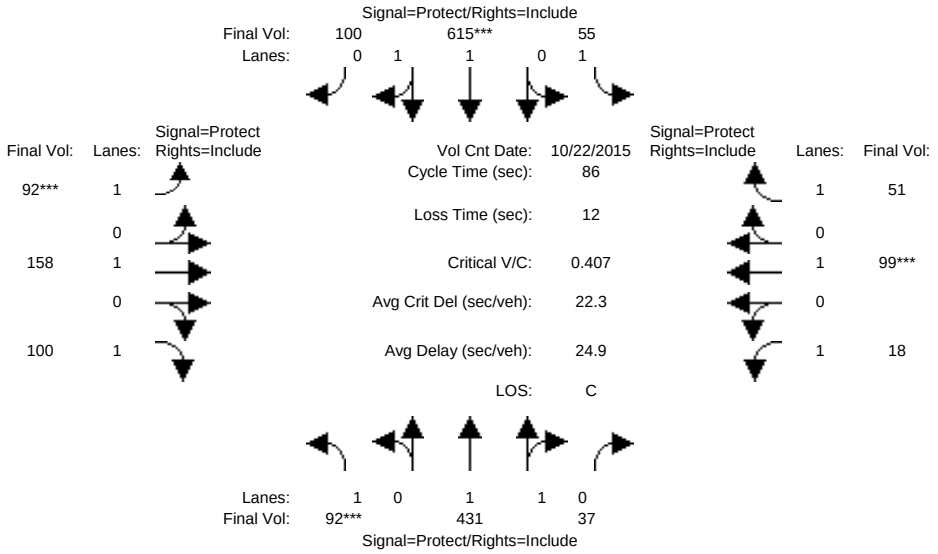
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Oct 2015 <<												
Base Vol:	92	431	37	55	611	97	92	158	100	18	94	51
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:	92	431	37	55	611	97	92	158	100	18	94	51
Added Vol:	0	0	0	0	0	0	0	0	0	0	1	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	92	431	37	55	611	97	92	158	100	18	95	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:	92	431	37	55	611	97	92	158	100	18	95	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	431	37	55	611	97	92	158	100	18	95	51
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	92	431	37	55	611	97	92	158	100	18	95	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	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.84	0.16	1.00	1.72	0.28	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3407	293	1750	3193	507	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.13	0.13	0.03	0.19	0.19	0.05	0.08	0.06	0.01	0.05	0.03
Crit Moves:	****				****		****				****	
Green Time:	11.2	31.7	31.7	20.4	40.9	40.9	11.2	12.9	12.9	9.0	10.7	10.7
Volume/Cap:	0.40	0.34	0.34	0.13	0.40	0.40	0.40	0.56	0.38	0.10	0.40	0.23
Delay/Veh:	39.5	20.3	20.3	26.5	15.3	15.3	39.5	41.5	37.1	35.9	39.8	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:	39.5	20.3	20.3	26.5	15.3	15.3	39.5	41.5	37.1	35.9	39.8	36.5
LOS by Move:	D	C	C	C	B	B	D	D	D	D	D	D
HCM2kAvgQ:	3	5	5	1	6	6	2	4	3	0	2	1

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

Downtown College Prep
San Jose

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

Intersection #3740: PHELAN/10TH



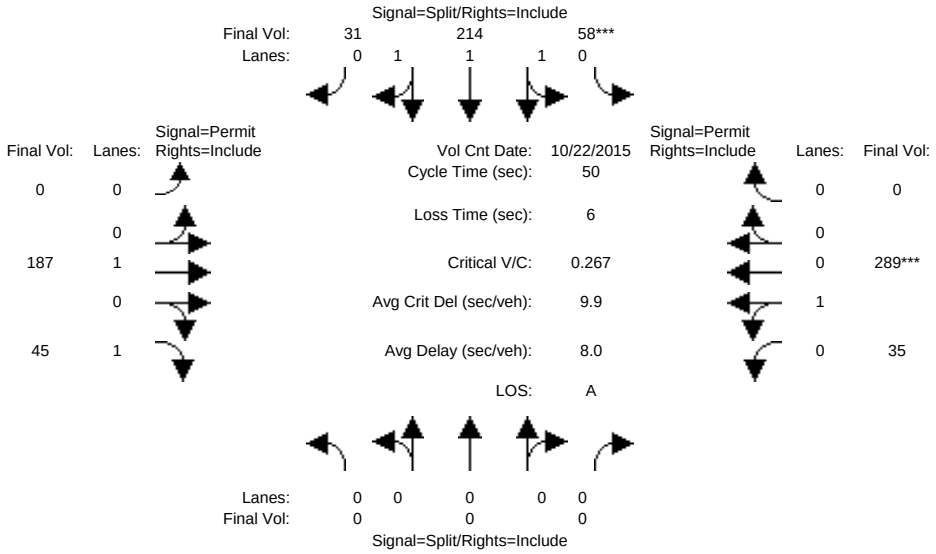
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Oct 2015 <<												
Base Vol:	92	431	37	55	611	97	92	158	100	18	94	51
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:	92	431	37	55	611	97	92	158	100	18	94	51
Added Vol:	0	0	0	0	4	3	0	0	0	0	5	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	92	431	37	55	615	100	92	158	100	18	99	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:	92	431	37	55	615	100	92	158	100	18	99	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	431	37	55	615	100	92	158	100	18	99	51
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	92	431	37	55	615	100	92	158	100	18	99	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	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.84	0.16	1.00	1.71	0.29	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3407	293	1750	3182	517	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.13	0.13	0.03	0.19	0.19	0.05	0.08	0.06	0.01	0.05	0.03
Crit Moves:	****				****		****				****	
Green Time:	11.1	31.6	31.6	20.3	40.8	40.8	11.1	13.0	13.0	9.1	11.0	11.0
Volume/Cap:	0.41	0.34	0.34	0.13	0.41	0.41	0.41	0.55	0.38	0.10	0.41	0.23
Delay/Veh:	39.8	20.4	20.4	26.6	15.4	15.4	39.8	41.2	36.9	35.8	39.5	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:	39.8	20.4	20.4	26.6	15.4	15.4	39.8	41.2	36.9	35.8	39.5	36.0
LOS by Move:	D	C	C	C	B	B	D	D	D	D	D	D
HCM2kAvgQ:	3	5	5	1	6	6	2	4	3	0	2	1

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

Downtown College Prep
San Jose

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

Intersection #3835: VINE/WILLOW



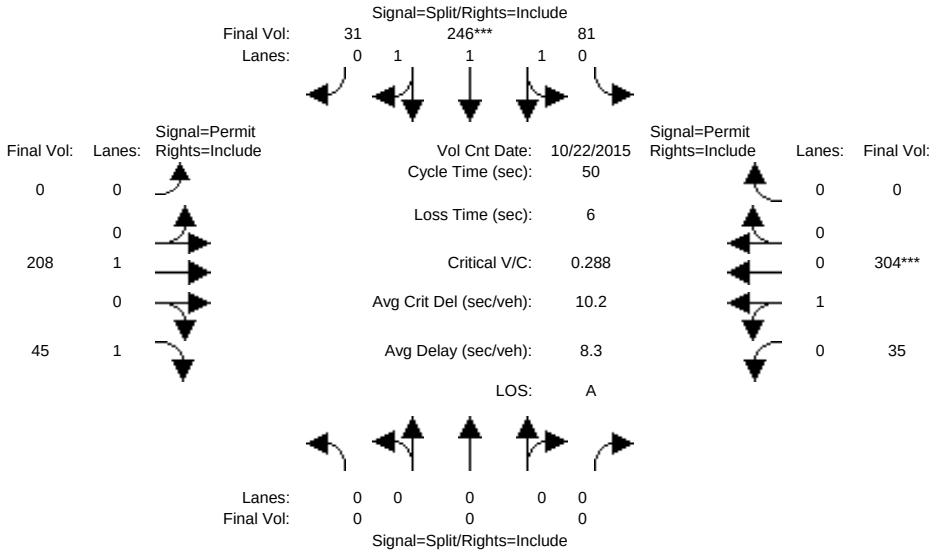
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Oct 2015 <<												
Base Vol:	0	0	0	58	211	31	0	172	44	35	283	0
Growth Adj:	1.00	1.00	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	58	211	31	0	172	44	35	283	0
Added Vol:	0	0	0	0	0	0	0	4	0	0	3	0
ATI:	0	0	0	0	3	0	0	11	1	0	3	0
Initial Fut:	0	0	0	58	214	31	0	187	45	35	289	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	58	214	31	0	187	45	35	289	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	58	214	31	0	187	45	35	289	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	58	214	31	0	187	45	35	289	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	0.95	0.97	0.95	0.92	1.00	0.92	0.95	0.95	0.92
Lanes:	0.00	0.00	0.00	0.58	2.11	0.31	0.00	1.00	1.00	0.11	0.89	0.00
Final Sat.:	0	0	0	1053	3884	563	0	1900	1750	194	1606	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.06	0.06	0.00	0.10	0.03	0.18	0.18	0.00
Crit Moves:				****							****	
Green Time:	0.0	0.0	0.0	10.3	10.3	10.3	0.0	33.7	33.7	33.7	33.7	0.0
Volume/Cap:	0.00	0.00	0.00	0.27	0.27	0.27	0.00	0.15	0.04	0.27	0.27	0.00
Delay/Veh:	0.0	0.0	0.0	16.8	16.8	16.8	0.0	3.0	2.7	3.4	3.4	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:	0.0	0.0	0.0	16.8	16.8	16.8	0.0	3.0	2.7	3.4	3.4	0.0
LOS by Move:	A	A	A	B	B	B	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	2	2	2	0	1	0	2	2	0

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

Downtown College Prep
San Jose

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

Intersection #3835: VINE/WILLOW



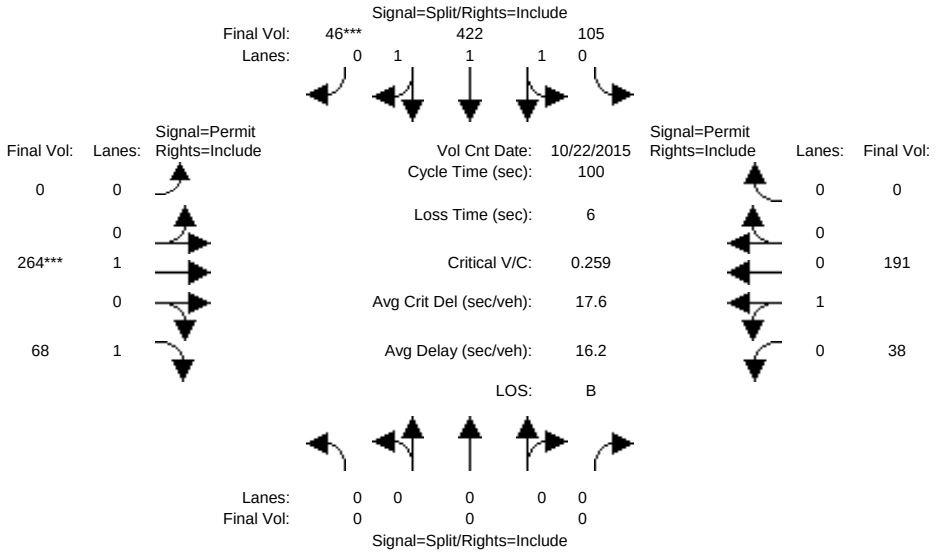
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Oct 2015 <<												
Base Vol:	0	0	0	58	211	31	0	172	44	35	283	0
Growth Adj:	1.00	1.00	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	58	211	31	0	172	44	35	283	0
Added Vol:	0	0	0	23	32	0	0	25	0	0	18	0
ATI:	0	0	0	0	3	0	0	11	1	0	3	0
Initial Fut:	0	0	0	81	246	31	0	208	45	35	304	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	81	246	31	0	208	45	35	304	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	81	246	31	0	208	45	35	304	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	81	246	31	0	208	45	35	304	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	0.95	0.97	0.95	0.92	1.00	0.92	0.95	0.95	0.92
Lanes:	0.00	0.00	0.00	0.69	2.05	0.26	0.00	1.00	1.00	0.10	0.90	0.00
Final Sat.:	0	0	0	1244	3779	476	0	1900	1750	186	1614	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.07	0.07	0.00	0.11	0.03	0.19	0.19	0.00
Crit Moves:					****						****	
Green Time:	0.0	0.0	0.0	11.3	11.3	11.3	0.0	32.7	32.7	32.7	32.7	0.0
Volume/Cap:	0.00	0.00	0.00	0.29	0.29	0.29	0.00	0.17	0.04	0.29	0.29	0.00
Delay/Veh:	0.0	0.0	0.0	16.1	16.1	16.1	0.0	3.4	3.1	3.8	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	16.1	16.1	16.1	0.0	3.4	3.1	3.8	3.8	0.0
LOS by Move:	A	A	A	B	B	B	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	2	2	2	0	1	0	2	2	0

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

Downtown College Prep
San Jose

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

Intersection #3835: VINE/WILLOW



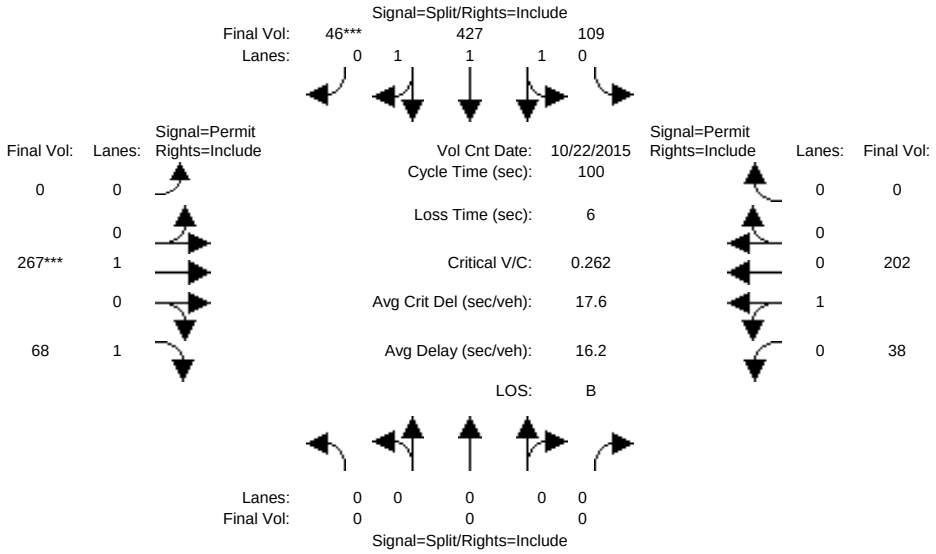
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Oct 2015 <<												
Base Vol:	0	0	0	105	422	46	0	257	68	38	185	0
Growth Adj:	1.00	1.00	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	105	422	46	0	257	68	38	185	0
Added Vol:	0	0	0	0	0	0	0	7	0	0	6	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	105	422	46	0	264	68	38	191	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	105	422	46	0	264	68	38	191	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	105	422	46	0	264	68	38	191	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	105	422	46	0	264	68	38	191	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	0.95	0.97	0.95	0.92	1.00	0.92	0.95	0.95	0.92
Lanes:	0.00	0.00	0.00	0.56	2.19	0.25	0.00	1.00	1.00	0.17	0.83	0.00
Final Sat.:	0	0	0	1008	4050	441	0	1900	1750	299	1501	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.10	0.10	0.00	0.14	0.04	0.13	0.13	0.00
Crit Moves:						****		****				
Green Time:	0.0	0.0	0.0	40.3	40.3	40.3	0.0	53.7	53.7	53.7	53.7	0.0
Volume/Cap:	0.00	0.00	0.00	0.26	0.26	0.26	0.00	0.26	0.07	0.24	0.24	0.00
Delay/Veh:	0.0	0.0	0.0	20.0	20.0	20.0	0.0	12.6	11.2	12.4	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:	0.0	0.0	0.0	20.0	20.0	20.0	0.0	12.6	11.2	12.4	12.4	0.0
LOS by Move:	A	A	A	B	B	B	A	B	B	B	B	A
HCM2kAvgQ:	0	0	0	4	4	4	0	4	1	4	4	0

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

Downtown College Prep
San Jose

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

Intersection #3835: VINE/WILLOW



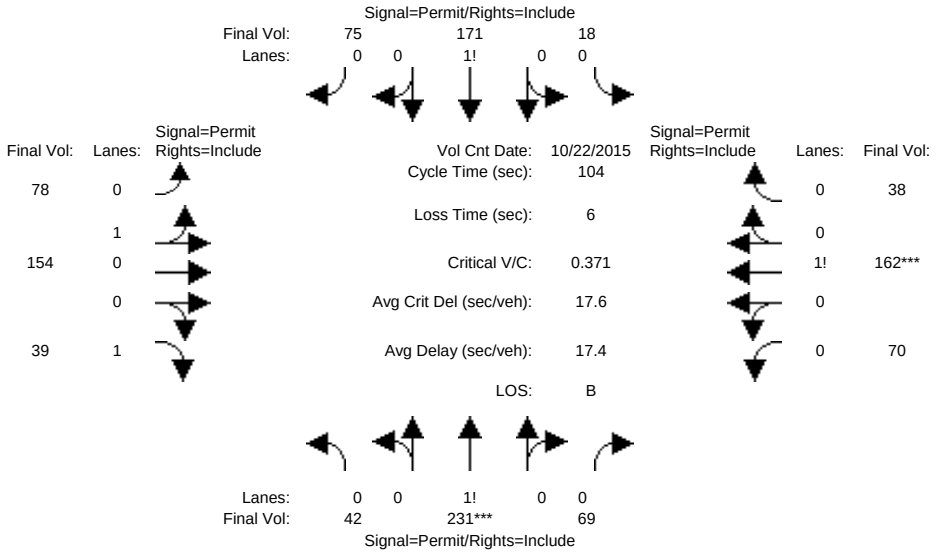
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Oct 2015 <<												
Base Vol:	0	0	0	105	422	46	0	257	68	38	185	0
Growth Adj:	1.00	1.00	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	105	422	46	0	257	68	38	185	0
Added Vol:	0	0	0	4	5	0	0	10	0	0	17	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	109	427	46	0	267	68	38	202	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	109	427	46	0	267	68	38	202	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	109	427	46	0	267	68	38	202	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	109	427	46	0	267	68	38	202	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	0.95	0.97	0.95	0.92	1.00	0.92	0.95	0.95	0.92
Lanes:	0.00	0.00	0.00	0.57	2.19	0.24	0.00	1.00	1.00	0.16	0.84	0.00
Final Sat.:	0	0	0	1030	4035	435	0	1900	1750	285	1515	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.11	0.11	0.00	0.14	0.04	0.13	0.13	0.00
Crit Moves:						****		****				
Green Time:	0.0	0.0	0.0	40.4	40.4	40.4	0.0	53.6	53.6	53.6	53.6	0.0
Volume/Cap:	0.00	0.00	0.00	0.26	0.26	0.26	0.00	0.26	0.07	0.25	0.25	0.00
Delay/Veh:	0.0	0.0	0.0	19.9	19.9	19.9	0.0	12.7	11.2	12.5	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:	0.0	0.0	0.0	19.9	19.9	19.9	0.0	12.7	11.2	12.5	12.5	0.0
LOS by Move:	A	A	A	B	B	B	A	B	B	B	B	A
HCM2kAvgQ:	0	0	0	4	4	4	0	4	1	4	4	0

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

Downtown College Prep
San Jose

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

Intersection #3901: PHELAN/SEVENTH



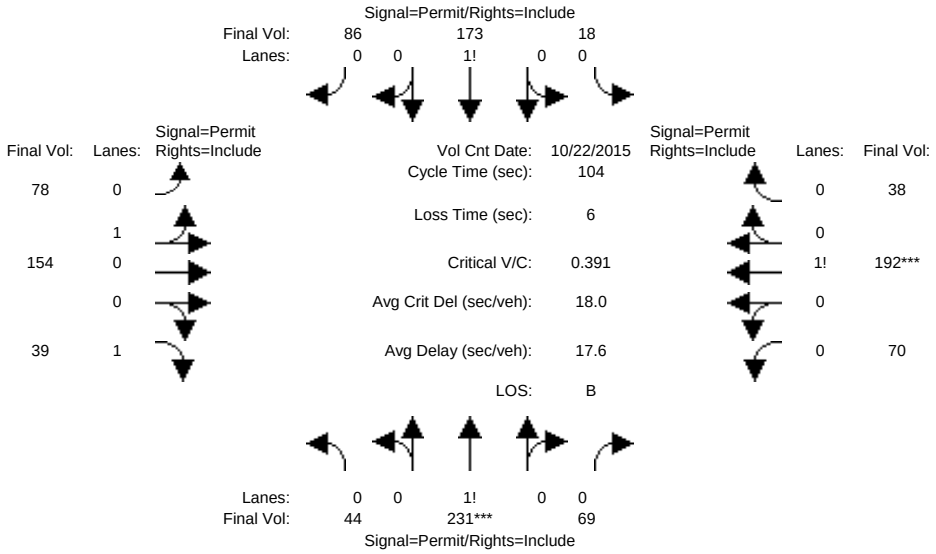
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Oct 2015 <<												
Base Vol:	40	229	67	18	169	69	78	154	37	68	161	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:	40	229	67	18	169	69	78	154	37	68	161	38
Added Vol:	0	0	0	0	0	6	0	0	0	0	1	0
ATI:	2	2	2	0	2	0	0	0	2	2	0	0
Initial Fut:	42	231	69	18	171	75	78	154	39	70	162	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:	42	231	69	18	171	75	78	154	39	70	162	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	231	69	18	171	75	78	154	39	70	162	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:	42	231	69	18	171	75	78	154	39	70	162	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	0.92	0.92	0.92	0.92
Lanes:	0.12	0.68	0.20	0.07	0.65	0.28	0.34	0.66	1.00	0.26	0.60	0.14
Final Sat.:	215	1182	353	119	1134	497	605	1195	1750	454	1050	246
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	0.20	0.15	0.15	0.15	0.13	0.13	0.02	0.15	0.15	0.15
Crit Moves:		****									****	
Green Time:	54.8	54.8	54.8	54.8	54.8	54.8	43.2	43.2	43.2	43.2	43.2	43.2
Volume/Cap:	0.37	0.37	0.37	0.29	0.29	0.29	0.31	0.31	0.05	0.37	0.37	0.37
Delay/Veh:	14.7	14.7	14.7	13.9	13.9	13.9	20.6	20.6	18.2	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:	14.7	14.7	14.7	13.9	13.9	13.9	20.6	20.6	18.2	21.3	21.3	21.3
LOS by Move:	B	B	B	B	B	B	C	C	B	C	C	C
HCM2kAvgQ:	7	7	7	5	5	5	5	5	1	6	6	6

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

Downtown College Prep
San Jose

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

Intersection #3901: PHELAN/SEVENTH



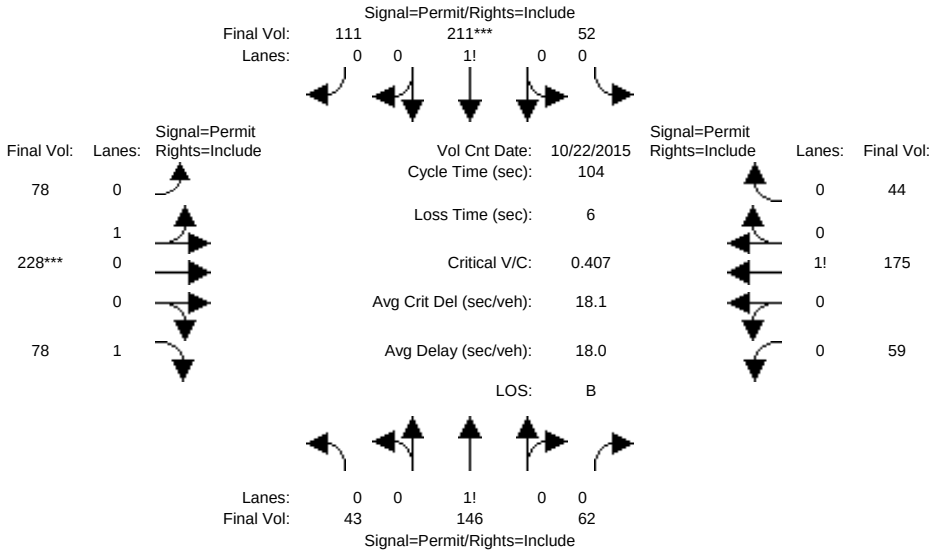
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Oct 2015 <<												
Base Vol:	40	229	67	18	169	69	78	154	37	68	161	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:	40	229	67	18	169	69	78	154	37	68	161	38
Added Vol:	2	0	0	0	2	17	0	0	0	0	31	0
ATI:	2	2	2	0	2	0	0	0	2	2	0	0
Initial Fut:	44	231	69	18	173	86	78	154	39	70	192	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:	44	231	69	18	173	86	78	154	39	70	192	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	231	69	18	173	86	78	154	39	70	192	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:	44	231	69	18	173	86	78	154	39	70	192	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	0.92	0.92	0.92	0.92
Lanes:	0.13	0.67	0.20	0.06	0.63	0.31	0.34	0.66	1.00	0.23	0.64	0.13
Final Sat.:	224	1175	351	114	1093	543	605	1195	1750	408	1120	222
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	0.20	0.16	0.16	0.16	0.13	0.13	0.02	0.17	0.17	0.17
Crit Moves:		****									****	
Green Time:	52.3	52.3	52.3	52.3	52.3	52.3	45.7	45.7	45.7	45.7	45.7	45.7
Volume/Cap:	0.39	0.39	0.39	0.31	0.31	0.31	0.29	0.29	0.05	0.39	0.39	0.39
Delay/Veh:	16.3	16.3	16.3	15.4	15.4	15.4	19.0	19.0	16.8	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:	16.3	16.3	16.3	15.4	15.4	15.4	19.0	19.0	16.8	20.1	20.1	20.1
LOS by Move:	B	B	B	B	B	B	B	B	B	C	C	C
HCM2kAvgQ:	7	7	7	5	5	5	5	5	1	7	7	7

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

Downtown College Prep
San Jose

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

Intersection #3901: PHELAN/SEVENTH



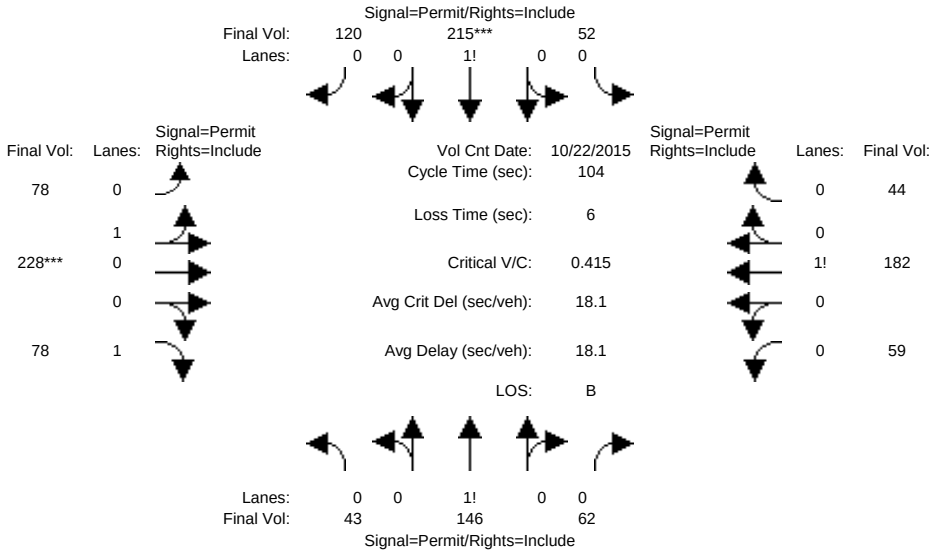
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Oct 2015 <<												
Base Vol:	43	146	62	52	211	100	78	228	78	59	174	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:	43	146	62	52	211	100	78	228	78	59	174	44
Added Vol:	0	0	0	0	0	11	0	0	0	0	1	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	146	62	52	211	111	78	228	78	59	175	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:	43	146	62	52	211	111	78	228	78	59	175	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	146	62	52	211	111	78	228	78	59	175	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:	43	146	62	52	211	111	78	228	78	59	175	44
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	0.92	0.92	0.92
Lanes:	0.17	0.58	0.25	0.14	0.56	0.30	0.25	0.75	1.00	0.21	0.63	0.16
Final Sat.:	300	1018	432	243	987	519	459	1341	1750	371	1102	277
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.14	0.21	0.21	0.21	0.17	0.17	0.04	0.16	0.16	0.16
Crit Moves:					****			****				
Green Time:	54.6	54.6	54.6	54.6	54.6	54.6	43.4	43.4	43.4	43.4	43.4	43.4
Volume/Cap:	0.27	0.27	0.27	0.41	0.41	0.41	0.41	0.41	0.11	0.38	0.38	0.38
Delay/Veh:	13.9	13.9	13.9	15.2	15.2	15.2	21.6	21.6	18.5	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:	13.9	13.9	13.9	15.2	15.2	15.2	21.6	21.6	18.5	21.3	21.3	21.3
LOS by Move:	B	B	B	B	B	B	C	C	B	C	C	C
HCM2kAvgQ:	5	5	5	8	8	8	7	7	2	6	6	6

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

Downtown College Prep
San Jose

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

Intersection #3901: PHELAN/SEVENTH



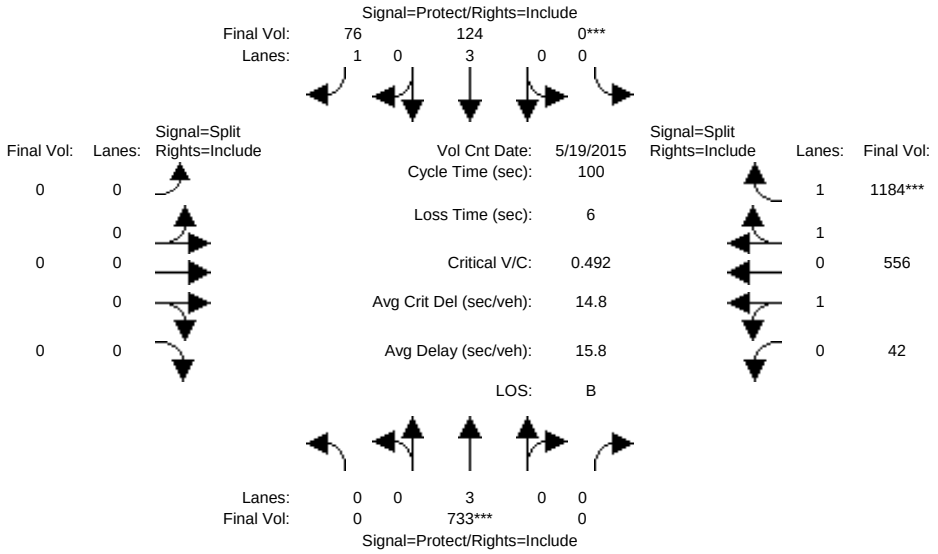
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Oct 2015 <<												
Base Vol:	43	146	62	52	211	100	78	228	78	59	174	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:	43	146	62	52	211	100	78	228	78	59	174	44
Added Vol:	0	0	0	0	4	20	0	0	0	0	8	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	146	62	52	215	120	78	228	78	59	182	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:	43	146	62	52	215	120	78	228	78	59	182	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	146	62	52	215	120	78	228	78	59	182	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:	43	146	62	52	215	120	78	228	78	59	182	44
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	0.92	0.92	0.92
Lanes:	0.17	0.58	0.25	0.13	0.56	0.31	0.25	0.75	1.00	0.21	0.64	0.15
Final Sat.:	300	1018	432	235	972	543	459	1341	1750	362	1118	270
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.14	0.22	0.22	0.22	0.17	0.17	0.04	0.16	0.16	0.16
Crit Moves:					****			****				
Green Time:	55.4	55.4	55.4	55.4	55.4	55.4	42.6	42.6	42.6	42.6	42.6	42.6
Volume/Cap:	0.27	0.27	0.27	0.42	0.42	0.42	0.42	0.42	0.11	0.40	0.40	0.40
Delay/Veh:	13.4	13.4	13.4	14.9	14.9	14.9	22.2	22.2	19.0	22.0	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:	13.4	13.4	13.4	14.9	14.9	14.9	22.2	22.2	19.0	22.0	22.0	22.0
LOS by Move:	B	B	B	B	B	B	C	C	B	C	C	C
HCM2kAvgQ:	5	5	5	8	8	8	7	7	2	7	7	7

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

Downtown College Prep
San Jose

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

Intersection #3957: 280/ALMADEN



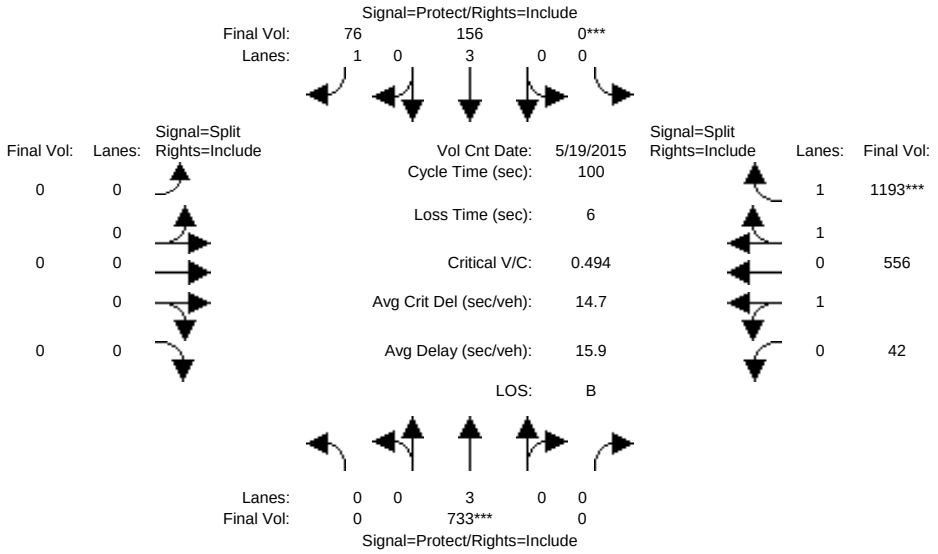
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 7:45-8:45AM												
Base Vol:	0	663	0	0	111	71	0	0	0	38	499	1047
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	663	0	0	111	71	0	0	0	38	499	1047
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	70	0	0	13	5	0	0	0	4	57	137
Initial Fut:	0	733	0	0	124	76	0	0	0	42	556	1184
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	733	0	0	124	76	0	0	0	42	556	1184
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	733	0	0	124	76	0	0	0	42	556	1184
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	733	0	0	124	76	0	0	0	42	556	1184
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.93
Lanes:	0.00	3.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	0.07	0.93	2.00
Final Sat.:	0	5700	0	0	5700	1750	0	0	0	126	1674	3550
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.00	0.00	0.02	0.04	0.00	0.00	0.00	0.33	0.33	0.33
Crit Moves:		****		****								****
Green Time:	0.0	26.2	0.0	0.0	26.2	26.2	0.0	0.0	0.0	67.8	67.8	67.8
Volume/Cap:	0.00	0.49	0.00	0.00	0.08	0.17	0.00	0.00	0.00	0.49	0.49	0.49
Delay/Veh:	0.0	31.5	0.0	0.0	27.9	28.7	0.0	0.0	0.0	7.8	7.8	7.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	31.5	0.0	0.0	27.9	28.7	0.0	0.0	0.0	7.8	7.8	7.9
LOS by Move:	A	C	A	A	C	C	A	A	A	A	A	A
HCM2kAvgQ:	0	6	0	0	1	2	0	0	0	9	9	9

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

Downtown College Prep
San Jose

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

Intersection #3957: 280/ALMADEN



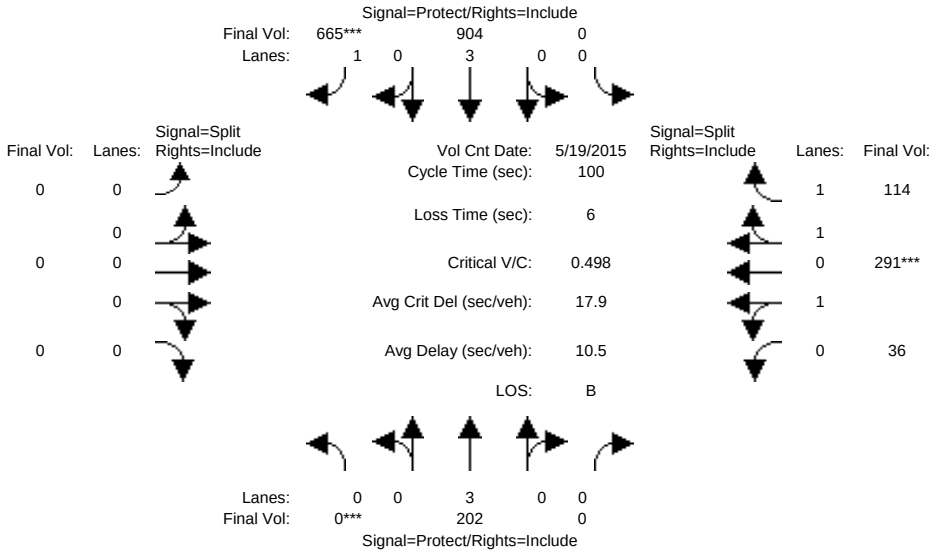
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 7:45-8:45AM												
Base Vol:	0	663	0	0	111	71	0	0	0	38	499	1047
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	663	0	0	111	71	0	0	0	38	499	1047
Added Vol:	0	0	0	0	32	0	0	0	0	0	0	9
ATI:	0	70	0	0	13	5	0	0	0	4	57	137
Initial Fut:	0	733	0	0	156	76	0	0	0	42	556	1193
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	733	0	0	156	76	0	0	0	42	556	1193
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	733	0	0	156	76	0	0	0	42	556	1193
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	733	0	0	156	76	0	0	0	42	556	1193
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.93
Lanes:	0.00	3.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	0.07	0.93	2.00
Final Sat.:	0	5700	0	0	5700	1750	0	0	0	126	1674	3550
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.00	0.00	0.03	0.04	0.00	0.00	0.00	0.33	0.33	0.34
Crit Moves:		****		****								****
Green Time:	0.0	26.0	0.0	0.0	26.0	26.0	0.0	0.0	0.0	68.0	68.0	68.0
Volume/Cap:	0.00	0.49	0.00	0.00	0.11	0.17	0.00	0.00	0.00	0.49	0.49	0.49
Delay/Veh:	0.0	31.7	0.0	0.0	28.2	28.8	0.0	0.0	0.0	7.8	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:	0.0	31.7	0.0	0.0	28.2	28.8	0.0	0.0	0.0	7.8	7.8	7.8
LOS by Move:	A	C	A	A	C	C	A	A	A	A	A	A
HCM2kAvgQ:	0	6	0	0	1	2	0	0	0	9	9	9

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

Downtown College Prep
San Jose

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

Intersection #3957: 280/ALMADEN



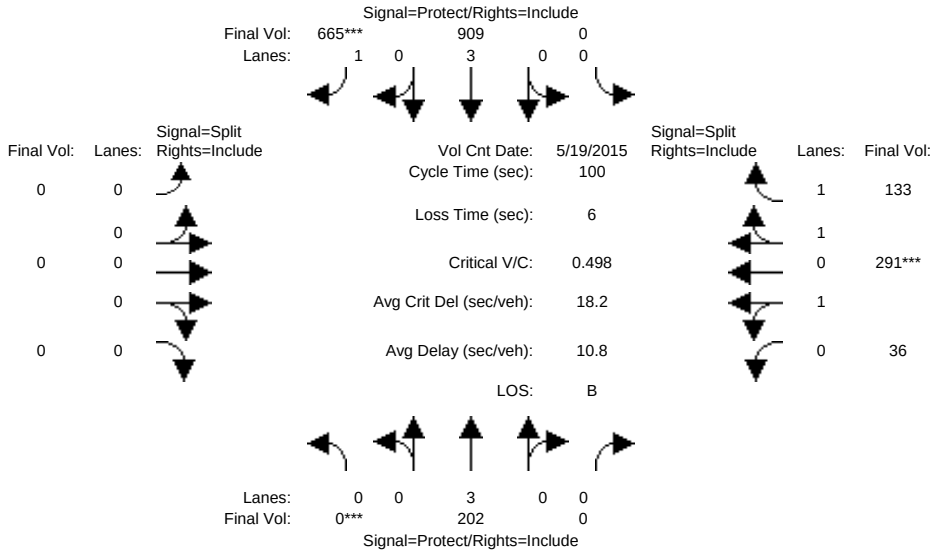
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 4:00-5:00PM												
Base Vol:	0	202	0	0	904	665	0	0	0	36	291	114
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	202	0	0	904	665	0	0	0	36	291	114
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	202	0	0	904	665	0	0	0	36	291	114
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	202	0	0	904	665	0	0	0	36	291	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	202	0	0	904	665	0	0	0	36	291	114
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	202	0	0	904	665	0	0	0	36	291	114
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.98	0.92
Lanes:	0.00	3.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	0.23	1.77	1.00
Final Sat.:	0	5700	0	0	5700	1750	0	0	0	407	3292	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.04	0.00	0.00	0.16	0.38	0.00	0.00	0.00	0.09	0.09	0.07
Crit Moves:	****					****					****	
Green Time:	0.0	76.3	0.0	0.0	76.3	76.3	0.0	0.0	0.0	17.7	17.7	17.7
Volume/Cap:	0.00	0.05	0.00	0.00	0.21	0.50	0.00	0.00	0.00	0.50	0.50	0.37
Delay/Veh:	0.0	2.9	0.0	0.0	3.4	4.8	0.0	0.0	0.0	37.6	37.6	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:	0.0	2.9	0.0	0.0	3.4	4.8	0.0	0.0	0.0	37.6	37.6	36.4
LOS by Move:	A	A	A	A	A	A	A	A	A	D	D	D
HCM2kAvgQ:	0	1	0	0	3	9	0	0	0	5	5	3

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

Downtown College Prep
San Jose

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

Intersection #3957: 280/ALMADEN



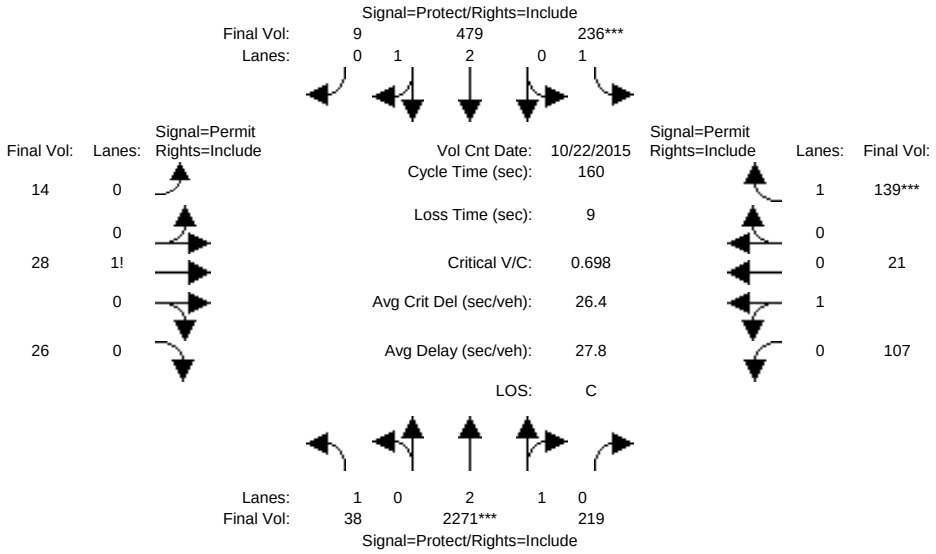
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 4:00-5:00PM												
Base Vol:	0	202	0	0	904	665	0	0	0	36	291	114
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	202	0	0	904	665	0	0	0	36	291	114
Added Vol:	0	0	0	0	5	0	0	0	0	0	0	19
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	202	0	0	909	665	0	0	0	36	291	133
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	202	0	0	909	665	0	0	0	36	291	133
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	202	0	0	909	665	0	0	0	36	291	133
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	202	0	0	909	665	0	0	0	36	291	133
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.98	0.92
Lanes:	0.00	3.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	0.23	1.77	1.00
Final Sat.:	0	5700	0	0	5700	1750	0	0	0	407	3292	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.04	0.00	0.00	0.16	0.38	0.00	0.00	0.00	0.09	0.09	0.08
Crit Moves:	****					****					****	
Green Time:	0.0	76.3	0.0	0.0	76.3	76.3	0.0	0.0	0.0	17.7	17.7	17.7
Volume/Cap:	0.00	0.05	0.00	0.00	0.21	0.50	0.00	0.00	0.00	0.50	0.50	0.43
Delay/Veh:	0.0	2.9	0.0	0.0	3.4	4.8	0.0	0.0	0.0	37.5	37.5	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:	0.0	2.9	0.0	0.0	3.4	4.8	0.0	0.0	0.0	37.5	37.5	36.9
LOS by Move:	A	A	A	A	A	A	A	A	A	D	D	D
HCM2kAvgQ:	0	1	0	0	3	9	0	0	0	5	5	4

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

Downtown College Prep
San Jose

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

Intersection #4104: COTTAGE GROVE/MONTEREY



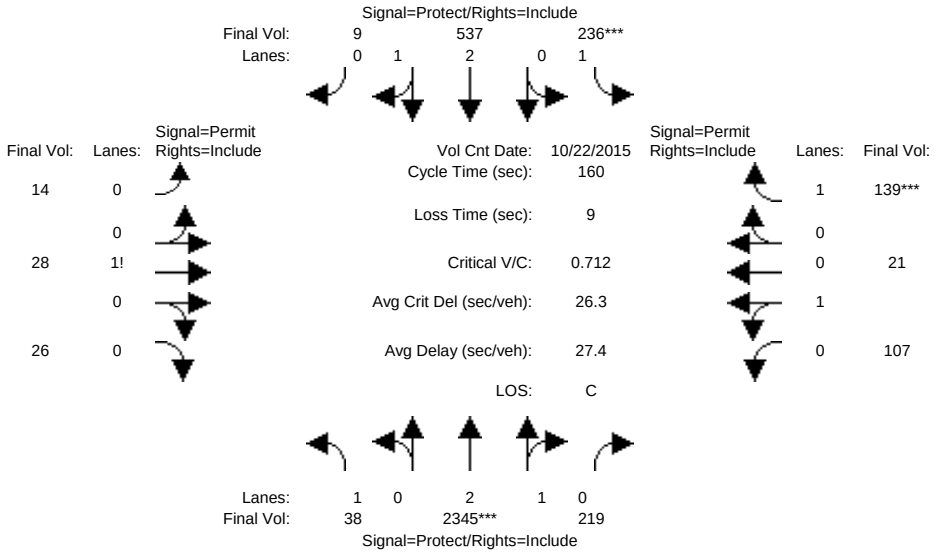
Street Name:	MONTEREY						COTTAGE GROVE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Oct 2015 <<												
Base Vol:	38	2247	111	77	466	9	14	6	26	41	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:	38	2247	111	77	466	9	14	6	26	41	7	30
Added Vol:	0	24	0	0	13	0	0	0	0	0	0	0
ATI:	0	0	108	159	0	0	0	22	0	66	14	109
Initial Fut:	38	2271	219	236	479	9	14	28	26	107	21	139
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	38	2271	219	236	479	9	14	28	26	107	21	139
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	2271	219	236	479	9	14	28	26	107	21	139
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	38	2271	219	236	479	9	14	28	26	107	21	139
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	2.73	0.27	1.00	2.94	0.06	0.21	0.41	0.38	0.84	0.16	1.00
Final Sat.:	1750	5107	492	1750	5497	103	360	721	669	1505	295	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.44	0.44	0.13	0.09	0.09	0.04	0.04	0.04	0.07	0.07	0.08
Crit Moves:		****		****								****
Green Time:	44.4	102	101.9	30.9	88.4	88.4	18.2	18.2	18.2	18.2	18.2	18.2
Volume/Cap:	0.08	0.70	0.70	0.70	0.16	0.16	0.34	0.34	0.34	0.63	0.63	0.70
Delay/Veh:	42.8	19.6	19.6	66.5	17.6	17.6	66.4	66.4	66.4	73.6	73.6	78.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.8	19.6	19.6	66.5	17.6	17.6	66.4	66.4	66.4	73.6	73.6	78.7
LOS by Move:	D	B	B	E	B	B	E	E	E	E	E	E
HCM2kAvgQ:	1	27	27	13	4	4	4	4	4	7	7	8

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

Downtown College Prep
San Jose

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

Intersection #4104: COTTAGE GROVE/MONTEREY



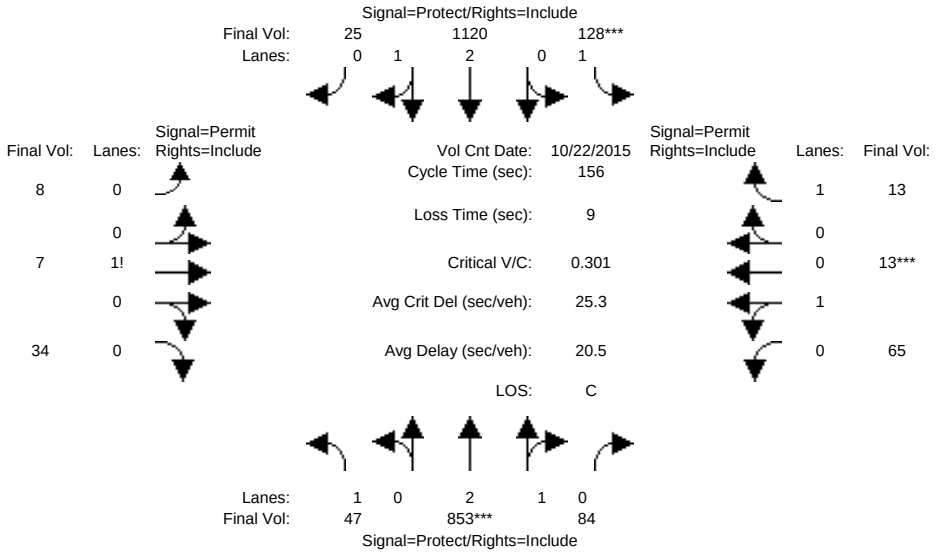
Street Name:	MONTEREY						COTTAGE GROVE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Oct 2015 <<												
Base Vol:	38	2247	111	77	466	9	14	6	26	41	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:	38	2247	111	77	466	9	14	6	26	41	7	30
Added Vol:	0	98	0	0	71	0	0	0	0	0	0	0
ATI:	0	0	108	159	0	0	0	22	0	66	14	109
Initial Fut:	38	2345	219	236	537	9	14	28	26	107	21	139
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	38	2345	219	236	537	9	14	28	26	107	21	139
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	2345	219	236	537	9	14	28	26	107	21	139
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	38	2345	219	236	537	9	14	28	26	107	21	139
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	2.73	0.27	1.00	2.95	0.05	0.21	0.41	0.38	0.84	0.16	1.00
Final Sat.:	1750	5121	478	1750	5508	92	360	721	669	1505	295	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.46	0.46	0.13	0.10	0.10	0.04	0.04	0.04	0.07	0.07	0.08
Crit Moves:		****		****								****
Green Time:	41.2	103	102.9	30.3	91.9	91.9	17.8	17.8	17.8	17.8	17.8	17.8
Volume/Cap:	0.08	0.71	0.71	0.71	0.17	0.17	0.35	0.35	0.35	0.64	0.64	0.71
Delay/Veh:	45.1	19.5	19.5	67.9	16.1	16.1	66.8	66.8	66.8	74.7	74.7	80.3
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:	45.1	19.5	19.5	67.9	16.1	16.1	66.8	66.8	66.8	74.7	74.7	80.3
LOS by Move:	D	B	B	E	B	B	E	E	E	E	E	F
HCM2kAvgQ:	1	28	28	13	4	4	4	4	4	7	7	8

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

Downtown College Prep
San Jose

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

Intersection #4104: COTTAGE GROVE/MONTEREY



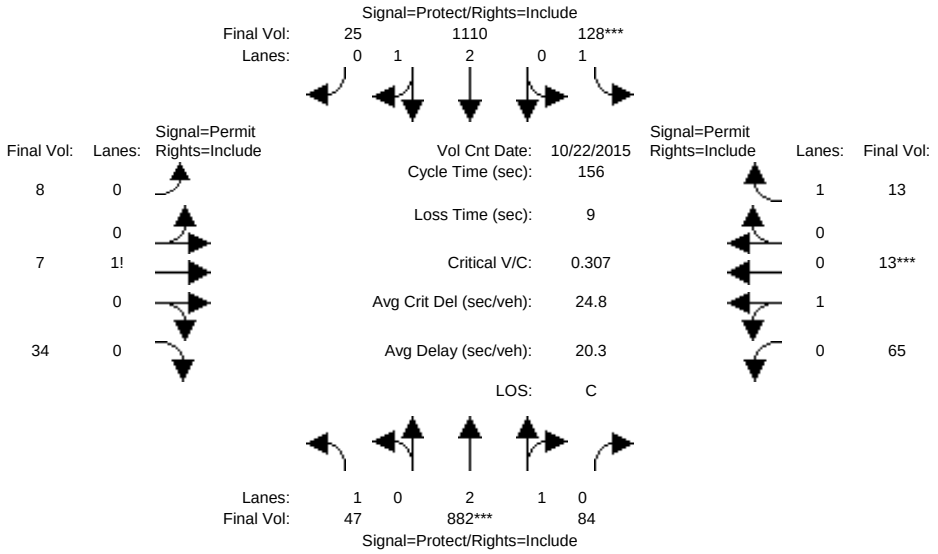
Street Name:	MONTEREY						COTTAGE GROVE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Oct 2015 <<												
Base Vol:	47	807	84	128	1088	25	8	7	34	65	13	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	807	84	128	1088	25	8	7	34	65	13	13
Added Vol:	0	46	0	0	32	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	853	84	128	1120	25	8	7	34	65	13	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	47	853	84	128	1120	25	8	7	34	65	13	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	853	84	128	1120	25	8	7	34	65	13	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	47	853	84	128	1120	25	8	7	34	65	13	13
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	2.72	0.28	1.00	2.93	0.07	0.16	0.14	0.70	0.83	0.17	1.00
Final Sat.:	1750	5097	502	1750	5478	122	286	250	1214	1500	300	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.17	0.17	0.07	0.20	0.20	0.03	0.03	0.03	0.04	0.04	0.01
Crit Moves:		****		****							****	
Green Time:	22.4	86.7	86.7	37.9	102	102.1	22.4	22.4	22.4	22.4	22.4	22.4
Volume/Cap:	0.19	0.30	0.30	0.30	0.31	0.31	0.19	0.19	0.19	0.30	0.30	0.05
Delay/Veh:	60.4	18.7	18.7	50.1	11.9	11.9	60.5	60.5	60.5	62.7	62.7	58.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.4	18.7	18.7	50.1	11.9	11.9	60.5	60.5	60.5	62.7	62.7	58.0
LOS by Move:	E	B	B	D	B	B	E	E	E	E	E	E
HCM2kAvgQ:	2	8	8	5	8	8	2	2	2	4	4	1

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

Downtown College Prep
San Jose

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

Intersection #4104: COTTAGE GROVE/MONTEREY



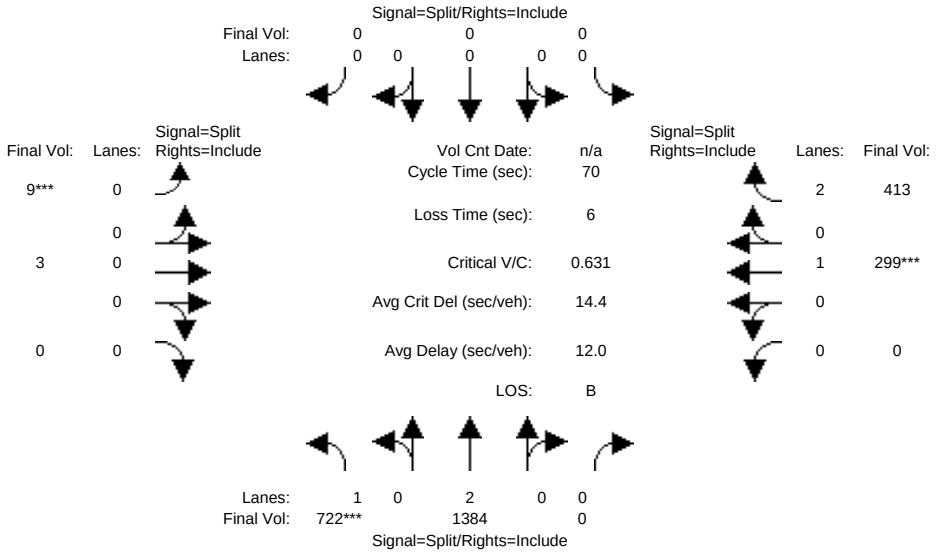
Street Name:	MONTEREY						COTTAGE GROVE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Oct 2015 <<												
Base Vol:	47	807	84	128	1088	25	8	7	34	65	13	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	807	84	128	1088	25	8	7	34	65	13	13
Added Vol:	0	75	0	0	22	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	882	84	128	1110	25	8	7	34	65	13	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	47	882	84	128	1110	25	8	7	34	65	13	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	882	84	128	1110	25	8	7	34	65	13	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	47	882	84	128	1110	25	8	7	34	65	13	13
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	2.73	0.27	1.00	2.93	0.07	0.16	0.14	0.70	0.83	0.17	1.00
Final Sat.:	1750	5112	487	1750	5476	123	286	250	1214	1500	300	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.17	0.17	0.07	0.20	0.20	0.03	0.03	0.03	0.04	0.04	0.01
Crit Moves:		****		****							****	
Green Time:	22.6	87.8	87.8	37.2	102	102.3	22.0	22.0	22.0	22.0	22.0	22.0
Volume/Cap:	0.18	0.31	0.31	0.31	0.31	0.31	0.20	0.20	0.20	0.31	0.31	0.05
Delay/Veh:	60.2	18.3	18.3	50.7	11.8	11.8	61.0	61.0	61.0	63.2	63.2	58.3
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:	60.2	18.3	18.3	50.7	11.8	11.8	61.0	61.0	61.0	63.2	63.2	58.3
LOS by Move:	E	B	B	D	B	B	E	E	E	E	E	E
HCM2kAvgQ:	2	8	8	5	8	8	2	2	2	4	4	1

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

Downtown College Prep
San Jose

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

Intersection #3034: 280/11TH (N)



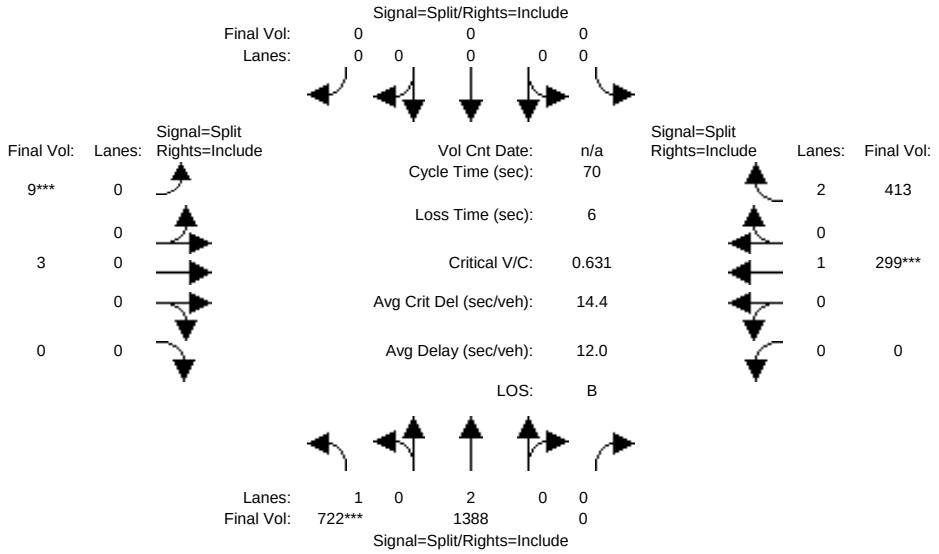
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	0	0	0	0	0	0	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:7:30-8:30AM												
Base Vol:	722	1384	0	0	0	0	9	3	0	0	299	413
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	722	1384	0	0	0	0	9	3	0	0	299	413
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	722	1384	0	0	0	0	9	3	0	0	299	413
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	722	1384	0	0	0	0	9	3	0	0	299	413
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	722	1384	0	0	0	0	9	3	0	0	299	413
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	722	1384	0	0	0	0	9	3	0	0	299	413
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.83
Lanes:	1.00	2.00	0.00	0.00	0.00	0.00	0.75	0.25	0.00	0.00	1.00	2.00
Final Sat.:	1750	3800	0	0	0	0	1350	450	0	0	1900	3150
Capacity Analysis Module:												
Vol/Sat:	0.41	0.36	0.00	0.00	0.00	0.00	0.01	0.01	0.00	0.00	0.16	0.13
Crit Moves:	****						****				****	
Green Time:	45.8	45.8	0.0	0.0	0.0	0.0	0.7	0.7	0.0	0.0	17.5	17.5
Volume/Cap:	0.63	0.56	0.00	0.00	0.00	0.00	0.63	0.63	0.00	0.00	0.63	0.53
Delay/Veh:	8.3	6.9	0.0	0.0	0.0	0.0	87.1	87.1	0.0	0.0	26.1	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:	8.3	6.9	0.0	0.0	0.0	0.0	87.1	87.1	0.0	0.0	26.1	23.3
LOS by Move:	A	A	A	A	A	A	F	F	A	A	C	C
HCM2kAvgQ:	10	8	0	0	0	0	1	1	0	0	7	5

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

Downtown College Prep
San Jose

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

Intersection #3034: 280/11TH (N)



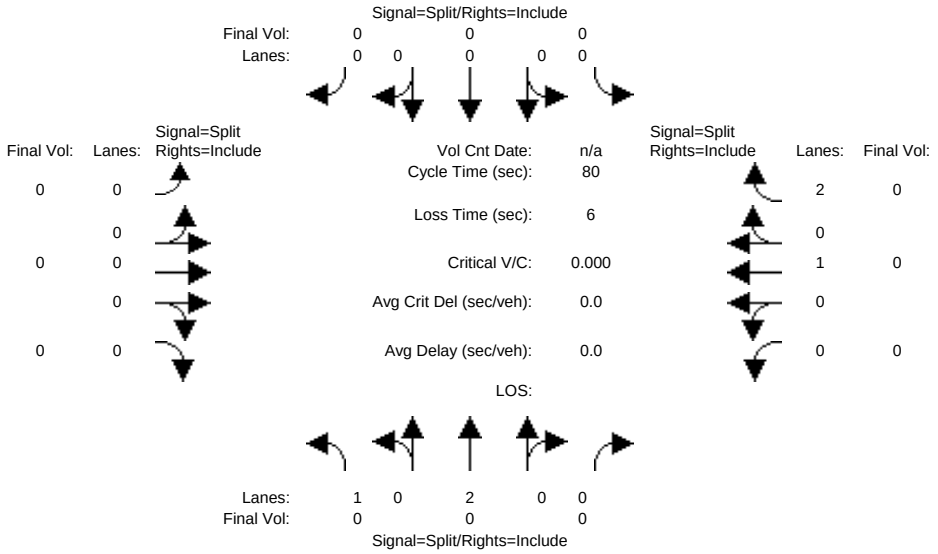
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	0	0	0	0	0	0	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:7:30-8:30AM												
Base Vol:	722	1384	0	0	0	0	9	3	0	0	299	413
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	722	1384	0	0	0	0	9	3	0	0	299	413
Added Vol:	0	4	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	722	1388	0	0	0	0	9	3	0	0	299	413
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	722	1388	0	0	0	0	9	3	0	0	299	413
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	722	1388	0	0	0	0	9	3	0	0	299	413
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	722	1388	0	0	0	0	9	3	0	0	299	413
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.83
Lanes:	1.00	2.00	0.00	0.00	0.00	0.00	0.75	0.25	0.00	0.00	1.00	2.00
Final Sat.:	1750	3800	0	0	0	0	1350	450	0	0	1900	3150
Capacity Analysis Module:												
Vol/Sat:	0.41	0.37	0.00	0.00	0.00	0.00	0.01	0.01	0.00	0.00	0.16	0.13
Crit Moves:	****						****				****	
Green Time:	45.8	45.8	0.0	0.0	0.0	0.0	0.7	0.7	0.0	0.0	17.5	17.5
Volume/Cap:	0.63	0.56	0.00	0.00	0.00	0.00	0.63	0.63	0.00	0.00	0.63	0.53
Delay/Veh:	8.3	6.9	0.0	0.0	0.0	0.0	87.1	87.1	0.0	0.0	26.1	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:	8.3	6.9	0.0	0.0	0.0	0.0	87.1	87.1	0.0	0.0	26.1	23.3
LOS by Move:	A	A	A	A	A	A	F	F	A	A	C	C
HCM2kAvgQ:	10	8	0	0	0	0	1	1	0	0	7	5

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

Downtown College Prep
San Jose

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

Intersection #3034: 280/11TH (N)



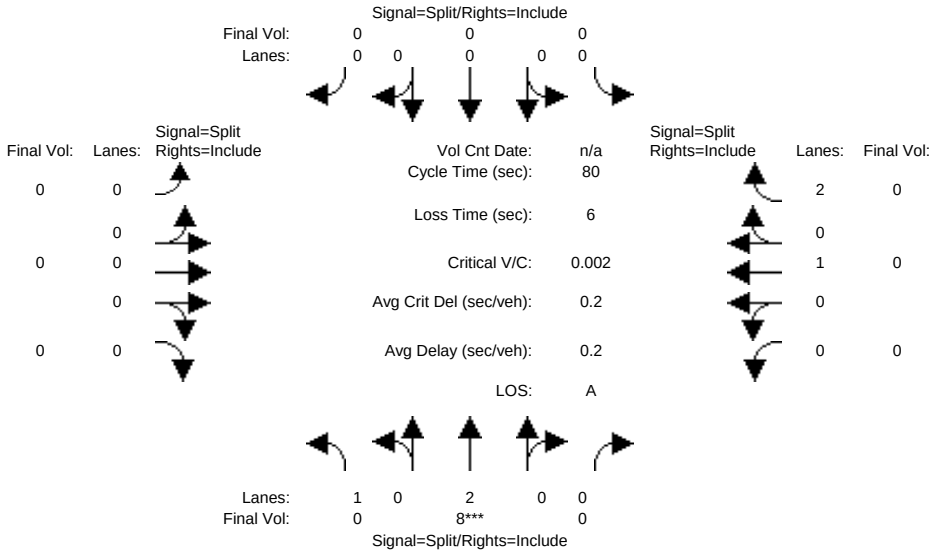
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	0	0	0	0	0	0	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:5:00-6:00PM												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:												
Green Time:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:												
HCM2kAvgQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

Downtown College Prep
San Jose

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

Intersection #3034: 280/11TH (N)



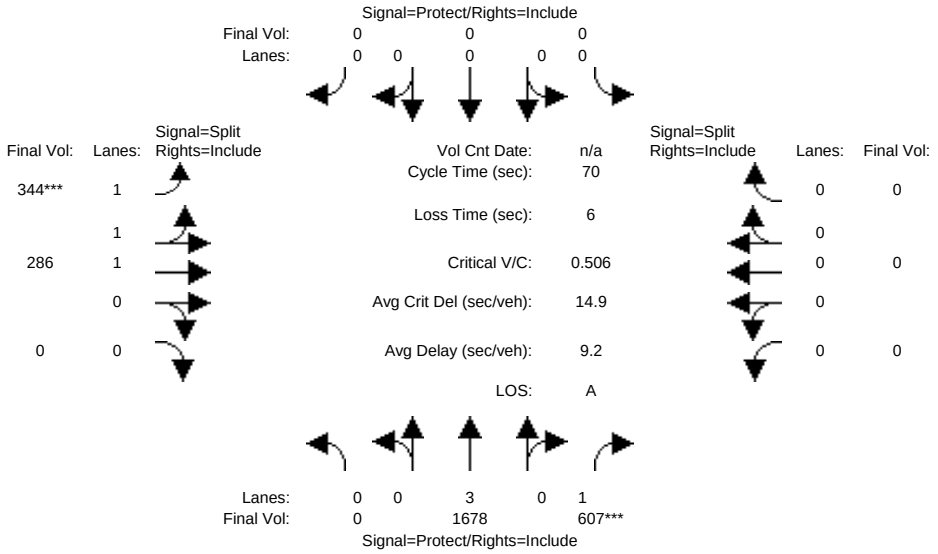
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	0	0	0	0	0	0	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:5:00-6:00PM												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	8	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	8	0	0	0	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	8	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	8	0	0	0	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	8	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	1.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	2.00
Final Sat.:	1750	3800	0	0	0	0	0	0	0	0	1900	3150
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****										
Green Time:	0.0	74.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

Downtown College Prep
San Jose

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

Intersection #3035: 280/11TH (S)



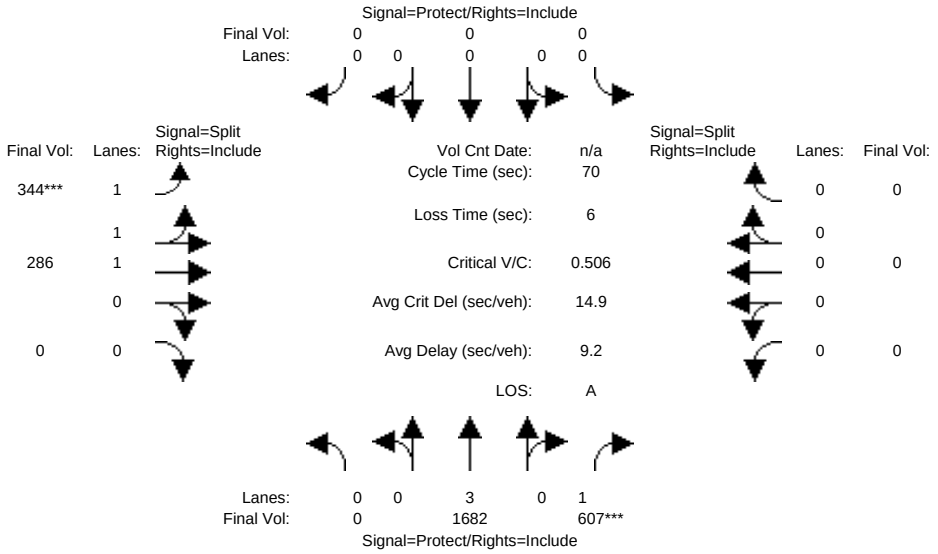
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	0	0	10	10	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:7:15-8:15AM												
Base Vol:	0	1678	607	0	0	0	344	286	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1678	607	0	0	0	344	286	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1678	607	0	0	0	344	286	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1678	607	0	0	0	344	286	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1678	607	0	0	0	344	286	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1678	607	0	0	0	344	286	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.99	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	0.00	0.00	0.00	1.68	1.32	0.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	0	0	0	2973	2472	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.35	0.00	0.00	0.00	0.12	0.12	0.00	0.00	0.00	0.00
Crit Moves:			****				****					
Green Time:	0.0	48.0	48.0	0.0	0.0	0.0	16.0	16.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.43	0.51	0.00	0.00	0.00	0.51	0.51	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	5.0	5.6	0.0	0.0	0.0	23.9	23.9	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	5.0	5.6	0.0	0.0	0.0	23.9	23.9	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	C	C	A	A	A	A
HCM2kAvgQ:	0	6	7	0	0	0	4	4	0	0	0	0

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

Downtown College Prep
San Jose

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

Intersection #3035: 280/11TH (S)



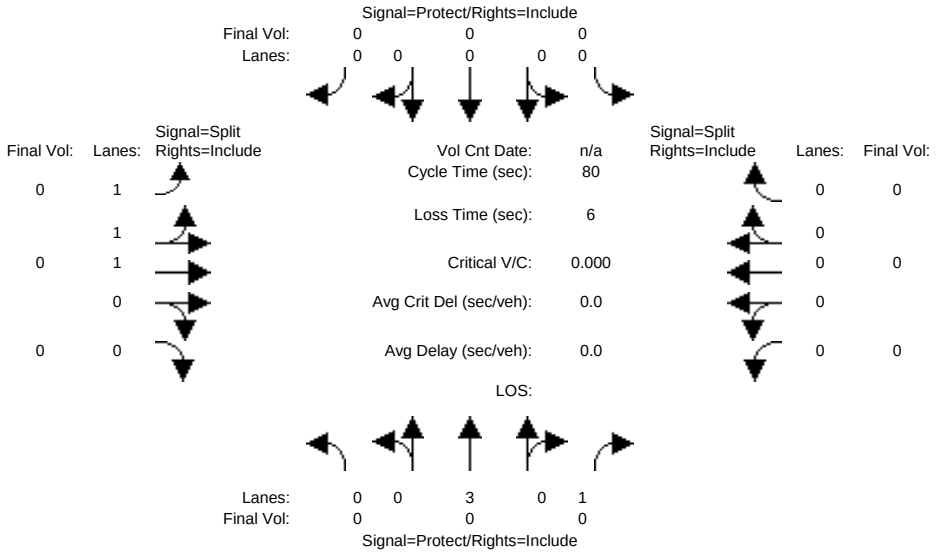
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	0	0	10	10	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:7:15-8:15AM												
Base Vol:	0	1678	607	0	0	0	344	286	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1678	607	0	0	0	344	286	0	0	0	0
Added Vol:	0	4	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1682	607	0	0	0	344	286	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1682	607	0	0	0	344	286	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1682	607	0	0	0	344	286	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1682	607	0	0	0	344	286	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.99	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	0.00	0.00	0.00	1.68	1.32	0.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	0	0	0	2973	2472	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.35	0.00	0.00	0.00	0.12	0.12	0.00	0.00	0.00	0.00
Crit Moves:			****				****					
Green Time:	0.0	48.0	48.0	0.0	0.0	0.0	16.0	16.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.43	0.51	0.00	0.00	0.00	0.51	0.51	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	5.0	5.6	0.0	0.0	0.0	23.9	23.9	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	5.0	5.6	0.0	0.0	0.0	23.9	23.9	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	C	C	A	A	A	A
HCM2kAvgQ:	0	6	7	0	0	0	4	4	0	0	0	0

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

Downtown College Prep
San Jose

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

Intersection #3035: 280/11TH (S)



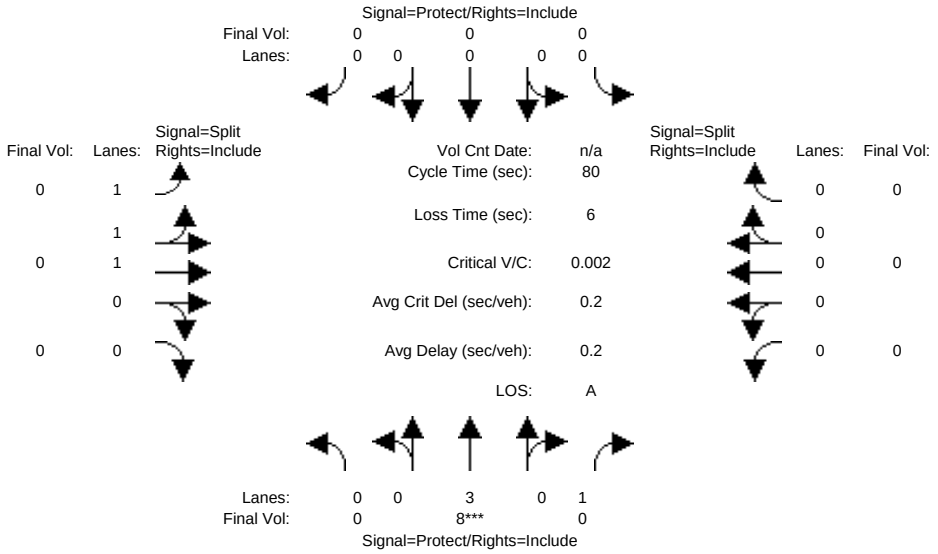
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	0	0	10	10	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:4:30-5:30PM												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:												
Green Time:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:												
HCM2kAvgQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

Downtown College Prep
San Jose

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

Intersection #3035: 280/11TH (S)



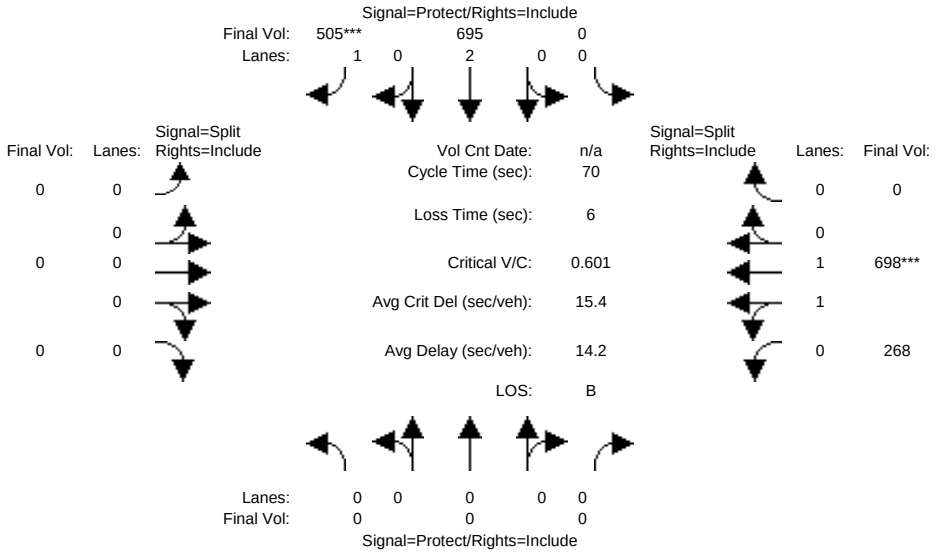
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	0	0	10	10	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:4:30-5:30PM												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	8	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	8	0	0	0	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	8	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	8	0	0	0	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	8	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	0	0	0	1750	3800	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****										
Green Time:	0.0	74.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

Downtown College Prep
San Jose

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

Intersection #3040: 280/10TH (N)



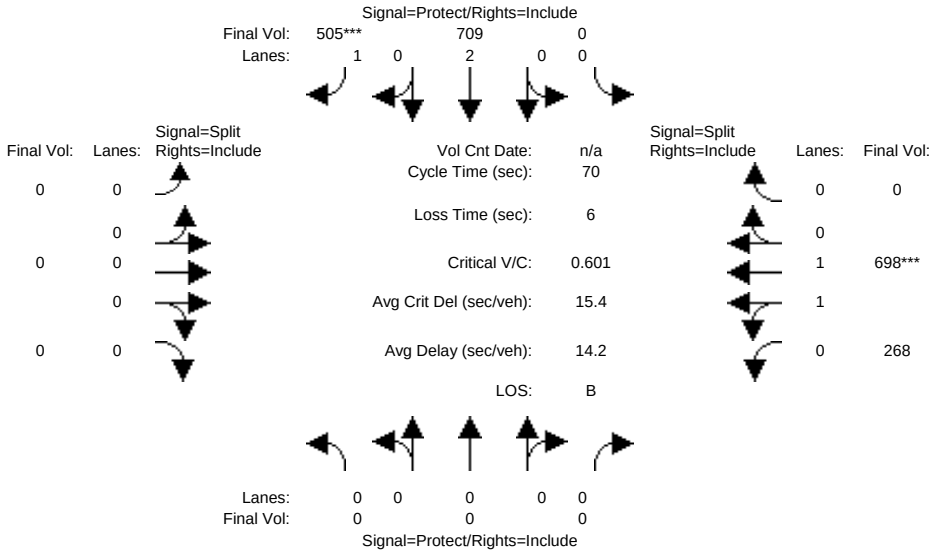
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	10	10	0	0	0	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:7:15-8:15AM												
Base Vol:	0	0	0	0	695	505	0	0	0	268	698	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	695	505	0	0	0	268	698	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	695	505	0	0	0	268	698	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	0	695	505	0	0	0	268	698	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	695	505	0	0	0	268	698	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	0	695	505	0	0	0	268	698	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	0.95	0.98	0.92
Lanes:	0.00	0.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.57	1.43	0.00
Final Sat.:	0	0	0	0	3800	1750	0	0	0	1026	2673	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.18	0.29	0.00	0.00	0.00	0.26	0.26	0.00
Crit Moves:						****					****	
Green Time:	0.0	0.0	0.0	0.0	33.6	33.6	0.0	0.0	0.0	30.4	30.4	0.0
Volume/Cap:	0.00	0.00	0.00	0.00	0.38	0.60	0.00	0.00	0.00	0.60	0.60	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	11.7	14.5	0.0	0.0	0.0	15.8	15.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	11.7	14.5	0.0	0.0	0.0	15.8	15.8	0.0
LOS by Move:	A	A	A	A	B	B	A	A	A	B	B	A
HCM2kAvgQ:	0	0	0	0	5	9	0	0	0	8	8	0

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

Downtown College Prep
San Jose

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

Intersection #3040: 280/10TH (N)



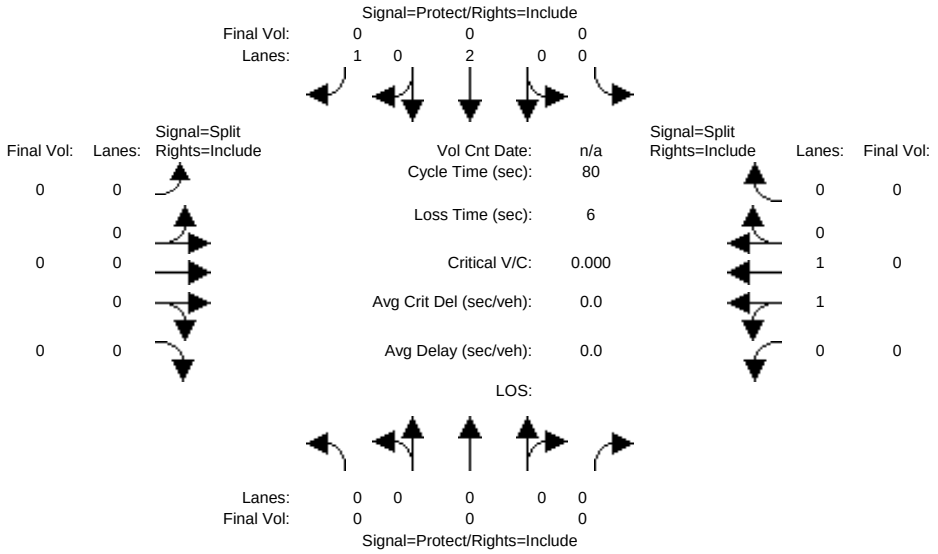
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	10	10	0	0	0	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:7:15-8:15AM												
Base Vol:	0	0	0	0	695	505	0	0	0	268	698	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	695	505	0	0	0	268	698	0
Added Vol:	0	0	0	0	14	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	709	505	0	0	0	268	698	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	0	709	505	0	0	0	268	698	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	709	505	0	0	0	268	698	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	0	709	505	0	0	0	268	698	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	0.95	0.98	0.92
Lanes:	0.00	0.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.57	1.43	0.00
Final Sat.:	0	0	0	0	3800	1750	0	0	0	1026	2673	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.19	0.29	0.00	0.00	0.00	0.26	0.26	0.00
Crit Moves:						****					****	
Green Time:	0.0	0.0	0.0	0.0	33.6	33.6	0.0	0.0	0.0	30.4	30.4	0.0
Volume/Cap:	0.00	0.00	0.00	0.00	0.39	0.60	0.00	0.00	0.00	0.60	0.60	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	11.8	14.5	0.0	0.0	0.0	15.8	15.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	11.8	14.5	0.0	0.0	0.0	15.8	15.8	0.0
LOS by Move:	A	A	A	A	B	B	A	A	A	B	B	A
HCM2kAvgQ:	0	0	0	0	5	9	0	0	0	8	8	0

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

Downtown College Prep
San Jose

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

Intersection #3040: 280/10TH (N)



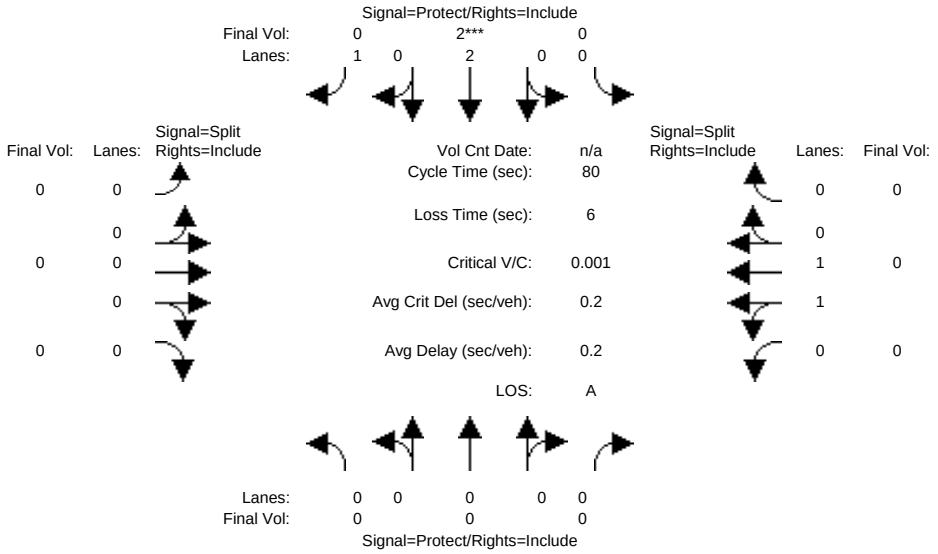
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	10	10	0	0	0	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:4:30-5:30PM												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:												
Green Time:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:												
HCM2kAvgQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

Downtown College Prep
San Jose

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

Intersection #3040: 280/10TH (N)



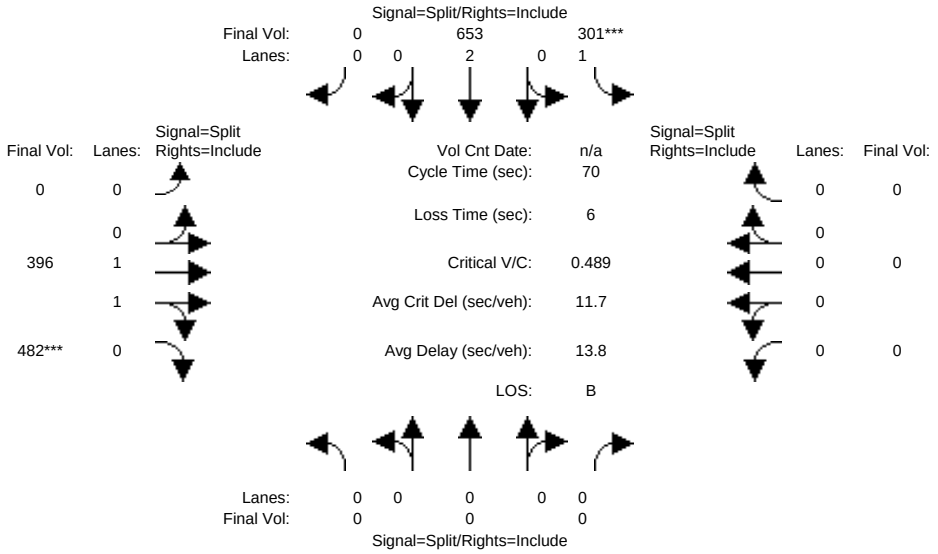
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	10	10	0	0	0	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:4:30-5:30PM												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	2	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	2	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	2	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	2	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	2	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	0	0	3800	1750	0	0	0	0	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:					****							
Green Time:	0.0	0.0	0.0	0.0	74.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

Downtown College Prep
San Jose

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

Intersection #3041: 280/10TH (S)



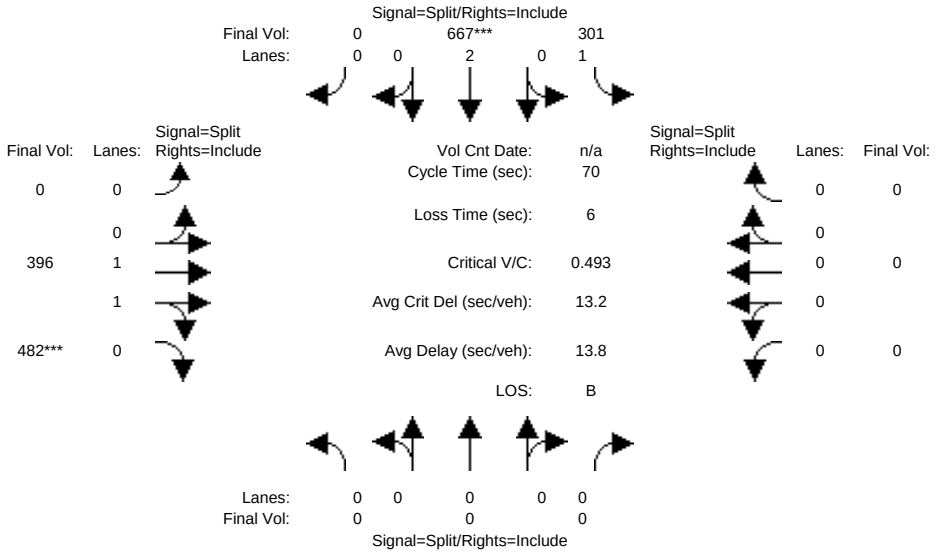
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	0	0	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:7:15-8:15AM												
Base Vol:	0	0	0	301	653	0	0	396	482	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	301	653	0	0	396	482	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	301	653	0	0	396	482	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	0	0	301	653	0	0	396	482	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	301	653	0	0	396	482	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	0	0	301	653	0	0	396	482	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	0.00	0.00	1.00	2.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00
Final Sat.:	0	0	0	1750	3800	0	0	1900	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.17	0.17	0.00	0.00	0.21	0.28	0.00	0.00	0.00
Crit Moves:				****					****			
Green Time:	0.0	0.0	0.0	24.6	24.6	0.0	0.0	39.4	39.4	0.0	0.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.49	0.49	0.00	0.00	0.37	0.49	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	18.4	18.1	0.0	0.0	8.5	9.4	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	0.0	0.0	18.4	18.1	0.0	0.0	8.5	9.4	0.0	0.0	0.0
LOS by Move:	A	A	A	B	B	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	5	5	0	0	5	7	0	0	0

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

Downtown College Prep
San Jose

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

Intersection #3041: 280/10TH (S)



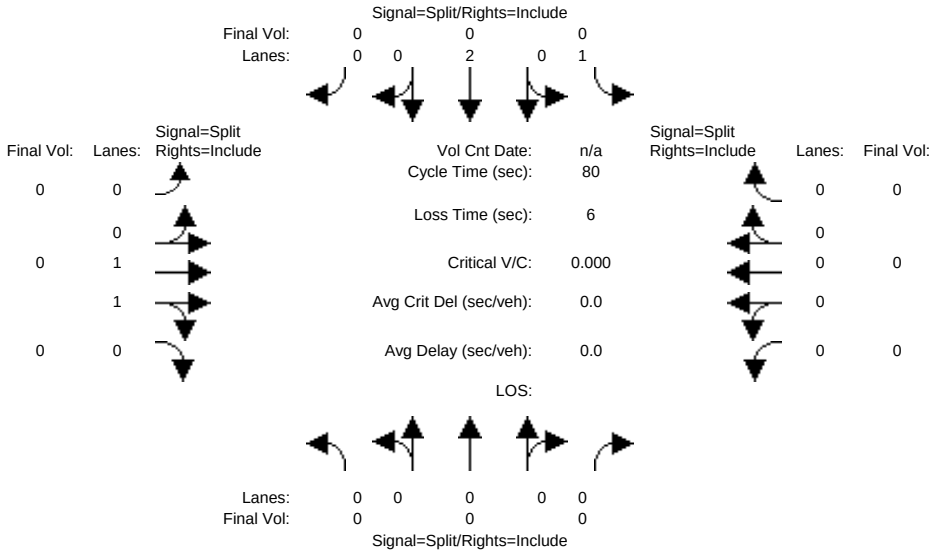
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	0	0	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:7:15-8:15AM												
Base Vol:	0	0	0	301	653	0	0	396	482	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	301	653	0	0	396	482	0	0	0
Added Vol:	0	0	0	0	14	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	301	667	0	0	396	482	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	0	0	301	667	0	0	396	482	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	301	667	0	0	396	482	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	0	0	301	667	0	0	396	482	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	0.00	0.00	1.00	2.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00
Final Sat.:	0	0	0	1750	3800	0	0	1900	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.17	0.18	0.00	0.00	0.21	0.28	0.00	0.00	0.00
Crit Moves:					****				****			
Green Time:	0.0	0.0	0.0	24.9	24.9	0.0	0.0	39.1	39.1	0.0	0.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.48	0.49	0.00	0.00	0.37	0.49	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	18.1	17.9	0.0	0.0	8.7	9.6	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	0.0	0.0	18.1	17.9	0.0	0.0	8.7	9.6	0.0	0.0	0.0
LOS by Move:	A	A	A	B	B	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	5	5	0	0	5	7	0	0	0

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

Downtown College Prep
San Jose

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

Intersection #3041: 280/10TH (S)



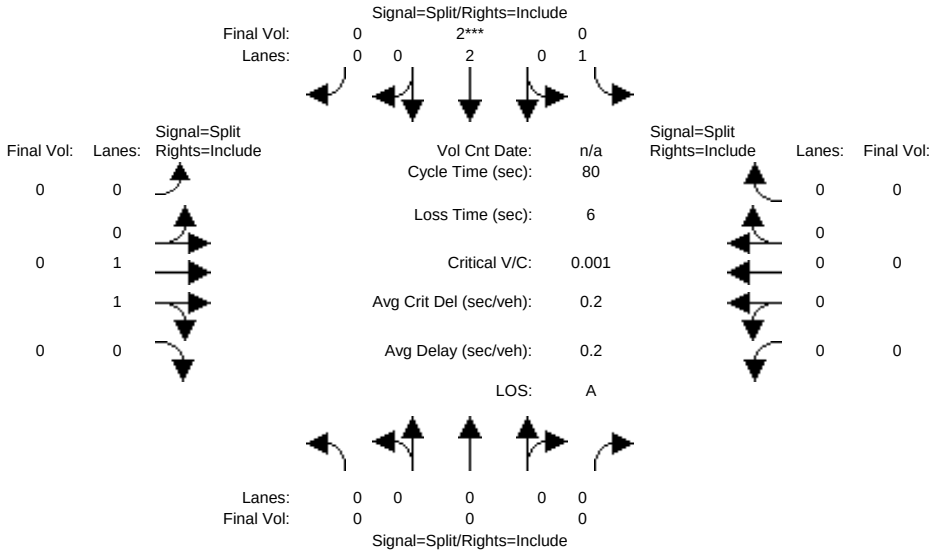
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	0	0	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:5:00-6:00PM												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:												
Green Time:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:												
HCM2kAvgQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

Downtown College Prep
San Jose

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

Intersection #3041: 280/10TH (S)



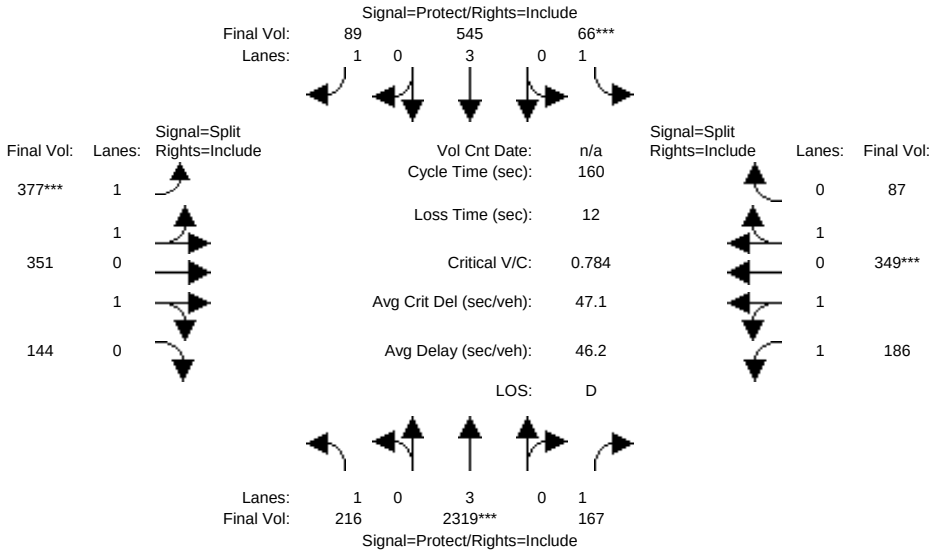
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	0	0	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:5:00-6:00PM												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	2	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	2	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	2	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	2	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	2	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	1750	3800	0	0	3800	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:					****							
Green Time:	0.0	0.0	0.0	0.0	74.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

Downtown College Prep
San Jose

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

Intersection #3060: ALMA/FIRST



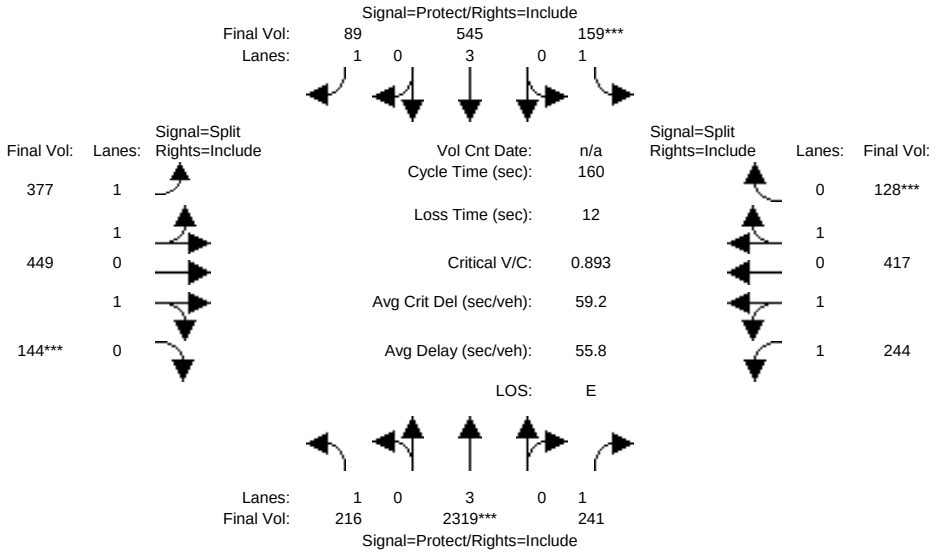
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:7:30-8:30AM												
Base Vol:	216	2319	143	52	545	89	377	338	144	173	339	81
Growth Adj:	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:	216	2319	143	52	545	89	377	338	144	173	339	81
Added Vol:	0	0	24	14	0	0	0	13	0	13	10	6
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	216	2319	167	66	545	89	377	351	144	186	349	87
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2319	167	66	545	89	377	351	144	186	349	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	216	2319	167	66	545	89	377	351	144	186	349	87
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	216	2319	167	66	545	89	377	351	144	186	349	87
Saturation Flow Module:												
Sat/Lane:	1900	1900	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	0.95	0.92	0.98	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.31	1.20	0.49	1.00	1.59	0.41
Final Sat.:	1750	5700	1750	1750	5700	1750	2313	2153	883	1750	2961	738
Capacity Analysis Module:												
Vol/Sat:	0.12	0.41	0.10	0.04	0.10	0.05	0.16	0.16	0.16	0.11	0.12	0.12
Crit Moves:		****		****			****				****	
Green Time:	51.1	83.0	83.0	7.7	39.6	39.6	33.3	33.3	33.3	24.0	24.0	24.0
Volume/Cap:	0.39	0.78	0.18	0.78	0.39	0.21	0.78	0.78	0.78	0.71	0.78	0.78
Delay/Veh:	42.7	32.7	20.6	112.4	50.3	48.0	63.7	63.7	63.7	67.3	70.6	70.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.7	32.7	20.6	112.4	50.3	48.0	63.7	63.7	63.7	67.3	70.6	70.6
LOS by Move:	D	C	C	F	D	D	E	E	E	E	E	E
HCM2kAvgQ:	9	31	5	5	7	4	16	16	16	11	12	12

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

Downtown College Prep
San Jose

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

Intersection #3060: ALMA/FIRST



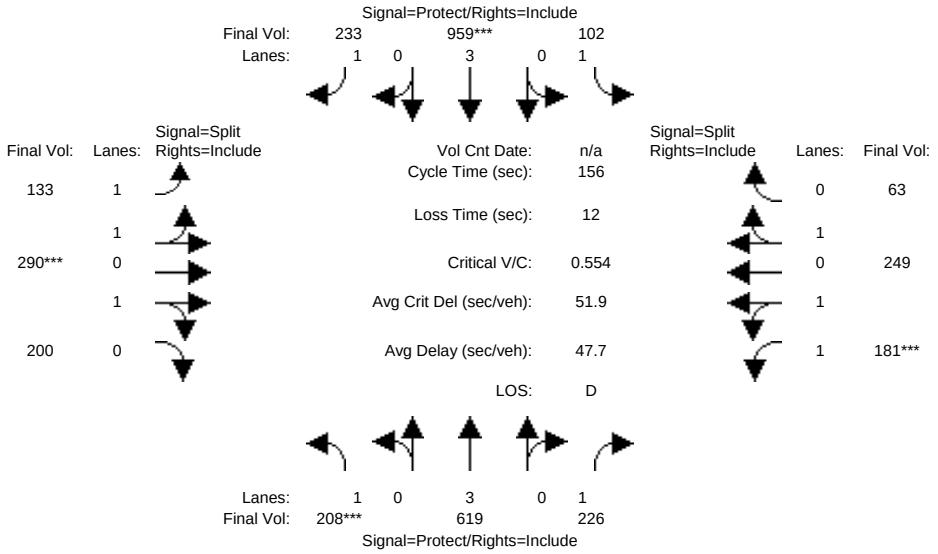
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:7:30-8:30AM												
Base Vol:	216	2319	143	52	545	89	377	338	144	173	339	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:	216	2319	143	52	545	89	377	338	144	173	339	81
Added Vol:	0	0	98	107	0	0	0	111	0	71	78	47
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	216	2319	241	159	545	89	377	449	144	244	417	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:	216	2319	241	159	545	89	377	449	144	244	417	128
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	216	2319	241	159	545	89	377	449	144	244	417	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:	216	2319	241	159	545	89	377	449	144	244	417	128
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	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	0.98	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.18	1.38	0.44	1.00	1.52	0.48
Final Sat.:	1750	5700	1750	1750	5700	1750	2079	2476	794	1750	2830	869
Capacity Analysis Module:												
Vol/Sat:	0.12	0.41	0.14	0.09	0.10	0.05	0.18	0.18	0.18	0.14	0.15	0.15
Crit Moves:		****		****					****			****
Green Time:	50.2	72.9	72.9	16.3	38.9	38.9	32.5	32.5	32.5	26.4	26.4	26.4
Volume/Cap:	0.39	0.89	0.30	0.89	0.39	0.21	0.89	0.89	0.89	0.85	0.89	0.89
Delay/Veh:	43.4	44.4	27.7	109.8	50.9	48.5	71.7	71.7	71.7	72.0	76.9	76.9
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:	43.4	44.4	27.7	109.8	50.9	48.5	71.7	71.7	71.7	72.0	76.9	76.9
LOS by Move:	D	D	C	F	D	D	E	E	E	E	E	E
HCM2kAvgQ:	9	37	8	11	7	4	19	19	19	15	16	16

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

Downtown College Prep
San Jose

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

Intersection #3060: ALMA/FIRST



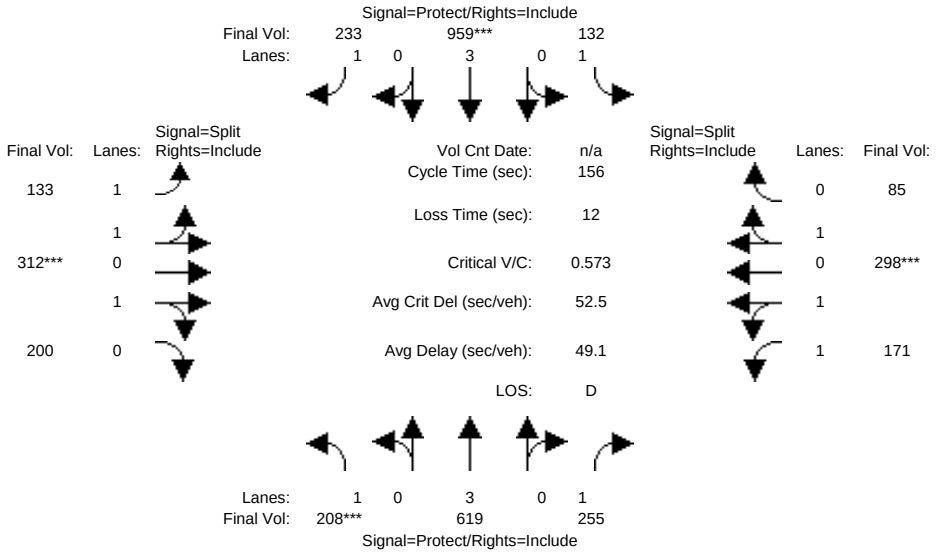
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	208	619	180	75	959	233	133	266	200	149	226	49
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	208	619	180	75	959	233	133	266	200	149	226	49
Added Vol:	0	0	46	27	0	0	0	24	0	32	23	14
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	208	619	226	102	959	233	133	290	200	181	249	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:	208	619	226	102	959	233	133	290	200	181	249	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	208	619	226	102	959	233	133	290	200	181	249	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	208	619	226	102	959	233	133	290	200	181	249	63
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95	0.92	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.16	0.84	1.12	1.50	0.38
Final Sat.:	1750	5700	1750	1750	5700	1750	1750	2189	1509	1964	2702	684
Capacity Analysis Module:												
Vol/Sat:	0.12	0.11	0.13	0.06	0.17	0.13	0.08	0.13	0.13	0.09	0.09	0.09
Crit Moves:	****				****			****		****		
Green Time:	33.4	55.7	55.7	25.1	47.3	47.3	37.3	37.3	37.3	25.9	25.9	25.9
Volume/Cap:	0.55	0.30	0.36	0.36	0.55	0.44	0.32	0.55	0.55	0.55	0.55	0.55
Delay/Veh:	56.5	36.3	37.4	59.1	45.9	44.2	49.0	52.7	52.7	60.5	60.5	60.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.5	36.3	37.4	59.1	45.9	44.2	49.0	52.7	52.7	60.5	60.5	60.5
LOS by Move:	E	D	D	E	D	D	D	D	D	E	E	E
HCM2kAvgQ:	10	7	8	5	13	10	6	11	11	8	8	8

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

Downtown College Prep
San Jose

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

Intersection #3060: ALMA/FIRST



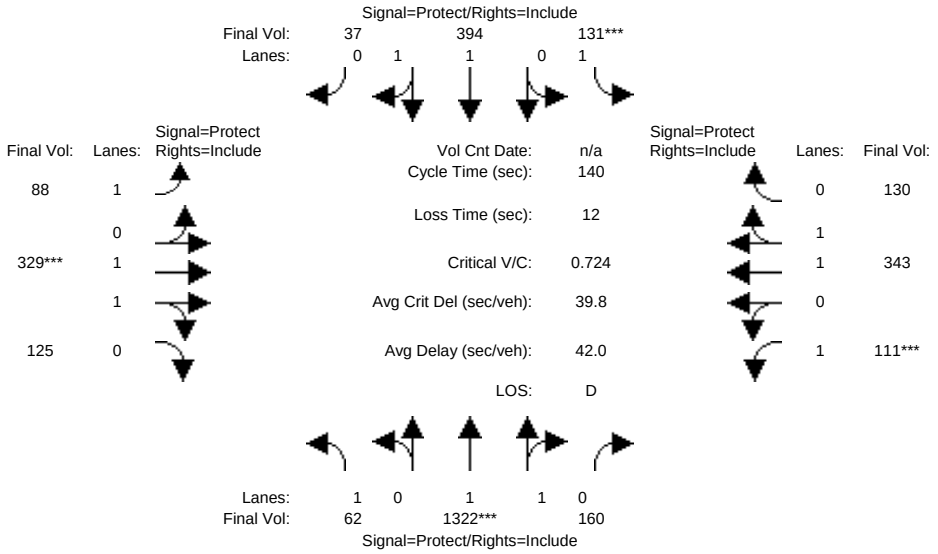
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	208	619	180	75	959	233	133	266	200	149	226	49
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	208	619	180	75	959	233	133	266	200	149	226	49
Added Vol:	0	0	75	57	0	0	0	46	0	22	72	36
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	208	619	255	132	959	233	133	312	200	171	298	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:	208	619	255	132	959	233	133	312	200	171	298	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	208	619	255	132	959	233	133	312	200	171	298	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	208	619	255	132	959	233	133	312	200	171	298	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	0.99	0.95	0.92	0.98	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.20	0.80	1.00	1.54	0.46
Final Sat.:	1750	5700	1750	1750	5700	1750	1750	2254	1445	1750	2878	821
Capacity Analysis Module:												
Vol/Sat:	0.12	0.11	0.15	0.08	0.17	0.13	0.08	0.14	0.14	0.10	0.10	0.10
Crit Moves:	****				****			****			****	
Green Time:	32.3	51.5	51.5	26.7	45.8	45.8	37.7	37.7	37.7	28.2	28.2	28.2
Volume/Cap:	0.57	0.33	0.44	0.44	0.57	0.45	0.31	0.57	0.57	0.54	0.57	0.57
Delay/Veh:	57.8	39.4	41.5	59.0	47.3	45.5	48.6	52.8	52.8	58.6	59.3	59.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.8	39.4	41.5	59.0	47.3	45.5	48.6	52.8	52.8	58.6	59.3	59.3
LOS by Move:	E	D	D	E	D	D	D	D	D	E	E	E
HCM2kAvgQ:	10	7	10	6	13	10	6	11	11	8	9	9

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

Downtown College Prep
San Jose

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

Intersection #3061: ALMADEN/SAN CARLOS



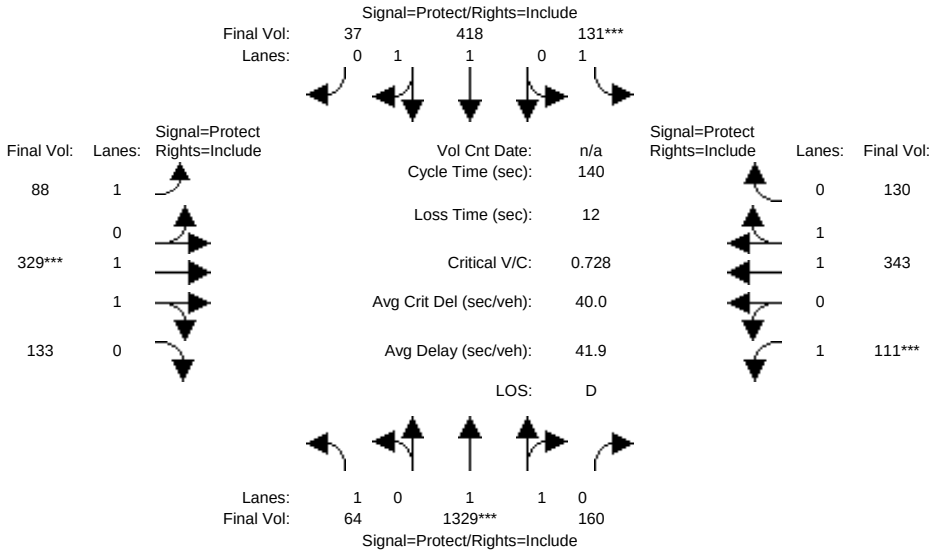
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:7:30-8:30AM												
Base Vol:	62	1322	160	131	394	37	88	329	125	111	343	130
Growth Adj:	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:	62	1322	160	131	394	37	88	329	125	111	343	130
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	62	1322	160	131	394	37	88	329	125	111	343	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:	62	1322	160	131	394	37	88	329	125	111	343	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	1322	160	131	394	37	88	329	125	111	343	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	62	1322	160	131	394	37	88	329	125	111	343	130
Saturation Flow 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	1.78	0.22	1.00	1.82	0.18	1.00	1.43	0.57	1.00	1.44	0.56
Final Sat.:	1750	3300	399	1750	3382	318	1750	2681	1018	1750	2682	1017
Capacity Analysis Module:												
Vol/Sat:	0.04	0.40	0.40	0.07	0.12	0.12	0.05	0.12	0.12	0.06	0.13	0.13
Crit Moves:		****		****				****		****		
Green Time:	27.6	77.5	77.5	14.5	64.4	64.4	10.2	23.7	23.7	12.3	25.9	25.9
Volume/Cap:	0.18	0.72	0.72	0.72	0.25	0.25	0.69	0.72	0.72	0.72	0.69	0.69
Delay/Veh:	47.9	25.5	25.5	82.9	23.5	23.5	90.1	62.1	62.1	87.7	59.1	59.1
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:	47.9	25.5	25.5	82.9	23.5	23.5	90.1	62.1	62.1	87.7	59.1	59.1
LOS by Move:	D	C	C	F	C	C	F	E	E	F	E	E
HCM2kAvgQ:	2	24	24	6	6	6	4	10	10	6	10	10

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

Downtown College Prep
San Jose

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

Intersection #3061: ALMADEN/SAN CARLOS



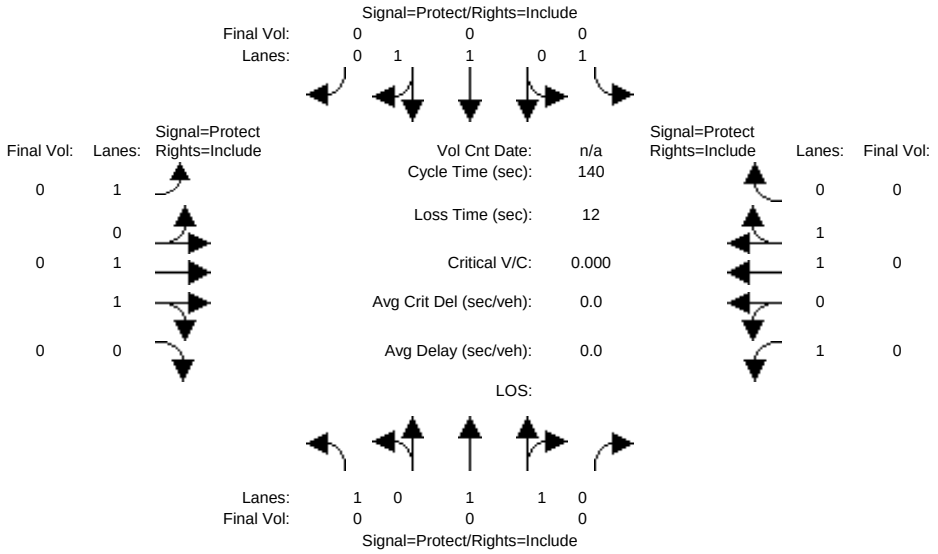
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:7:30-8:30AM												
Base Vol:	62	1322	160	131	394	37	88	329	125	111	343	130
Growth Adj:	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:	62	1322	160	131	394	37	88	329	125	111	343	130
Added Vol:	2	7	0	0	24	0	0	0	8	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	64	1329	160	131	418	37	88	329	133	111	343	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:	64	1329	160	131	418	37	88	329	133	111	343	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	1329	160	131	418	37	88	329	133	111	343	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	64	1329	160	131	418	37	88	329	133	111	343	130
Saturation Flow 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	1.78	0.22	1.00	1.83	0.17	1.00	1.41	0.59	1.00	1.44	0.56
Final Sat.:	1750	3302	398	1750	3399	301	1750	2634	1065	1750	2682	1017
Capacity Analysis Module:												
Vol/Sat:	0.04	0.40	0.40	0.07	0.12	0.12	0.05	0.12	0.12	0.06	0.13	0.13
Crit Moves:		****		****				****		****		
Green Time:	26.5	77.4	77.4	14.4	65.3	65.3	10.2	24.0	24.0	12.2	26.0	26.0
Volume/Cap:	0.19	0.73	0.73	0.73	0.26	0.26	0.69	0.73	0.73	0.73	0.69	0.69
Delay/Veh:	49.0	25.7	25.7	83.5	23.1	23.1	89.6	62.1	62.1	88.3	58.8	58.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.0	25.7	25.7	83.5	23.1	23.1	89.6	62.1	62.1	88.3	58.8	58.8
LOS by Move:	D	C	C	F	C	C	F	E	E	F	E	E
HCM2kAvgQ:	3	25	25	6	6	6	4	10	10	6	10	10

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

Downtown College Prep
San Jose

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

Intersection #3061: ALMADEN/SAN CARLOS



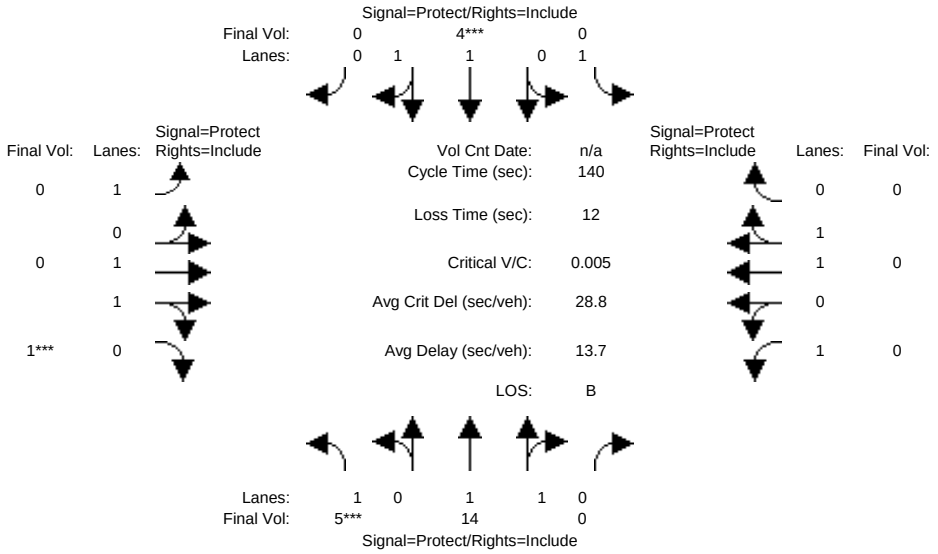
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:5:00-6:00PM												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:												
Green Time:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:												
HCM2kAvgQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

Downtown College Prep
San Jose

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

Intersection #3061: ALMADEN/SAN CARLOS



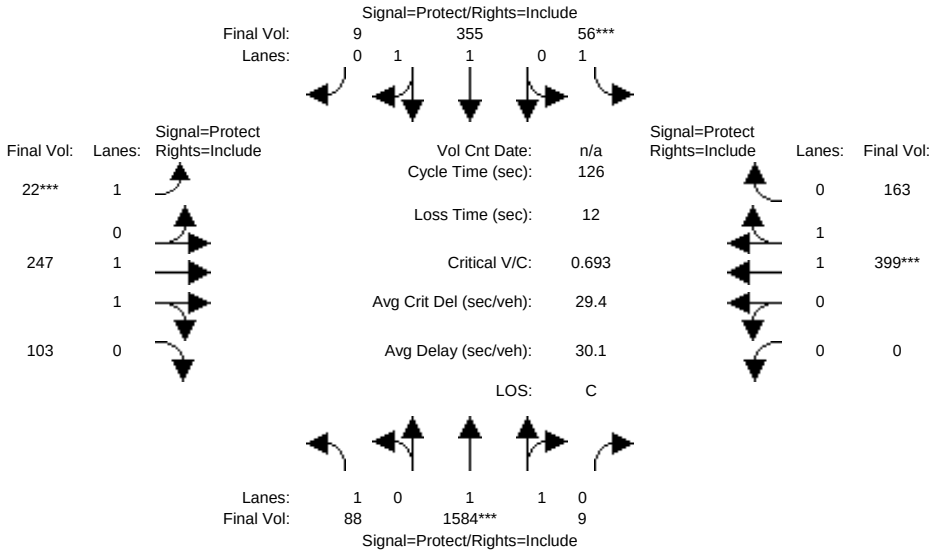
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:5:00-6:00PM												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	5	14	0	0	4	0	0	0	1	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	14	0	0	4	0	0	0	1	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:	5	14	0	0	4	0	0	0	1	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	14	0	0	4	0	0	0	1	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:	5	14	0	0	4	0	0	0	1	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.92	0.92	0.97	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	1.00	2.00	0.00	1.00	1.00	1.00	1.00	2.00	0.00
Final Sat.:	1750	3700	0	1750	3700	0	1750	1900	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green Time:	81.1	112	0.0	0.0	30.7	0.0	0.0	0.0	16.2	0.0	0.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	12.4	2.9	0.0	0.0	42.7	0.0	0.0	0.0	54.8	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:	12.4	2.9	0.0	0.0	42.7	0.0	0.0	0.0	54.8	0.0	0.0	0.0
LOS by Move:	B	A	A	A	D	A	A	A	D	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

Downtown College Prep
San Jose

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

Intersection #3097: FIRST/KEYES



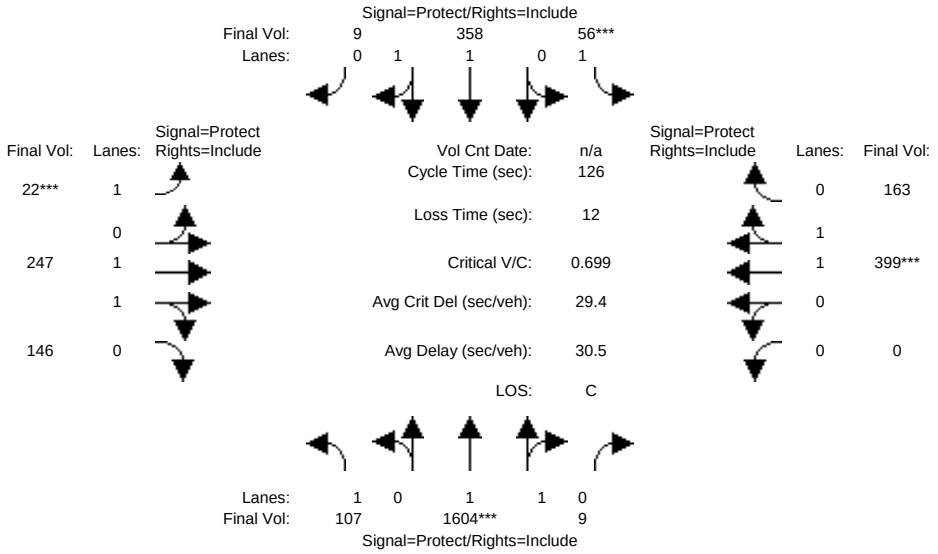
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:7:30-8:30AM												
Base Vol:	85	1581	9	56	351	9	22	247	99	0	399	163
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	85	1581	9	56	351	9	22	247	99	0	399	163
Added Vol:	3	3	0	0	4	0	0	0	4	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	88	1584	9	56	355	9	22	247	103	0	399	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:	88	1584	9	56	355	9	22	247	103	0	399	163
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	1584	9	56	355	9	22	247	103	0	399	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:	88	1584	9	56	355	9	22	247	103	0	399	163
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	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.99	0.01	1.00	1.95	0.05	1.00	1.40	0.60	0.00	1.40	0.60
Final Sat.:	1750	3679	21	1750	3608	91	1750	2610	1089	0	2626	1073
Capacity Analysis Module:												
Vol/Sat:	0.05	0.43	0.43	0.03	0.10	0.10	0.01	0.09	0.09	0.00	0.15	0.15
Crit Moves:		****		****			****				****	
Green Time:	29.2	73.9	73.9	7.0	51.7	51.7	7.0	33.1	33.1	0.0	26.1	26.1
Volume/Cap:	0.22	0.73	0.73	0.58	0.24	0.24	0.23	0.36	0.36	0.00	0.73	0.73
Delay/Veh:	39.4	20.2	20.2	66.3	24.4	24.4	58.1	38.1	38.1	0.0	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:	39.4	20.2	20.2	66.3	24.4	24.4	58.1	38.1	38.1	0.0	50.4	50.4
LOS by Move:	D	C	C	E	C	C	E	D	D	A	D	D
HCM2kAvgQ:	3	23	23	2	5	5	1	6	6	0	11	11

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

Downtown College Prep
San Jose

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

Intersection #3097: FIRST/KEYES



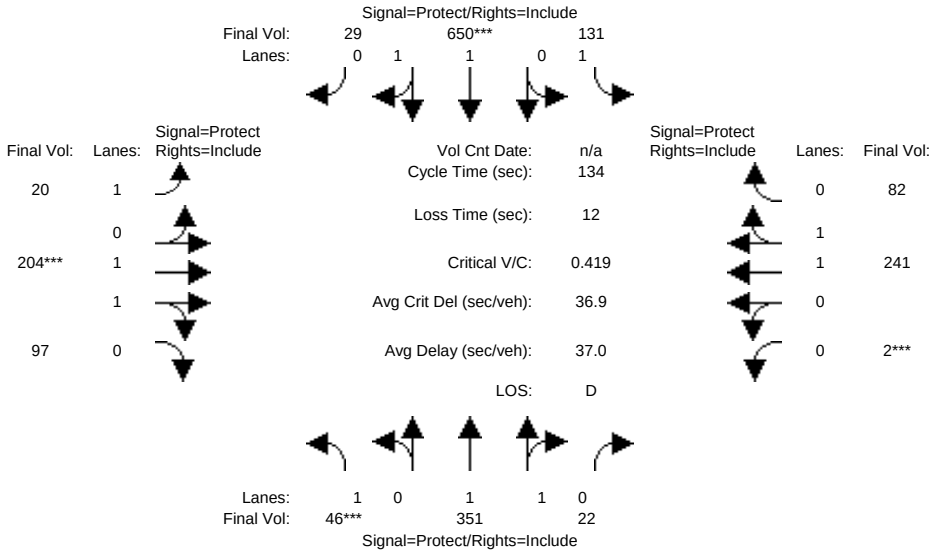
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:7:30-8:30AM												
Base Vol:	85	1581	9	56	351	9	22	247	99	0	399	163
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	85	1581	9	56	351	9	22	247	99	0	399	163
Added Vol:	22	23	0	0	7	0	0	0	47	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	107	1604	9	56	358	9	22	247	146	0	399	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:	107	1604	9	56	358	9	22	247	146	0	399	163
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	1604	9	56	358	9	22	247	146	0	399	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:	107	1604	9	56	358	9	22	247	146	0	399	163
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	0.99	0.95	0.92	0.98	0.95
Lanes:	1.00	1.99	0.01	1.00	1.95	0.05	1.00	1.24	0.76	0.00	1.40	0.60
Final Sat.:	1750	3679	21	1750	3609	91	1750	2324	1374	0	2626	1073
Capacity Analysis Module:												
Vol/Sat:	0.06	0.44	0.44	0.03	0.10	0.10	0.01	0.11	0.11	0.00	0.15	0.15
Crit Moves:		****		****			****				****	
Green Time:	30.9	74.2	74.2	7.0	50.2	50.2	7.0	32.8	32.8	0.0	25.8	25.8
Volume/Cap:	0.25	0.74	0.74	0.58	0.25	0.25	0.23	0.41	0.41	0.00	0.74	0.74
Delay/Veh:	38.5	20.3	20.3	66.3	25.4	25.4	58.1	38.8	38.8	0.0	50.9	50.9
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:	38.5	20.3	20.3	66.3	25.4	25.4	58.1	38.8	38.8	0.0	50.9	50.9
LOS by Move:	D	C	C	E	C	C	E	D	D	A	D	D
HCM2kAvgQ:	4	24	24	2	5	5	1	7	7	0	11	11

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

Downtown College Prep
San Jose

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

Intersection #3097: FIRST/KEYES



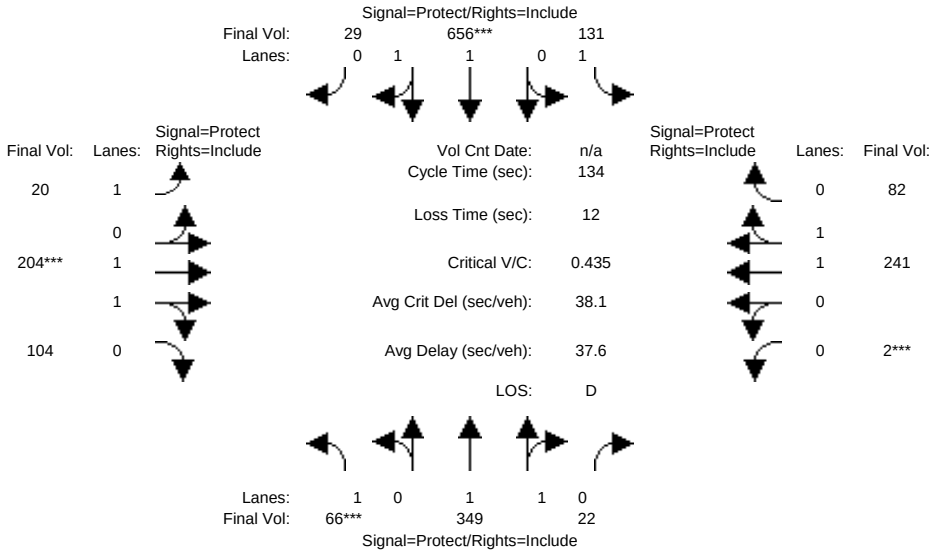
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	40	344	22	131	642	29	20	204	90	2	241	82
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	344	22	131	642	29	20	204	90	2	241	82
Added Vol:	6	7	0	0	8	0	0	0	7	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	46	351	22	131	650	29	20	204	97	2	241	82
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	46	351	22	131	650	29	20	204	97	2	241	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	351	22	131	650	29	20	204	97	2	241	82
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	46	351	22	131	650	29	20	204	97	2	241	82
Saturation Flow 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	0.99	0.95	0.95	0.95	0.95
Lanes:	1.00	1.88	0.12	1.00	1.91	0.09	1.00	1.34	0.66	0.01	1.49	0.50
Final Sat.:	1750	3482	218	1750	3542	158	1750	2507	1192	22	2670	908
Capacity Analysis Module:												
Vol/Sat:	0.03	0.10	0.10	0.07	0.18	0.18	0.01	0.08	0.08	0.09	0.09	0.09
Crit Moves:	****				****			****		****		
Green Time:	8.4	38.5	38.5	28.6	58.7	58.7	20.1	26.0	26.0	28.9	34.8	34.8
Volume/Cap:	0.42	0.35	0.35	0.35	0.42	0.42	0.08	0.42	0.42	0.42	0.35	0.35
Delay/Veh:	63.0	38.0	38.0	45.4	26.1	26.1	49.1	47.8	47.8	45.7	40.6	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:	63.0	38.0	38.0	45.4	26.1	26.1	49.1	47.8	47.8	45.7	40.6	40.6
LOS by Move:	E	D	D	D	C	C	D	D	D	D	D	D
HCM2kAvgQ:	2	6	6	5	9	9	1	6	6	6	5	5

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

Downtown College Prep
San Jose

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

Intersection #3097: FIRST/KEYES



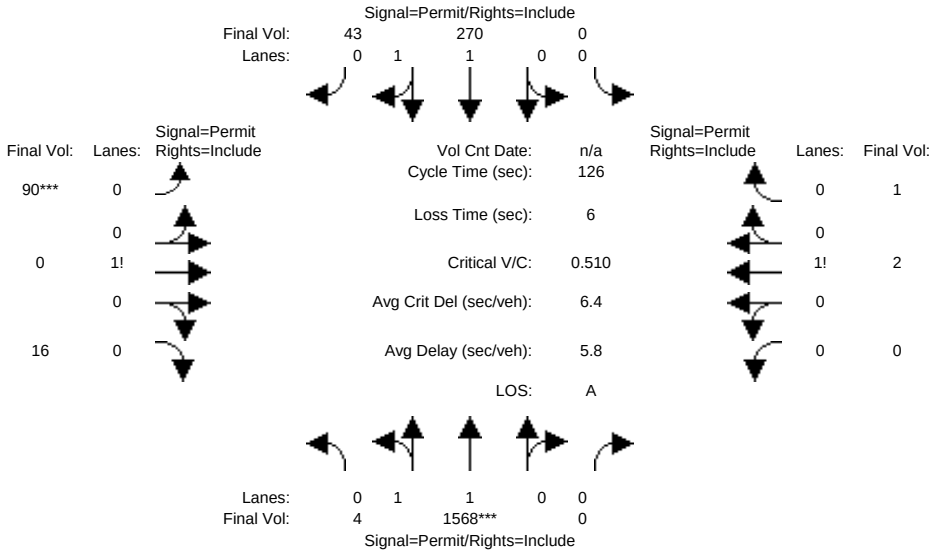
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	40	344	22	131	642	29	20	204	90	2	241	82
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	344	22	131	642	29	20	204	90	2	241	82
Added Vol:	26	5	0	0	14	0	0	0	14	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	66	349	22	131	656	29	20	204	104	2	241	82
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	66	349	22	131	656	29	20	204	104	2	241	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	66	349	22	131	656	29	20	204	104	2	241	82
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	66	349	22	131	656	29	20	204	104	2	241	82
Saturation Flow 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	0.99	0.95	0.95	0.95	0.95
Lanes:	1.00	1.88	0.12	1.00	1.91	0.09	1.00	1.31	0.69	0.01	1.49	0.50
Final Sat.:	1750	3480	219	1750	3543	157	1750	2450	1249	22	2670	908
Capacity Analysis Module:												
Vol/Sat:	0.04	0.10	0.10	0.07	0.19	0.19	0.01	0.08	0.08	0.09	0.09	0.09
Crit Moves:	****				****			****		****		
Green Time:	11.6	39.3	39.3	29.3	57.0	57.0	19.6	25.6	25.6	27.8	33.8	33.8
Volume/Cap:	0.44	0.34	0.34	0.34	0.44	0.44	0.08	0.44	0.44	0.44	0.36	0.36
Delay/Veh:	60.1	37.4	37.4	44.7	27.4	27.4	49.5	48.2	48.2	46.7	41.4	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:	60.1	37.4	37.4	44.7	27.4	27.4	49.5	48.2	48.2	46.7	41.4	41.4
LOS by Move:	E	D	D	D	C	C	D	D	D	D	D	D
HCM2kAvgQ:	3	6	6	5	10	10	1	6	6	6	6	6

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

Downtown College Prep
San Jose

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

Intersection #3099: FIRST/WILLOW



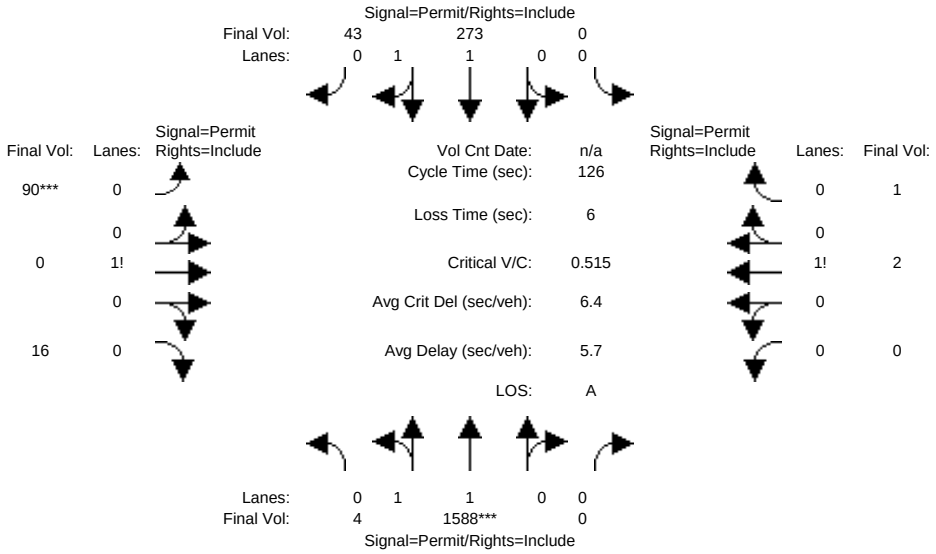
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	0	0	10	10	10	0	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:7:30-8:30AM												
Base Vol:	4	1565	0	0	266	43	90	0	16	0	2	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	1565	0	0	266	43	90	0	16	0	2	1
Added Vol:	0	3	0	0	4	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	1568	0	0	270	43	90	0	16	0	2	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1568	0	0	270	43	90	0	16	0	2	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	1568	0	0	270	43	90	0	16	0	2	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	1568	0	0	270	43	90	0	16	0	2	1
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	0.98	0.95	0.92	0.92	0.92	0.92	0.95	0.95
Lanes:	0.01	1.99	0.00	0.00	1.72	0.28	0.85	0.00	0.15	0.00	0.67	0.33
Final Sat.:	9	3691	0	0	3191	508	1486	0	264	0	1200	600
Capacity Analysis Module:												
Vol/Sat:	0.42	0.42	0.00	0.00	0.08	0.08	0.06	0.00	0.06	0.00	0.00	0.00
Crit Moves:		****					****					
Green Time:	105.0	105	0.0	0.0	105	105.0	15.0	0.0	15.0	0.0	15.0	15.0
Volume/Cap:	0.51	0.51	0.00	0.00	0.10	0.10	0.51	0.00	0.51	0.00	0.01	0.01
Delay/Veh:	3.2	3.2	0.0	0.0	1.9	1.9	54.2	0.0	54.2	0.0	49.0	49.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	3.2	3.2	0.0	0.0	1.9	1.9	54.2	0.0	54.2	0.0	49.0	49.0
LOS by Move:	A	A	A	A	A	A	D	A	D	A	D	D
HCM2kAvgQ:	9	9	0	0	1	1	5	0	5	0	0	0

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

Downtown College Prep
San Jose

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

Intersection #3099: FIRST/WILLOW



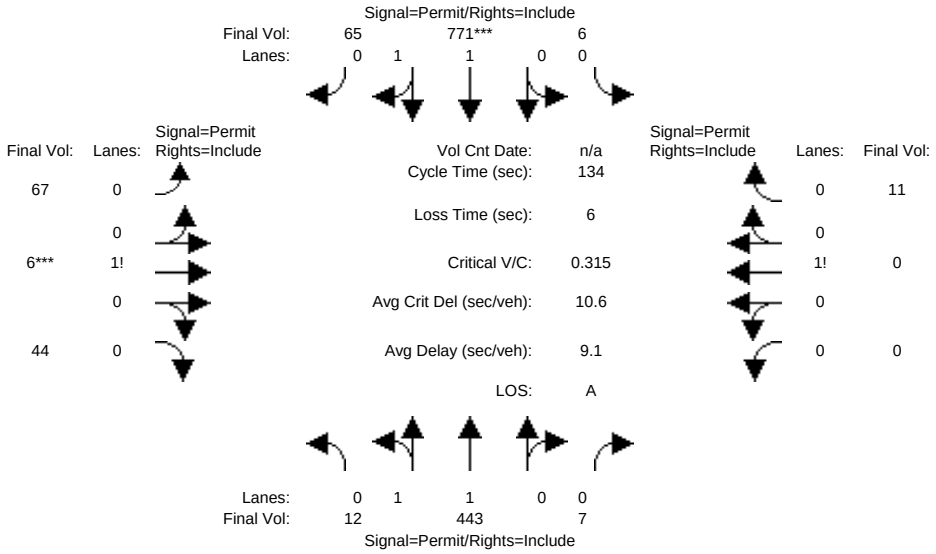
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	0	0	10	10	10	0	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:7:30-8:30AM												
Base Vol:	4	1565	0	0	266	43	90	0	16	0	2	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	1565	0	0	266	43	90	0	16	0	2	1
Added Vol:	0	23	0	0	7	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	1588	0	0	273	43	90	0	16	0	2	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1588	0	0	273	43	90	0	16	0	2	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	1588	0	0	273	43	90	0	16	0	2	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	1588	0	0	273	43	90	0	16	0	2	1
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	0.98	0.95	0.92	0.92	0.92	0.92	0.95	0.95
Lanes:	0.01	1.99	0.00	0.00	1.72	0.28	0.85	0.00	0.15	0.00	0.67	0.33
Final Sat.:	9	3691	0	0	3196	503	1486	0	264	0	1200	600
Capacity Analysis Module:												
Vol/Sat:	0.43	0.43	0.00	0.00	0.09	0.09	0.06	0.00	0.06	0.00	0.00	0.00
Crit Moves:		****					****					
Green Time:	105.2	105	0.0	0.0	105	105.2	14.8	0.0	14.8	0.0	14.8	14.8
Volume/Cap:	0.52	0.52	0.00	0.00	0.10	0.10	0.52	0.00	0.52	0.00	0.01	0.01
Delay/Veh:	3.2	3.2	0.0	0.0	1.9	1.9	54.5	0.0	54.5	0.0	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:	3.2	3.2	0.0	0.0	1.9	1.9	54.5	0.0	54.5	0.0	49.2	49.2
LOS by Move:	A	A	A	A	A	A	D	A	D	A	D	D
HCM2kAvgQ:	9	9	0	0	1	1	5	0	5	0	0	0

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

Downtown College Prep
San Jose

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

Intersection #3099: FIRST/WILLOW



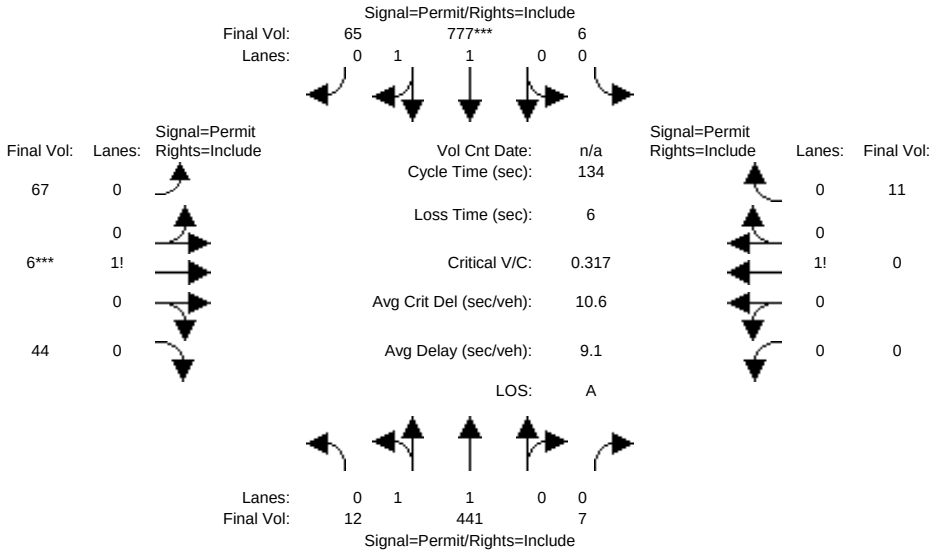
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	0	0	10	10	10	0	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	12	436	7	6	763	65	67	6	44	0	0	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	436	7	6	763	65	67	6	44	0	0	11
Added Vol:	0	7	0	0	8	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	443	7	6	771	65	67	6	44	0	0	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:	12	443	7	6	771	65	67	6	44	0	0	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	443	7	6	771	65	67	6	44	0	0	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:	12	443	7	6	771	65	67	6	44	0	0	11
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	0.92	1.00	0.92
Lanes:	0.05	1.92	0.03	0.01	1.84	0.15	0.57	0.05	0.38	0.00	0.00	1.00
Final Sat.:	94	3452	55	26	3296	278	1002	90	658	0	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.13	0.23	0.23	0.23	0.07	0.07	0.07	0.00	0.00	0.01
Crit Moves:					****			****				
Green Time:	99.5	99.5	99.5	99.5	99.5	99.5	28.5	28.5	28.5	0.0	0.0	28.5
Volume/Cap:	0.17	0.17	0.17	0.31	0.31	0.31	0.31	0.31	0.31	0.00	0.00	0.03
Delay/Veh:	5.1	5.1	5.1	5.9	5.9	5.9	45.0	45.0	45.0	0.0	0.0	41.9
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:	5.1	5.1	5.1	5.9	5.9	5.9	45.0	45.0	45.0	0.0	0.0	41.9
LOS by Move:	A	A	A	A	A	A	D	D	D	A	A	D
HCM2kAvgQ:	3	3	3	6	6	6	4	4	4	0	0	0

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

Downtown College Prep
San Jose

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

Intersection #3099: FIRST/WILLOW



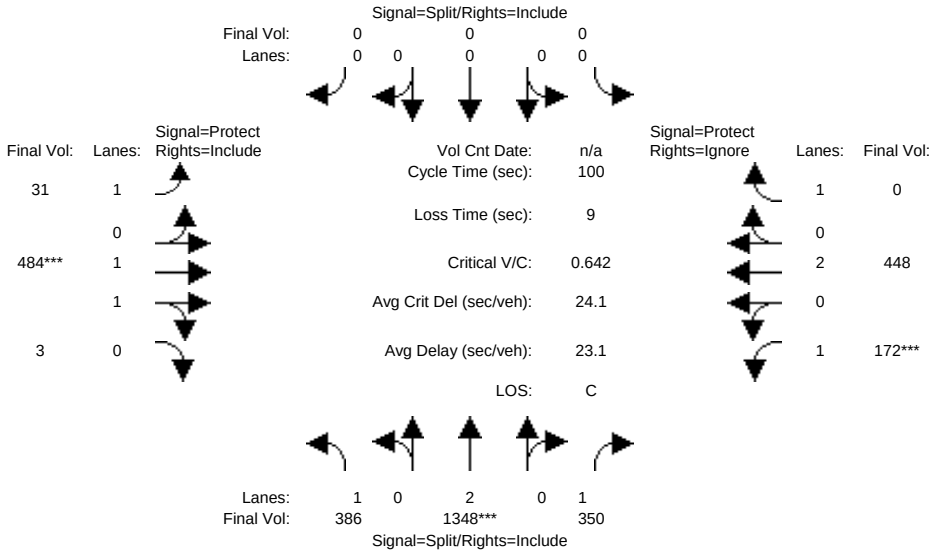
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	0	0	10	10	10	0	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	12	436	7	6	763	65	67	6	44	0	0	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	436	7	6	763	65	67	6	44	0	0	11
Added Vol:	0	5	0	0	14	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	441	7	6	777	65	67	6	44	0	0	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:	12	441	7	6	777	65	67	6	44	0	0	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	441	7	6	777	65	67	6	44	0	0	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:	12	441	7	6	777	65	67	6	44	0	0	11
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	0.92	1.00	0.92
Lanes:	0.05	1.92	0.03	0.01	1.84	0.15	0.57	0.05	0.38	0.00	0.00	1.00
Final Sat.:	94	3451	55	25	3299	276	1002	90	658	0	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.13	0.24	0.24	0.24	0.07	0.07	0.07	0.00	0.00	0.01
Crit Moves:					****			****				
Green Time:	99.7	99.7	99.7	99.7	99.7	99.7	28.3	28.3	28.3	0.0	0.0	28.3
Volume/Cap:	0.17	0.17	0.17	0.32	0.32	0.32	0.32	0.32	0.32	0.00	0.00	0.03
Delay/Veh:	5.1	5.1	5.1	5.8	5.8	5.8	45.2	45.2	45.2	0.0	0.0	42.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	5.1	5.1	5.1	5.8	5.8	5.8	45.2	45.2	45.2	0.0	0.0	42.0
LOS by Move:	A	A	A	A	A	A	D	D	D	A	A	D
HCM2kAvgQ:	3	3	3	6	6	6	4	4	4	0	0	0

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

Downtown College Prep
San Jose

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

Intersection #3234: ALMA/ALMADEN



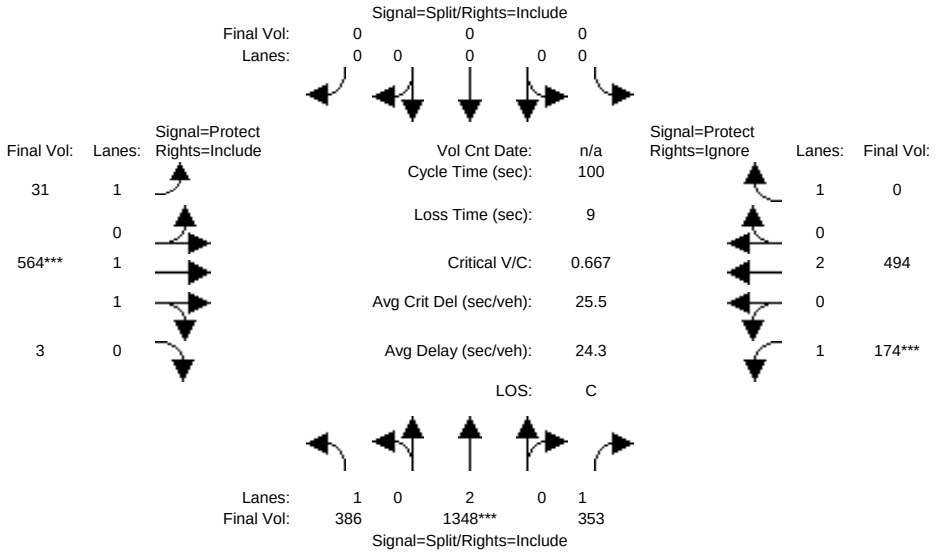
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:7:30-8:30AM												
Base Vol:	386	1348	350	0	0	0	31	471	3	172	438	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	386	1348	350	0	0	0	31	471	3	172	438	4
Added Vol:	0	0	0	0	0	0	0	13	0	0	10	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	386	1348	350	0	0	0	31	484	3	172	448	4
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:	386	1348	350	0	0	0	31	484	3	172	448	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	386	1348	350	0	0	0	31	484	3	172	448	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	386	1348	350	0	0	0	31	484	3	172	448	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	0.97	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	0.00	0.00	0.00	1.00	1.99	0.01	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	0	0	0	1750	3677	23	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.22	0.35	0.20	0.00	0.00	0.00	0.02	0.13	0.13	0.10	0.12	0.00
Crit Moves:		****						****		****		
Green Time:	55.2	55.2	55.2	0.0	0.0	0.0	13.3	20.5	20.5	15.3	22.5	0.0
Volume/Cap:	0.40	0.64	0.36	0.00	0.00	0.00	0.13	0.64	0.64	0.64	0.53	0.00
Delay/Veh:	13.1	16.2	12.8	0.0	0.0	0.0	38.5	38.3	38.3	45.0	34.7	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:	13.1	16.2	12.8	0.0	0.0	0.0	38.5	38.3	38.3	45.0	34.7	0.0
LOS by Move:	B	B	B	A	A	A	D	D	D	D	C	A
HCM2kAvgQ:	7	15	6	0	0	0	1	7	7	6	7	0

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

Downtown College Prep
San Jose

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

Intersection #3234: ALMA/ALMADEN



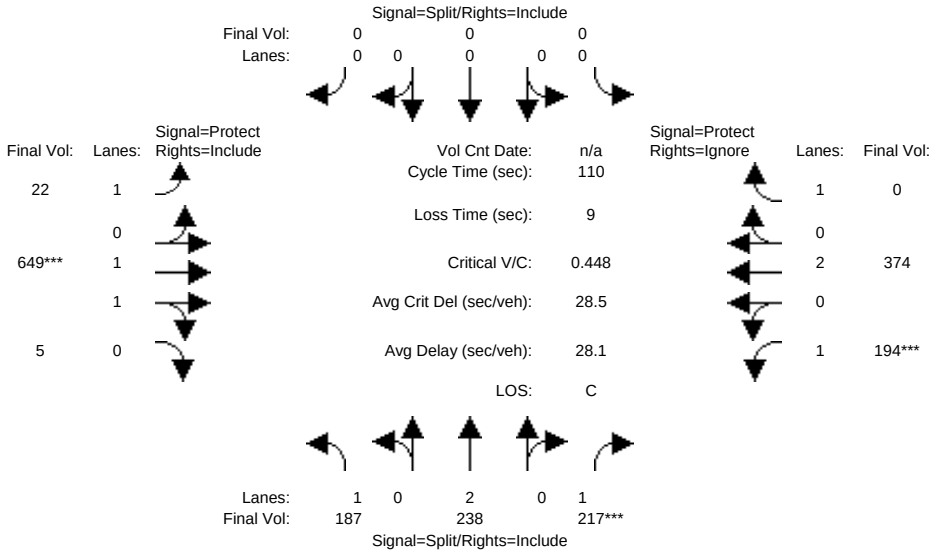
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:7:30-8:30AM												
Base Vol:	386	1348	350	0	0	0	31	471	3	172	438	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	386	1348	350	0	0	0	31	471	3	172	438	4
Added Vol:	0	0	3	0	0	0	0	93	0	2	56	17
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	386	1348	353	0	0	0	31	564	3	174	494	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	386	1348	353	0	0	0	31	564	3	174	494	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	386	1348	353	0	0	0	31	564	3	174	494	0
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:	386	1348	353	0	0	0	31	564	3	174	494	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	0.97	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	0.00	0.00	0.00	1.00	1.99	0.01	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	0	0	0	1750	3680	20	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.22	0.35	0.20	0.00	0.00	0.00	0.02	0.15	0.15	0.10	0.13	0.00
Crit Moves:		****						****		****		
Green Time:	53.1	53.1	53.1	0.0	0.0	0.0	13.2	23.0	23.0	14.9	24.6	0.0
Volume/Cap:	0.42	0.67	0.38	0.00	0.00	0.00	0.13	0.67	0.67	0.67	0.53	0.00
Delay/Veh:	14.4	17.9	14.0	0.0	0.0	0.0	38.6	37.1	37.1	46.7	33.2	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:	14.4	17.9	14.0	0.0	0.0	0.0	38.6	37.1	37.1	46.7	33.2	0.0
LOS by Move:	B	B	B	A	A	A	D	D	D	D	C	A
HCM2kAvgQ:	8	16	7	0	0	0	1	8	8	7	7	0

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

Downtown College Prep
San Jose

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

Intersection #3234: ALMA/ALMADEN



Approach:	North Bound			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	10	7	10	10
Y+R:	4.0	4.0	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	238	217	0	0	0	22	625	5	194	351	0
Growth Adj:	1.00	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	238	217	0	0	0	22	625	5	194	351	0
Added Vol:	0	0	0	0	0	0	0	24	0	0	23	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	187	238	217	0	0	0	22	649	5	194	374	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:	187	238	217	0	0	0	22	649	5	194	374	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	187	238	217	0	0	0	22	649	5	194	374	0
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:	187	238	217	0	0	0	22	649	5	194	374	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	0.97	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	0.00	0.00	0.00	1.00	1.98	0.02	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	0	0	0	1750	3672	28	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.06	0.12	0.00	0.00	0.00	0.01	0.18	0.18	0.11	0.10	0.00
Crit Moves:			****					****		****		
Green Time:	30.4	30.4	30.4	0.0	0.0	0.0	27.7	43.4	43.4	27.2	42.9	0.0
Volume/Cap:	0.39	0.23	0.45	0.00	0.00	0.00	0.05	0.45	0.45	0.45	0.25	0.00
Delay/Veh:	32.7	30.8	33.5	0.0	0.0	0.0	31.2	24.7	24.7	35.8	22.8	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:	32.7	30.8	33.5	0.0	0.0	0.0	31.2	24.7	24.7	35.8	22.8	0.0
LOS by Move:	C	C	C	A	A	A	C	C	C	D	C	A
HCM2kAvgQ:	6	3	7	0	0	0	1	8	8	6	4	0

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

Downtown College Prep
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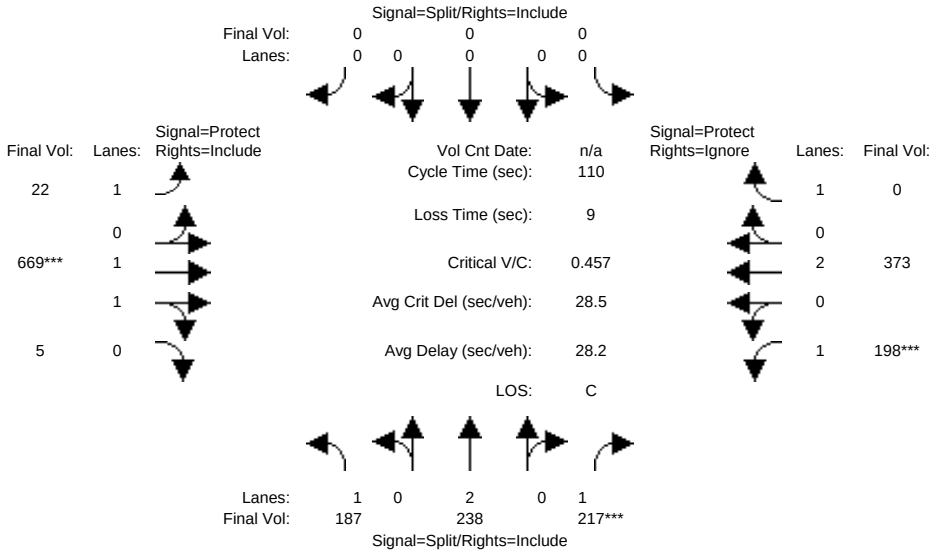
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative + P (PM)

Intersection #3234: ALMA/ALMADEN



Approach:	North Bound			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	10	7	10	10
Y+R:	4.0	4.0	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	238	217	0	0	0	22	625	5	194	351	0
Growth Adj:	1.00	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	238	217	0	0	0	22	625	5	194	351	0
Added Vol:	0	0	0	0	0	0	0	44	0	4	22	37
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	187	238	217	0	0	0	22	669	5	198	373	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	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:	187	238	217	0	0	0	22	669	5	198	373	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	187	238	217	0	0	0	22	669	5	198	373	0
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:	187	238	217	0	0	0	22	669	5	198	373	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	0.97	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	0.00	0.00	0.00	1.00	1.98	0.02	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	0	0	0	1750	3673	27	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.06	0.12	0.00	0.00	0.00	0.01	0.18	0.18	0.11	0.10	0.00
Crit Moves:			****					****		****		
Green Time:	29.9	29.9	29.9	0.0	0.0	0.0	28.0	43.9	43.9	27.3	43.2	0.0
Volume/Cap:	0.39	0.23	0.46	0.00	0.00	0.00	0.05	0.46	0.46	0.46	0.25	0.00
Delay/Veh:	33.2	31.3	34.0	0.0	0.0	0.0	31.0	24.5	24.5	35.9	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:	33.2	31.3	34.0	0.0	0.0	0.0	31.0	24.5	24.5	35.9	22.6	0.0
LOS by Move:	C	C	C	A	A	A	C	C	C	D	C	A
HCM2kAvgQ:	6	3	7	0	0	0	1	8	8	6	4	0

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

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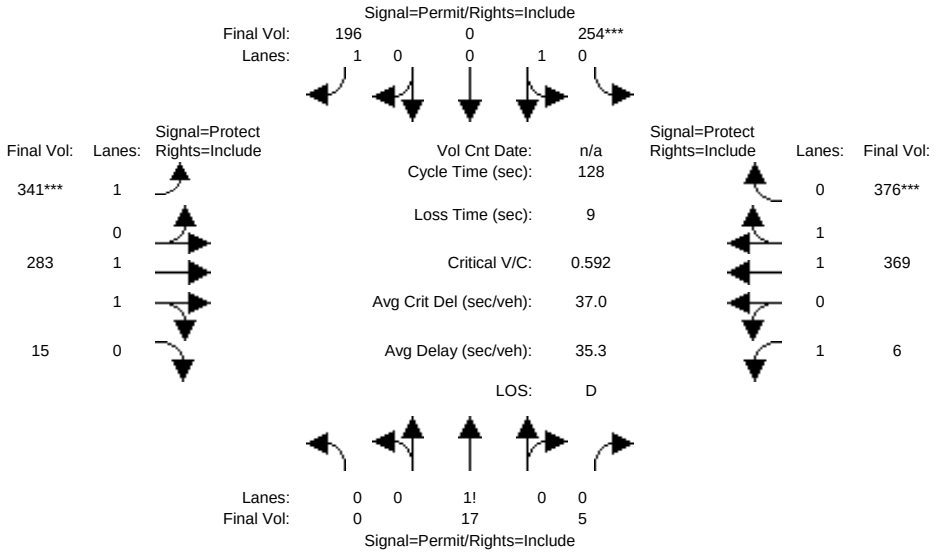
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative (AM)

Intersection #3235: ALMA/LELONG



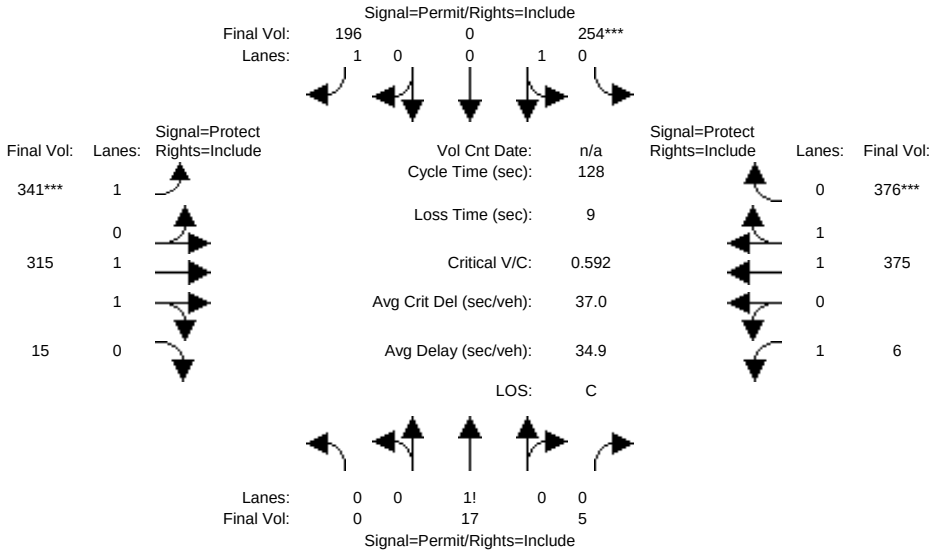
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:7:30-8:30AM												
Base Vol:	0	17	5	254	0	196	341	280	15	6	367	376
Growth 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:	0	17	5	254	0	196	341	280	15	6	367	376
Added Vol:	0	0	0	0	0	0	0	3	0	0	2	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	17	5	254	0	196	341	283	15	6	369	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:	0	17	5	254	0	196	341	283	15	6	369	376
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	17	5	254	0	196	341	283	15	6	369	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:	0	17	5	254	0	196	341	283	15	6	369	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	0.95	0.95	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	0.00	0.77	0.23	1.00	0.00	1.00	1.00	1.90	0.10	1.00	1.00	1.00
Final Sat.:	0	1391	409	1800	0	1750	1750	3514	186	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.01	0.01	0.14	0.00	0.11	0.19	0.08	0.08	0.00	0.19	0.21
Crit Moves:				****			****					****
Green Time:	0.0	30.5	30.5	30.5	0.0	30.5	42.1	52.7	52.7	35.8	46.4	46.4
Volume/Cap:	0.00	0.05	0.05	0.59	0.00	0.47	0.59	0.20	0.20	0.01	0.54	0.59
Delay/Veh:	0.0	37.7	37.7	45.5	0.0	42.7	37.5	24.1	24.1	33.3	32.7	33.9
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	37.7	37.7	45.5	0.0	42.7	37.5	24.1	24.1	33.3	32.7	33.9
LOS by Move:	A	D	D	D	A	D	D	C	C	C	C	C
HCM2kAvgQ:	0	1	1	10	0	7	12	4	4	0	11	13

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

Downtown College Prep
San Jose

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

Intersection #3235: ALMA/LELONG



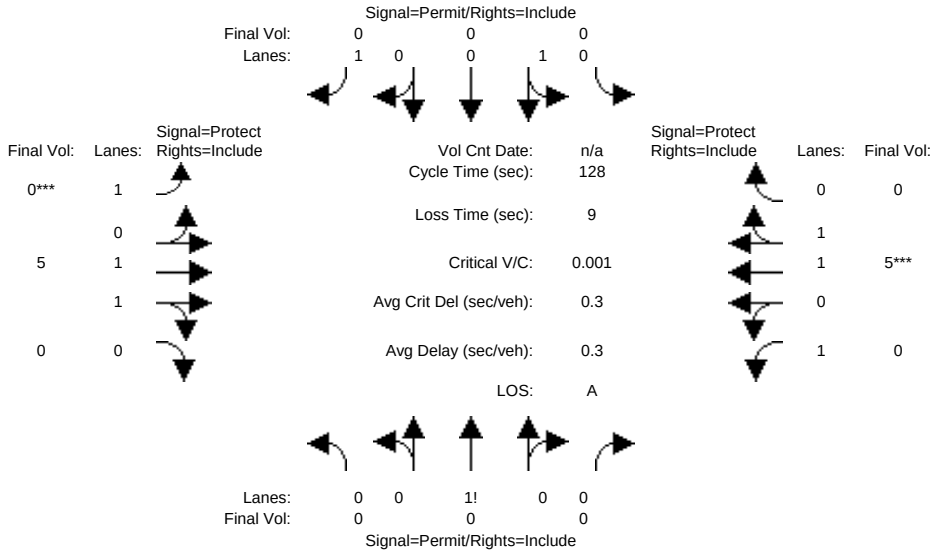
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:7:30-8:30AM												
Base Vol:	0	17	5	254	0	196	341	280	15	6	367	376
Growth 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:	0	17	5	254	0	196	341	280	15	6	367	376
Added Vol:	0	0	0	0	0	0	0	35	0	0	8	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	17	5	254	0	196	341	315	15	6	375	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:	0	17	5	254	0	196	341	315	15	6	375	376
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	17	5	254	0	196	341	315	15	6	375	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:	0	17	5	254	0	196	341	315	15	6	375	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	0.95	0.95	0.92	0.92	0.97	0.95	0.92	1.00	0.92
Lanes:	0.00	0.77	0.23	1.00	0.00	1.00	1.00	1.91	0.09	1.00	1.00	1.00
Final Sat.:	0	1391	409	1800	0	1750	1750	3532	168	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.01	0.01	0.14	0.00	0.11	0.19	0.09	0.09	0.00	0.20	0.21
Crit Moves:				****			****					****
Green Time:	0.0	30.5	30.5	30.5	0.0	30.5	42.1	54.9	54.9	33.6	46.4	46.4
Volume/Cap:	0.00	0.05	0.05	0.59	0.00	0.47	0.59	0.21	0.21	0.01	0.54	0.59
Delay/Veh:	0.0	37.7	37.7	45.5	0.0	42.7	37.5	23.0	23.0	34.9	32.8	33.9
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	37.7	37.7	45.5	0.0	42.7	37.5	23.0	23.0	34.9	32.8	33.9
LOS by Move:	A	D	D	D	A	D	D	C	C	C	C	C
HCM2kAvgQ:	0	1	1	10	0	7	12	4	4	0	12	13

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

Downtown College Prep
San Jose

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

Intersection #3235: ALMA/LELONG



Approach:	North Bound			South Bound			East 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:5:00-6:00PM												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	5	0	0	5	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	5	0	0	5	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	0	0	0	0	5	0	0	5	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	5	0	0	5	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	0	0	0	0	5	0	0	5	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	0.95	0.95	0.92	0.92	0.97	0.92	0.92	0.97	0.92
Lanes:	0.00	1.00	0.00	0.00	1.00	1.00	1.00	2.00	0.00	1.00	2.00	0.00
Final Sat.:	0	1750	0	0	1800	1750	1750	3700	0	1750	3700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:							****				****	
Green Time:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	119	0.0	0.0	119	0.0
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.3	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:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.3	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

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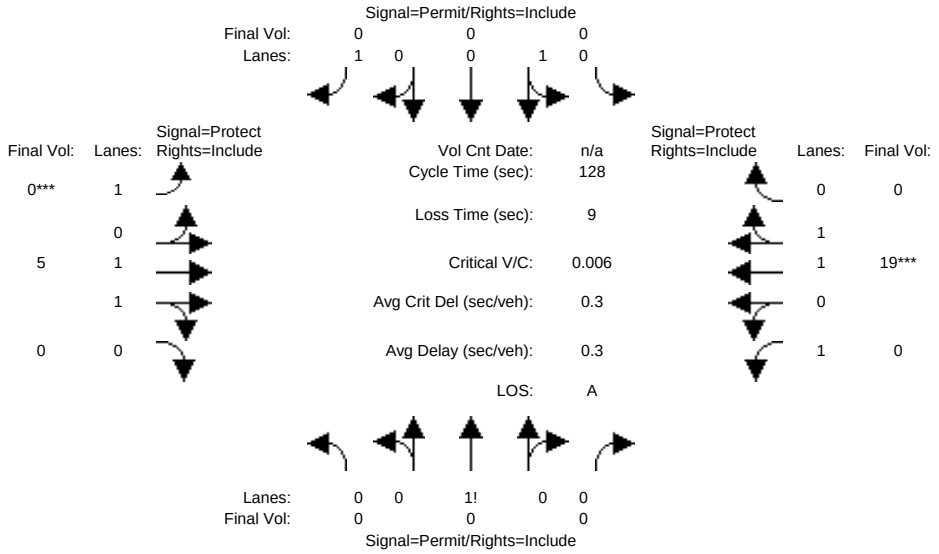
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative + P (PM)

Intersection #3235: ALMA/LELONG



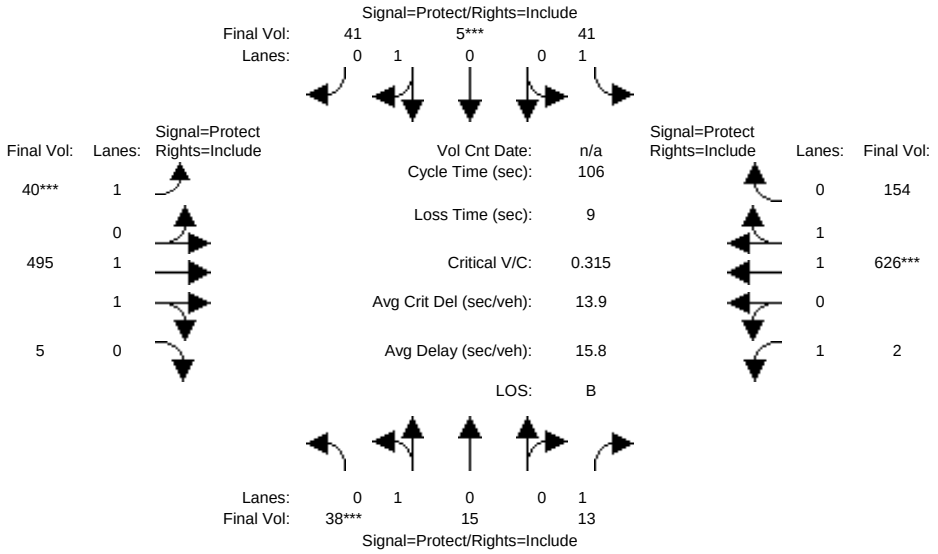
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:5:00-6:00PM												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	5	0	0	19	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	5	0	0	19	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	0	0	0	0	5	0	0	19	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	5	0	0	19	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	0	0	0	0	5	0	0	19	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	0.95	0.95	0.92	0.92	0.97	0.92	0.92	0.97	0.92
Lanes:	0.00	1.00	0.00	0.00	1.00	1.00	1.00	2.00	0.00	1.00	2.00	0.00
Final Sat.:	0	1750	0	0	1800	1750	1750	3700	0	1750	3700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00
Crit Moves:							****				****	
Green Time:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	119	0.0	0.0	119	0.0
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.3	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:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.3	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

Downtown College Prep
San Jose

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

Intersection #3236: ALMA/LICK



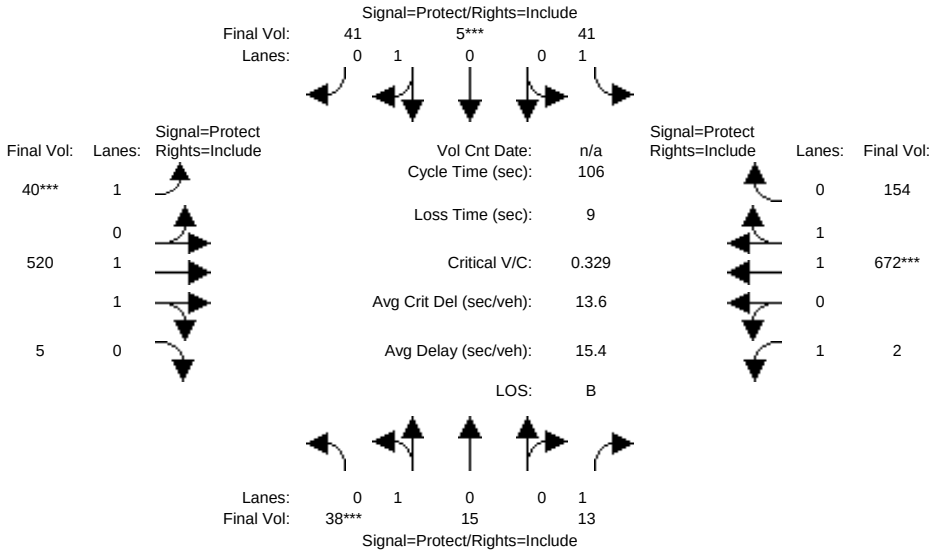
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	38	15	13	41	5	41	40	482	5	2	616	154
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	15	13	41	5	41	40	482	5	2	616	154
Added Vol:	0	0	0	0	0	0	0	13	0	0	10	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	15	13	41	5	41	40	495	5	2	626	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:	38	15	13	41	5	41	40	495	5	2	626	154
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	15	13	41	5	41	40	495	5	2	626	154
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	38	15	13	41	5	41	40	495	5	2	626	154
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	0.97	0.95	0.92	0.98	0.95
Lanes:	0.72	0.28	1.00	1.00	0.11	0.89	1.00	1.98	0.02	1.00	1.59	0.41
Final Sat.:	1291	509	1750	1750	196	1604	1750	3663	37	1750	2969	730
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.01	0.02	0.03	0.03	0.02	0.14	0.14	0.00	0.21	0.21
Crit Moves:	****				****		****				****	
Green Time:	10.0	10.0	10.0	10.0	10.0	10.0	7.5	51.7	51.7	25.3	69.5	69.5
Volume/Cap:	0.31	0.31	0.08	0.25	0.27	0.27	0.32	0.28	0.28	0.00	0.32	0.32
Delay/Veh:	45.8	45.8	44.0	45.3	45.5	45.5	48.3	16.2	16.2	30.8	8.1	8.1
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	45.8	44.0	45.3	45.5	45.5	48.3	16.2	16.2	30.8	8.1	8.1
LOS by Move:	D	D	D	D	D	D	D	B	B	C	A	A
HCM2kAvgQ:	2	2	0	2	2	2	2	5	5	0	6	6

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

Downtown College Prep
San Jose

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

Intersection #3236: ALMA/LICK



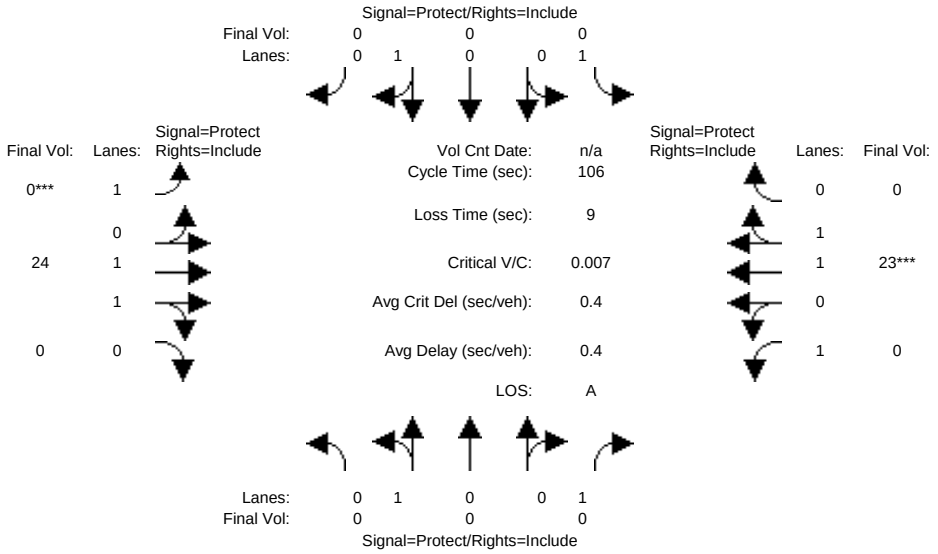
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	38	15	13	41	5	41	40	482	5	2	616	154
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	15	13	41	5	41	40	482	5	2	616	154
Added Vol:	0	0	0	0	0	0	0	38	0	0	56	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	15	13	41	5	41	40	520	5	2	672	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:	38	15	13	41	5	41	40	520	5	2	672	154
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	15	13	41	5	41	40	520	5	2	672	154
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	38	15	13	41	5	41	40	520	5	2	672	154
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	0.97	0.95	0.92	0.98	0.95
Lanes:	0.72	0.28	1.00	1.00	0.11	0.89	1.00	1.98	0.02	1.00	1.62	0.38
Final Sat.:	1291	509	1750	1750	196	1604	1750	3665	35	1750	3010	690
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.01	0.02	0.03	0.03	0.02	0.14	0.14	0.00	0.22	0.22
Crit Moves:	****				****		****				****	
Green Time:	10.0	10.0	10.0	10.0	10.0	10.0	7.2	52.5	52.5	24.5	69.8	69.8
Volume/Cap:	0.31	0.31	0.08	0.25	0.27	0.27	0.34	0.29	0.29	0.00	0.34	0.34
Delay/Veh:	45.8	45.8	44.0	45.3	45.5	45.5	48.9	15.8	15.8	31.4	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	44.0	45.3	45.5	45.5	48.9	15.8	15.8	31.4	8.0	8.0
LOS by Move:	D	D	D	D	D	D	D	B	B	C	A	A
HCM2kAvgQ:	2	2	0	2	2	2	2	5	5	0	6	6

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

Downtown College Prep
San Jose

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

Intersection #3236: ALMA/LICK



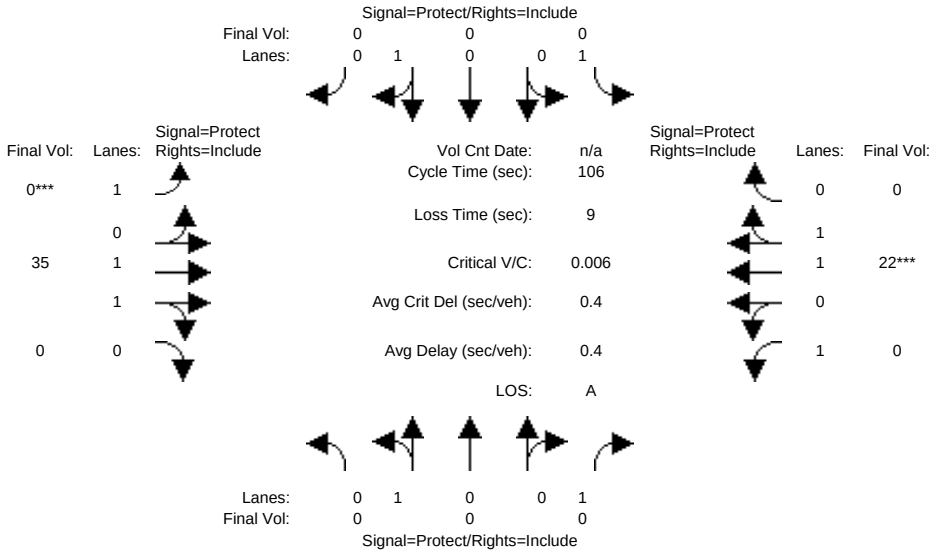
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:5:00-6:00PM												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	24	0	0	23	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	24	0	0	23	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	0	0	0	0	24	0	0	23	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	24	0	0	23	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	0	0	0	0	24	0	0	23	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	0.97	0.92	0.92	0.97	0.92
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	2.00	0.00	1.00	2.00	0.00
Final Sat.:	0	1800	1750	1750	1900	0	1750	3700	0	1750	3700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.01	0.00
Crit Moves:							****				****	
Green Time:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	97.0	0.0	0.0	97.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.01	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.4	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:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.4	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

Downtown College Prep
San Jose

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

Intersection #3236: ALMA/LICK



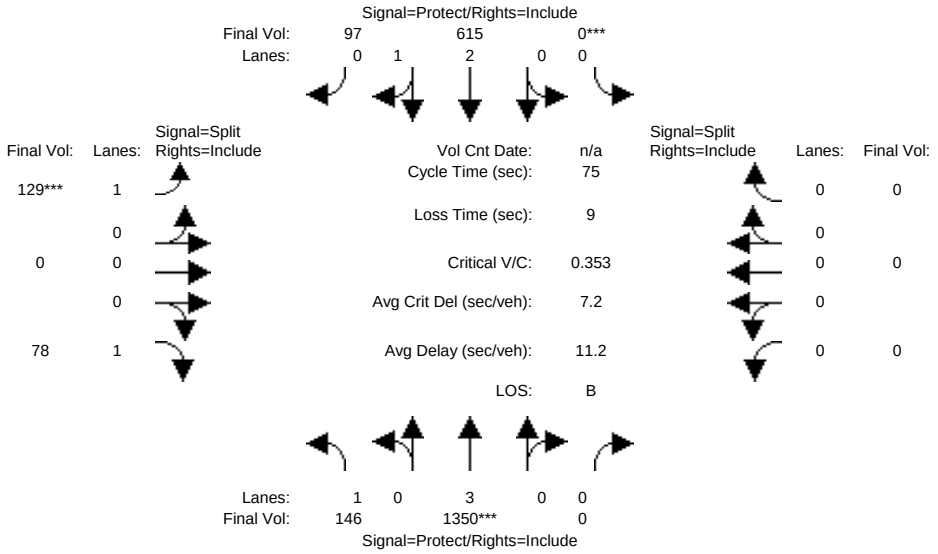
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:5:00-6:00PM												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	35	0	0	22	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	35	0	0	22	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	0	0	0	0	35	0	0	22	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	35	0	0	22	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	0	0	0	0	35	0	0	22	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	0.97	0.92	0.92	0.97	0.92
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	2.00	0.00	1.00	2.00	0.00
Final Sat.:	0	1800	1750	1750	1900	0	1750	3700	0	1750	3700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.01	0.00
Crit Moves:							****				****	
Green Time:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	97.0	0.0	0.0	97.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.01	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.4	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:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.4	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

Downtown College Prep
San Jose

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

Intersection #3237: ALMA/SENTER



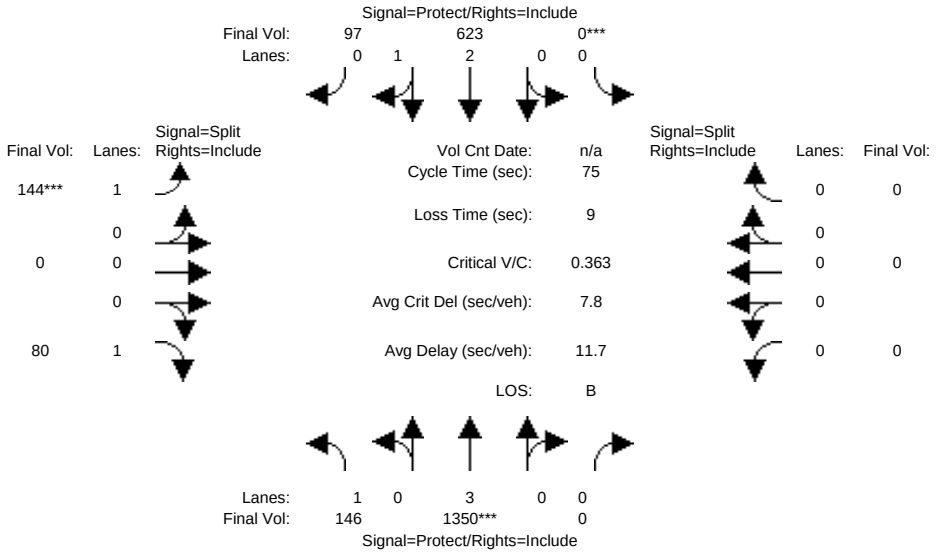
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	146	1350	0	0	614	97	128	0	78	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	146	1350	0	0	614	97	128	0	78	0	0	0
Added Vol:	0	0	0	0	1	0	1	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	146	1350	0	0	615	97	129	0	78	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:	146	1350	0	0	615	97	129	0	78	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	146	1350	0	0	615	97	129	0	78	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:	146	1350	0	0	615	97	129	0	78	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	0.00	0.00	2.58	0.42	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	5700	0	0	4836	763	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.08	0.24	0.00	0.00	0.13	0.13	0.07	0.00	0.04	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green Time:	20.7	50.3	0.0	0.0	29.6	29.6	15.7	0.0	15.7	0.0	0.0	0.0
Volume/Cap:	0.30	0.35	0.00	0.00	0.32	0.32	0.35	0.00	0.21	0.00	0.00	0.00
Delay/Veh:	21.8	5.4	0.0	0.0	15.8	15.8	25.9	0.0	24.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.8	5.4	0.0	0.0	15.8	15.8	25.9	0.0	24.9	0.0	0.0	0.0
LOS by Move:	C	A	A	A	B	B	C	A	C	A	A	A
HCM2kAvgQ:	3	4	0	0	4	4	3	0	2	0	0	0

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

Downtown College Prep
San Jose

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

Intersection #3237: ALMA/SENTER



Approach:	North 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:	146	1350	0	0	614	97	128	0	78	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:	146	1350	0	0	614	97	128	0	78	0	0	0
Added Vol:	0	0	0	0	9	0	16	0	2	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	146	1350	0	0	623	97	144	0	80	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:	146	1350	0	0	623	97	144	0	80	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	146	1350	0	0	623	97	144	0	80	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:	146	1350	0	0	623	97	144	0	80	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	0.00	0.00	2.58	0.42	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	5700	0	0	4845	754	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.08	0.24	0.00	0.00	0.13	0.13	0.08	0.00	0.05	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green Time:	20.2	49.0	0.0	0.0	28.8	28.8	17.0	0.0	17.0	0.0	0.0	0.0
Volume/Cap:	0.31	0.36	0.00	0.00	0.33	0.33	0.36	0.00	0.20	0.00	0.00	0.00
Delay/Veh:	22.2	6.0	0.0	0.0	16.4	16.4	25.0	0.0	23.7	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:	22.2	6.0	0.0	0.0	16.4	16.4	25.0	0.0	23.7	0.0	0.0	0.0
LOS by Move:	C	A	A	A	B	B	C	A	C	A	A	A
HCM2kAvgQ:	3	5	0	0	4	4	3	0	2	0	0	0

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

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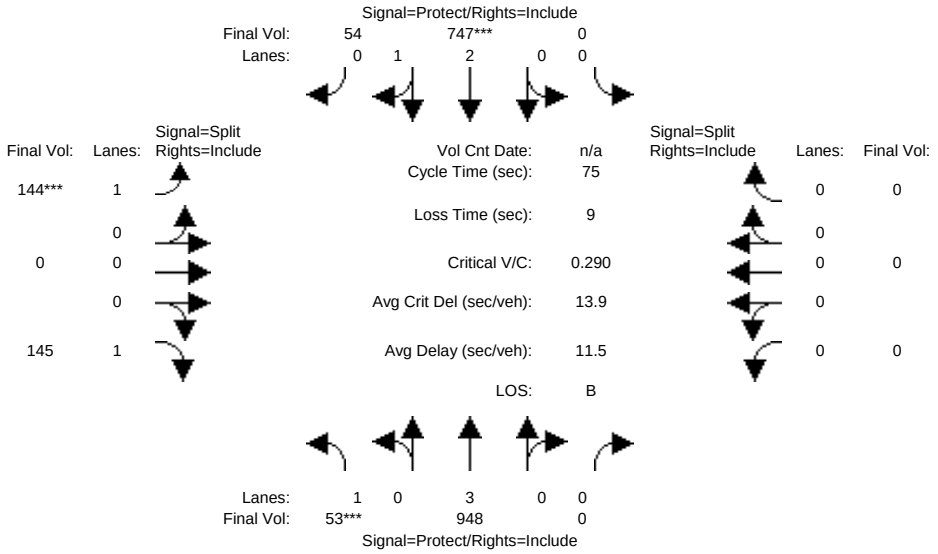
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative (PM)

Intersection #3237: ALMA/SENTER



Approach:	North 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:	53	948	0	0	746	54	142	0	145	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:	53	948	0	0	746	54	142	0	145	0	0	0
Added Vol:	0	0	0	0	1	0	2	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	53	948	0	0	747	54	144	0	145	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:	53	948	0	0	747	54	144	0	145	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	948	0	0	747	54	144	0	145	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:	53	948	0	0	747	54	144	0	145	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	0.00	0.00	2.79	0.21	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	5700	0	0	5222	377	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.17	0.00	0.00	0.14	0.14	0.08	0.00	0.08	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	7.8	44.7	0.0	0.0	36.9	36.9	21.3	0.0	21.3	0.0	0.0	0.0
Volume/Cap:	0.29	0.28	0.00	0.00	0.29	0.29	0.29	0.00	0.29	0.00	0.00	0.00
Delay/Veh:	31.9	7.4	0.0	0.0	11.4	11.4	21.2	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:	31.9	7.4	0.0	0.0	11.4	11.4	21.2	0.0	21.3	0.0	0.0	0.0
LOS by Move:	C	A	A	A	B	B	C	A	C	A	A	A
HCM2kAvgQ:	1	3	0	0	4	4	3	0	3	0	0	0

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

Downtown College Prep
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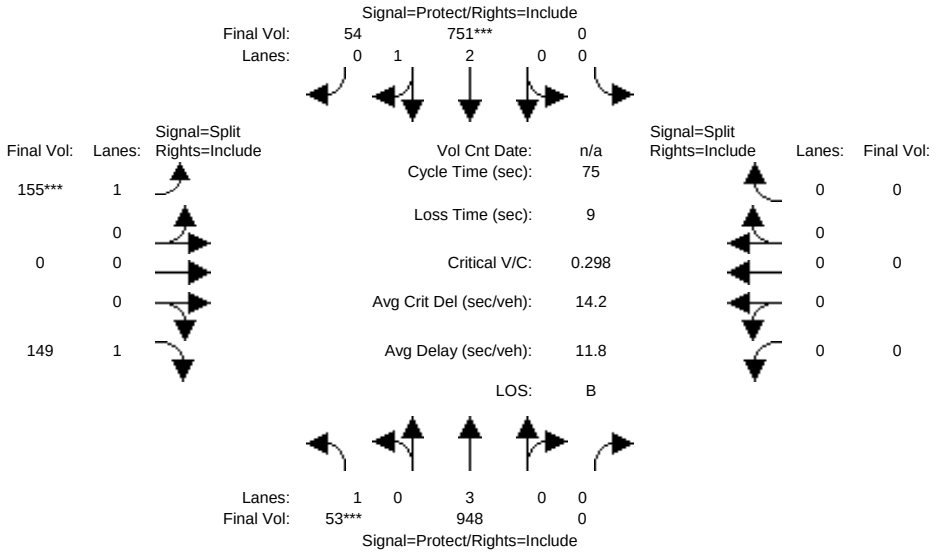
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative + P (PM)

Intersection #3237: ALMA/SENTER



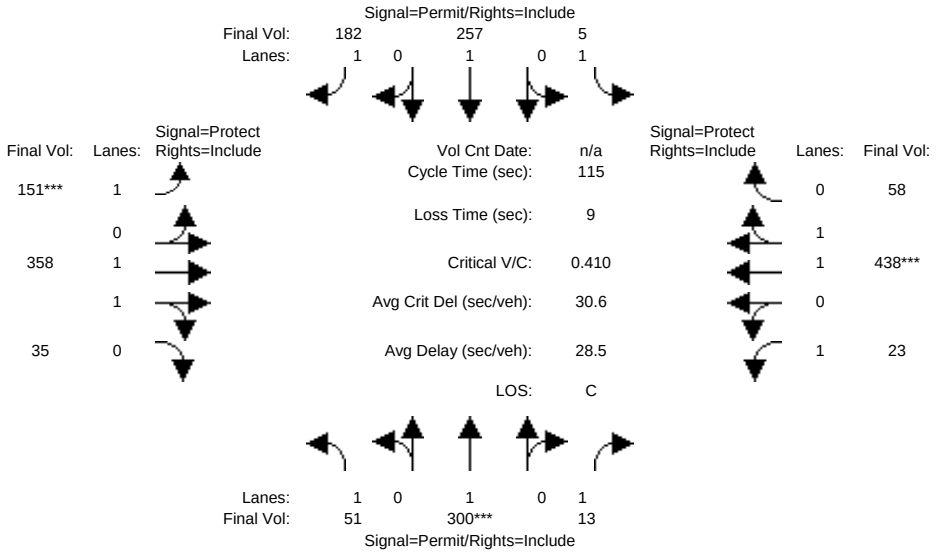
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	53	948	0	0	746	54	142	0	145	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	53	948	0	0	746	54	142	0	145	0	0	0
Added Vol:	0	0	0	0	5	0	13	0	4	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	53	948	0	0	751	54	155	0	149	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:	53	948	0	0	751	54	155	0	149	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	948	0	0	751	54	155	0	149	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:	53	948	0	0	751	54	155	0	149	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	0.00	0.00	2.79	0.21	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	5700	0	0	5224	376	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.17	0.00	0.00	0.14	0.14	0.09	0.00	0.09	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	7.6	43.7	0.0	0.0	36.1	36.1	22.3	0.0	22.3	0.0	0.0	0.0
Volume/Cap:	0.30	0.29	0.00	0.00	0.30	0.30	0.30	0.00	0.29	0.00	0.00	0.00
Delay/Veh:	32.2	7.9	0.0	0.0	11.8	11.8	20.7	0.0	20.6	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:	32.2	7.9	0.0	0.0	11.8	11.8	20.7	0.0	20.6	0.0	0.0	0.0
LOS by Move:	C	A	A	A	B	B	C	A	C	A	A	A
HCM2kAvgQ:	1	4	0	0	4	4	3	0	3	0	0	0

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

Downtown College Prep
San Jose

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

Intersection #3238: ALMA/SEVENTH



Approach:	North Bound			South Bound			East 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:	51	300	13	5	251	182	142	357	35	23	438	58
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	51	300	13	5	251	182	142	357	35	23	438	58
Added Vol:	0	0	0	0	6	0	9	1	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	51	300	13	5	257	182	151	358	35	23	438	58
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	51	300	13	5	257	182	151	358	35	23	438	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	300	13	5	257	182	151	358	35	23	438	58
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	51	300	13	5	257	182	151	358	35	23	438	58
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	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	1.82	0.18	1.00	1.76	0.24
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3370	329	1750	3267	433
Capacity Analysis Module:												
Vol/Sat:	0.03	0.16	0.01	0.00	0.14	0.10	0.09	0.11	0.11	0.01	0.13	0.13
Crit Moves:		****					****				****	
Green Time:	44.2	44.2	44.2	44.2	44.2	44.2	24.2	39.3	39.3	22.5	37.6	37.6
Volume/Cap:	0.08	0.41	0.02	0.01	0.35	0.27	0.41	0.31	0.31	0.07	0.41	0.41
Delay/Veh:	22.5	26.2	21.9	21.8	25.5	24.5	40.0	28.0	28.0	37.8	30.3	30.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.5	26.2	21.9	21.8	25.5	24.5	40.0	28.0	28.0	37.8	30.3	30.3
LOS by Move:	C	C	C	C	C	C	D	C	C	D	C	C
HCM2kAvgQ:	1	7	0	0	6	5	5	5	5	1	7	7

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

Downtown College Prep
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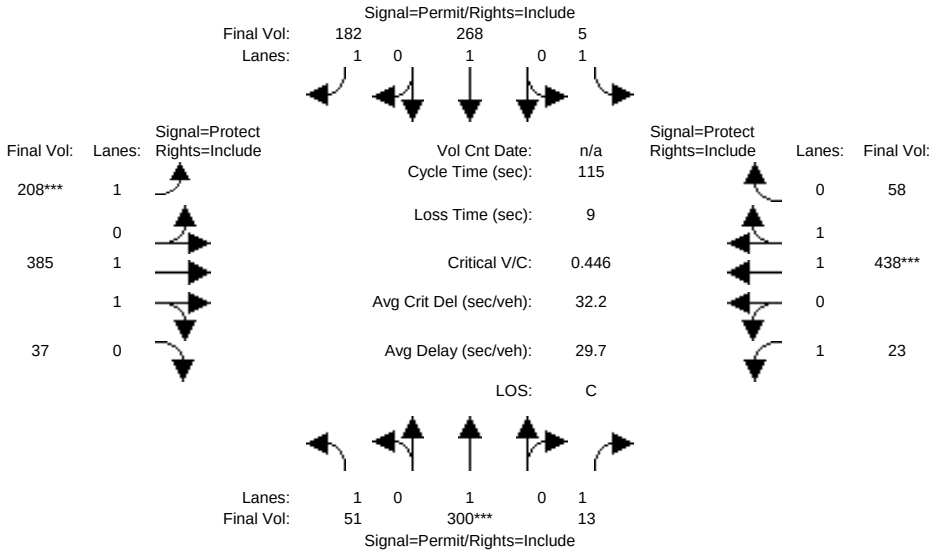
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative + P (AM)

Intersection #3238: ALMA/SEVENTH



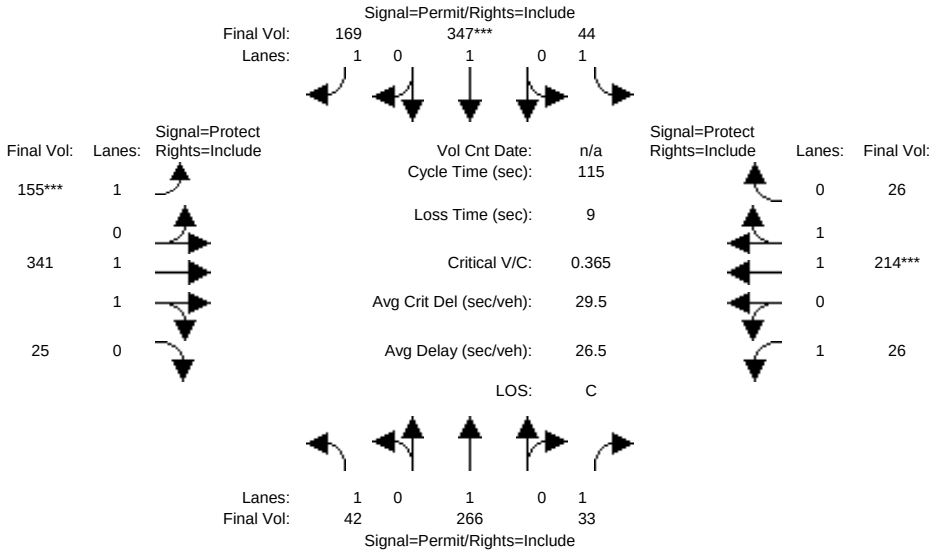
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	51	300	13	5	251	182	142	357	35	23	438	58
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	51	300	13	5	251	182	142	357	35	23	438	58
Added Vol:	0	0	0	0	17	0	66	28	2	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	51	300	13	5	268	182	208	385	37	23	438	58
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	51	300	13	5	268	182	208	385	37	23	438	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	300	13	5	268	182	208	385	37	23	438	58
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	51	300	13	5	268	182	208	385	37	23	438	58
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	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	1.82	0.18	1.00	1.76	0.24
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3375	324	1750	3267	433
Capacity Analysis Module:												
Vol/Sat:	0.03	0.16	0.01	0.00	0.14	0.10	0.12	0.11	0.11	0.01	0.13	0.13
Crit Moves:		****					****				****	
Green Time:	40.7	40.7	40.7	40.7	40.7	40.7	30.7	42.6	42.6	22.7	34.6	34.6
Volume/Cap:	0.08	0.45	0.02	0.01	0.40	0.29	0.45	0.31	0.31	0.07	0.45	0.45
Delay/Veh:	24.8	28.9	24.2	24.1	28.3	27.0	35.8	25.9	25.9	37.6	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:	24.8	28.9	24.2	24.1	28.3	27.0	35.8	25.9	25.9	37.6	32.7	32.7
LOS by Move:	C	C	C	C	C	C	D	C	C	D	C	C
HCM2kAvgQ:	1	8	0	0	7	5	7	5	5	1	7	7

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

Downtown College Prep
San Jose

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

Intersection #3238: ALMA/SEVENTH



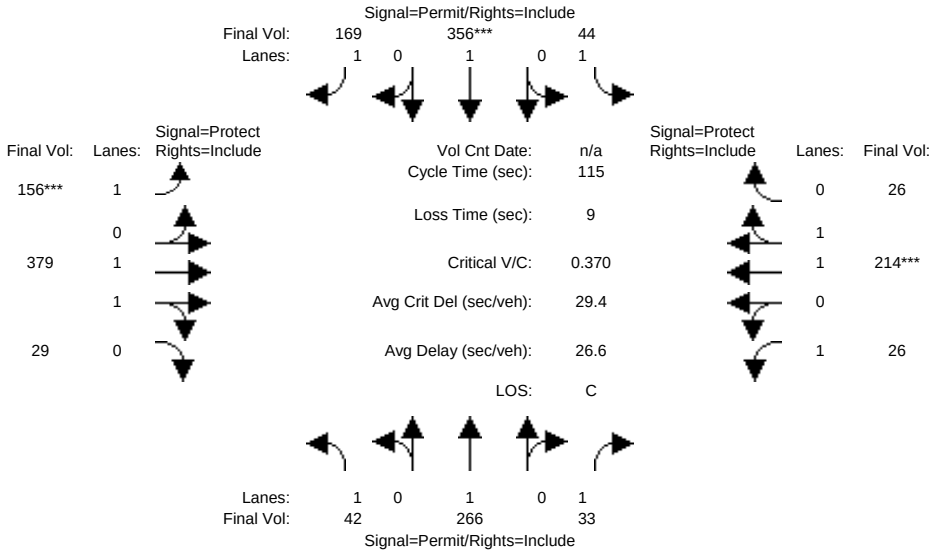
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	42	266	33	44	336	169	135	339	25	26	214	26
Growth Adj:	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:	42	266	33	44	336	169	135	339	25	26	214	26
Added Vol:	0	0	0	0	11	0	20	2	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	42	266	33	44	347	169	155	341	25	26	214	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:	42	266	33	44	347	169	155	341	25	26	214	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	266	33	44	347	169	155	341	25	26	214	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:	42	266	33	44	347	169	155	341	25	26	214	26
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	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	1.86	0.14	1.00	1.78	0.22
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3447	253	1750	3299	401
Capacity Analysis Module:												
Vol/Sat:	0.02	0.14	0.02	0.03	0.18	0.10	0.09	0.10	0.10	0.01	0.06	0.06
Crit Moves:					****		****				****	
Green Time:	57.6	57.6	57.6	57.6	57.6	57.6	27.9	30.0	30.0	18.4	20.5	20.5
Volume/Cap:	0.05	0.28	0.04	0.05	0.36	0.19	0.36	0.38	0.38	0.09	0.36	0.36
Delay/Veh:	14.7	16.8	14.6	14.7	17.8	16.0	36.7	35.1	35.1	41.3	41.9	41.9
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:	14.7	16.8	14.6	14.7	17.8	16.0	36.7	35.1	35.1	41.3	41.9	41.9
LOS by Move:	B	B	B	B	B	B	D	D	D	D	D	D
HCM2kAvgQ:	1	5	1	1	7	3	5	6	6	1	4	4

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

Downtown College Prep
San Jose

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

Intersection #3238: ALMA/SEVENTH



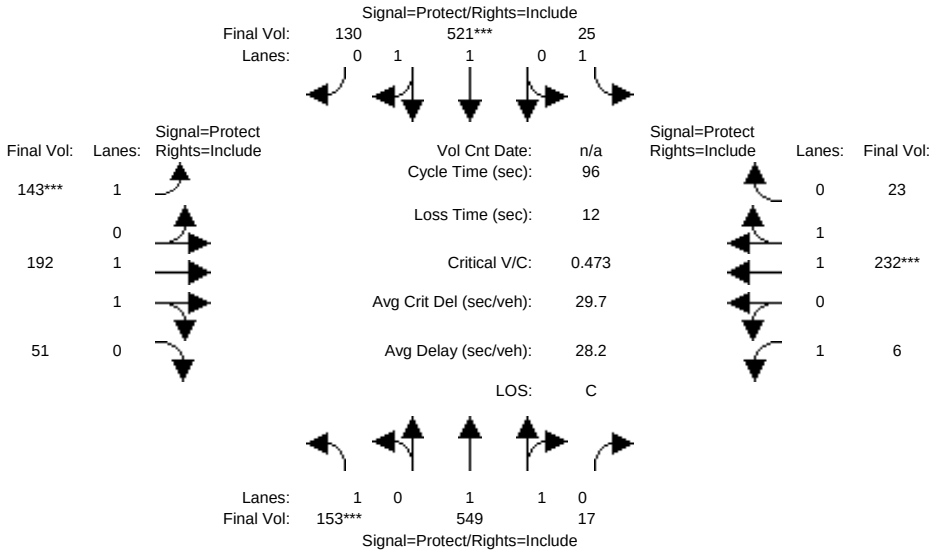
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	42	266	33	44	336	169	135	339	25	26	214	26
Growth Adj:	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:	42	266	33	44	336	169	135	339	25	26	214	26
Added Vol:	0	0	0	0	20	0	21	40	4	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	42	266	33	44	356	169	156	379	29	26	214	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:	42	266	33	44	356	169	156	379	29	26	214	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	266	33	44	356	169	156	379	29	26	214	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:	42	266	33	44	356	169	156	379	29	26	214	26
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	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	1.85	0.15	1.00	1.78	0.22
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3437	263	1750	3299	401
Capacity Analysis Module:												
Vol/Sat:	0.02	0.14	0.02	0.03	0.19	0.10	0.09	0.11	0.11	0.01	0.06	0.06
Crit Moves:					****		****				****	
Green Time:	58.2	58.2	58.2	58.2	58.2	58.2	27.7	30.8	30.8	17.0	20.1	20.1
Volume/Cap:	0.05	0.28	0.04	0.05	0.37	0.19	0.37	0.41	0.41	0.10	0.37	0.37
Delay/Veh:	14.4	16.5	14.3	14.4	17.5	15.6	36.9	34.9	34.9	42.5	42.2	42.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.4	16.5	14.3	14.4	17.5	15.6	36.9	34.9	34.9	42.5	42.2	42.2
LOS by Move:	B	B	B	B	B	B	D	C	C	D	D	D
HCM2kAvgQ:	1	5	1	1	7	3	5	6	6	1	4	4

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

Downtown College Prep
San Jose

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

Intersection #3239: ALMA/10TH



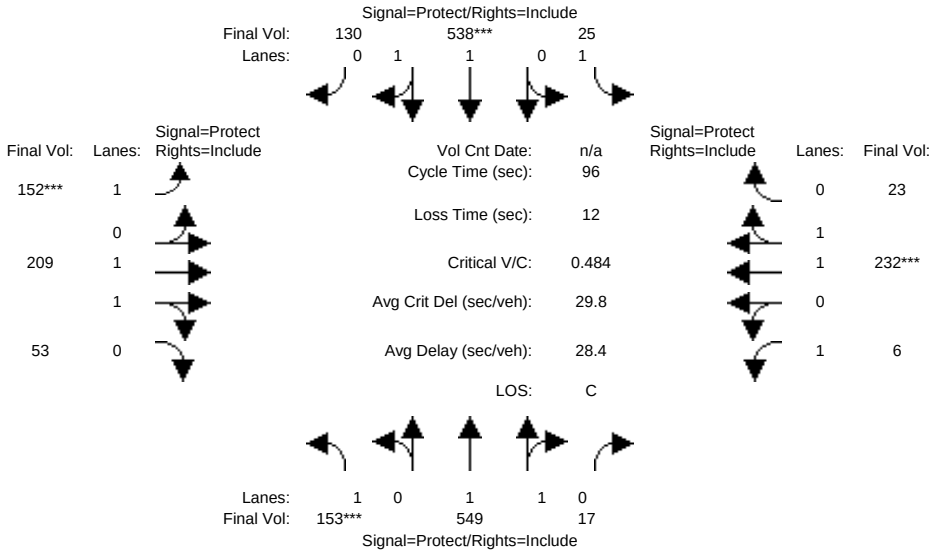
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	153	549	17	25	521	130	143	191	51	6	232	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	153	549	17	25	521	130	143	191	51	6	232	23
Added Vol:	0	0	0	0	0	0	0	1	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	153	549	17	25	521	130	143	192	51	6	232	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:	153	549	17	25	521	130	143	192	51	6	232	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	153	549	17	25	521	130	143	192	51	6	232	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:	153	549	17	25	521	130	143	192	51	6	232	23
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	1.94	0.06	1.00	1.59	0.41	1.00	1.57	0.43	1.00	1.81	0.19
Final Sat.:	1750	3589	111	1750	2961	739	1750	2923	776	1750	3366	334
Capacity Analysis Module:												
Vol/Sat:	0.09	0.15	0.15	0.01	0.18	0.18	0.08	0.07	0.07	0.00	0.07	0.07
Crit Moves:	****				****		****				****	
Green Time:	17.7	36.2	36.2	17.2	35.7	35.7	16.6	18.0	18.0	12.6	14.0	14.0
Volume/Cap:	0.47	0.41	0.41	0.08	0.47	0.47	0.47	0.35	0.35	0.03	0.47	0.47
Delay/Veh:	36.1	22.2	22.2	32.9	23.2	23.2	36.9	34.2	34.2	36.4	38.3	38.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.1	22.2	22.2	32.9	23.2	23.2	36.9	34.2	34.2	36.4	38.3	38.3
LOS by Move:	D	C	C	C	C	C	D	C	C	D	D	D
HCM2kAvgQ:	4	6	6	1	8	8	4	3	3	0	3	3

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

Downtown College Prep
San Jose

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

Intersection #3239: ALMA/10TH



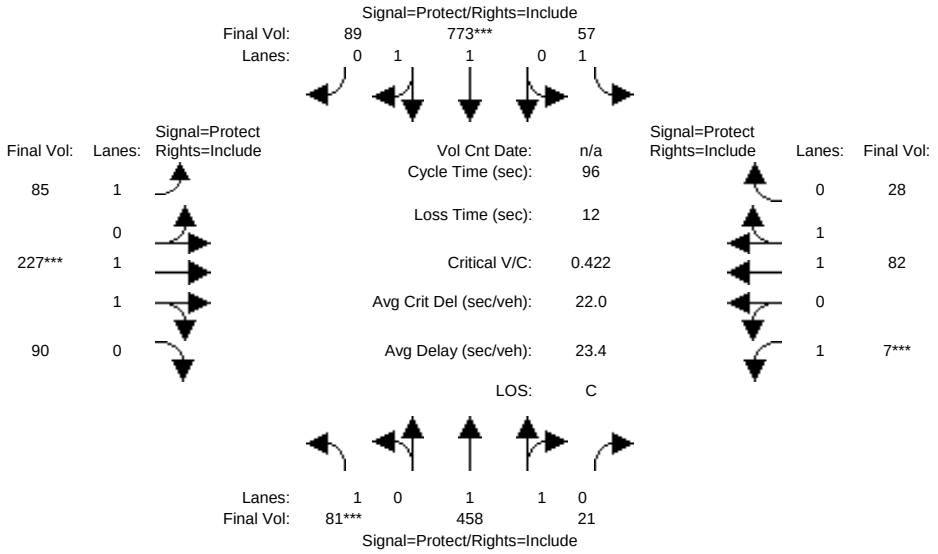
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	153	549	17	25	521	130	143	191	51	6	232	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	153	549	17	25	521	130	143	191	51	6	232	23
Added Vol:	0	0	0	0	17	0	9	18	2	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	153	549	17	25	538	130	152	209	53	6	232	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:	153	549	17	25	538	130	152	209	53	6	232	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	153	549	17	25	538	130	152	209	53	6	232	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:	153	549	17	25	538	130	152	209	53	6	232	23
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	1.94	0.06	1.00	1.60	0.40	1.00	1.58	0.42	1.00	1.81	0.19
Final Sat.:	1750	3589	111	1750	2979	720	1750	2951	748	1750	3366	334
Capacity Analysis Module:												
Vol/Sat:	0.09	0.15	0.15	0.01	0.18	0.18	0.09	0.07	0.07	0.00	0.07	0.07
Crit Moves:	****				****		****				****	
Green Time:	17.3	36.0	36.0	17.1	35.8	35.8	17.2	18.2	18.2	12.7	13.7	13.7
Volume/Cap:	0.48	0.41	0.41	0.08	0.48	0.48	0.48	0.37	0.37	0.03	0.48	0.48
Delay/Veh:	36.5	22.4	22.4	33.0	23.3	23.3	36.6	34.3	34.3	36.3	38.6	38.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.5	22.4	22.4	33.0	23.3	23.3	36.6	34.3	34.3	36.3	38.6	38.6
LOS by Move:	D	C	C	C	C	C	D	C	C	D	D	D
HCM2kAvgQ:	4	6	6	1	8	8	4	3	3	0	4	4

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

Downtown College Prep
San Jose

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

Intersection #3239: ALMA/10TH



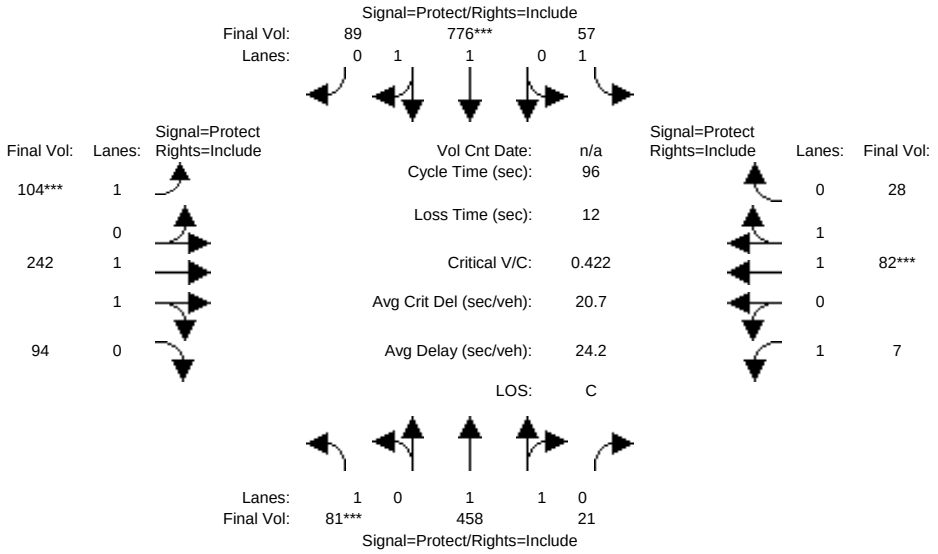
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	81	458	21	57	773	89	85	225	90	7	82	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	81	458	21	57	773	89	85	225	90	7	82	28
Added Vol:	0	0	0	0	0	0	0	2	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	81	458	21	57	773	89	85	227	90	7	82	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:	81	458	21	57	773	89	85	227	90	7	82	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	458	21	57	773	89	85	227	90	7	82	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:	81	458	21	57	773	89	85	227	90	7	82	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	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.91	0.09	1.00	1.79	0.21	1.00	1.42	0.58	1.00	1.48	0.52
Final Sat.:	1750	3538	162	1750	3318	382	1750	2649	1050	1750	2757	942
Capacity Analysis Module:												
Vol/Sat:	0.05	0.13	0.13	0.03	0.23	0.23	0.05	0.09	0.09	0.00	0.03	0.03
Crit Moves:	****				****			****			****	
Green Time:	9.8	37.7	37.7	21.2	49.2	49.2	10.3	18.1	18.1	7.0	14.8	14.8
Volume/Cap:	0.46	0.33	0.33	0.15	0.46	0.46	0.45	0.46	0.46	0.05	0.19	0.19
Delay/Veh:	42.5	20.5	20.5	30.3	15.1	15.1	41.9	35.1	35.1	41.6	35.6	35.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.5	20.5	20.5	30.3	15.1	15.1	41.9	35.1	35.1	41.6	35.6	35.6
LOS by Move:	D	C	C	C	B	B	D	D	D	D	D	D
HCM2kAvgQ:	2	5	5	2	8	8	3	4	4	0	1	1

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

Downtown College Prep
San Jose

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

Intersection #3239: ALMA/10TH



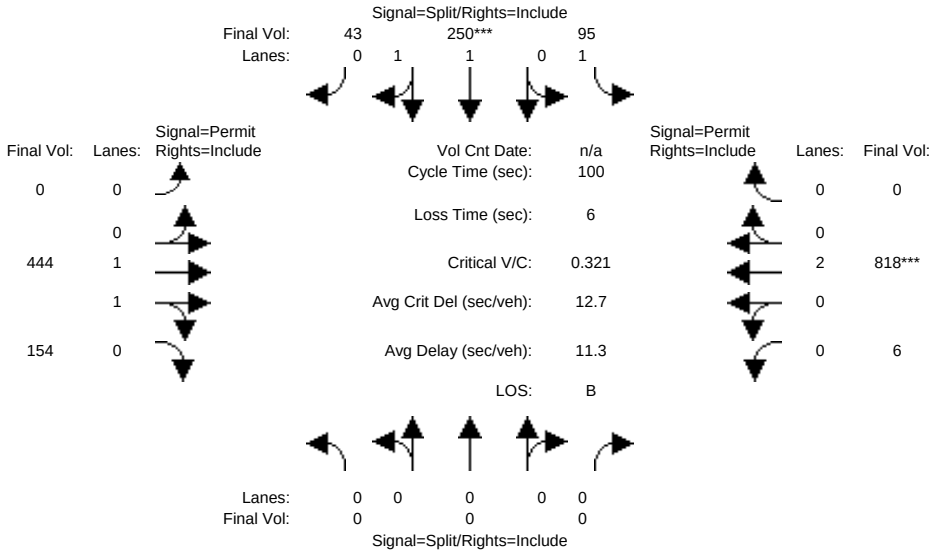
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	81	458	21	57	773	89	85	225	90	7	82	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	81	458	21	57	773	89	85	225	90	7	82	28
Added Vol:	0	0	0	0	3	0	19	17	4	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	81	458	21	57	776	89	104	242	94	7	82	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:	81	458	21	57	776	89	104	242	94	7	82	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	458	21	57	776	89	104	242	94	7	82	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:	81	458	21	57	776	89	104	242	94	7	82	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	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.91	0.09	1.00	1.79	0.21	1.00	1.43	0.57	1.00	1.48	0.52
Final Sat.:	1750	3538	162	1750	3319	381	1750	2664	1035	1750	2757	942
Capacity Analysis Module:												
Vol/Sat:	0.05	0.13	0.13	0.03	0.23	0.23	0.06	0.09	0.09	0.00	0.03	0.03
Crit Moves:	****				****		****				****	
Green Time:	10.1	39.1	39.1	22.0	51.0	51.0	13.0	13.5	13.5	9.5	10.0	10.0
Volume/Cap:	0.44	0.32	0.32	0.14	0.44	0.44	0.44	0.65	0.65	0.04	0.29	0.29
Delay/Veh:	42.0	19.5	19.5	29.6	13.9	13.9	39.5	41.8	41.8	39.3	40.1	40.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.0	19.5	19.5	29.6	13.9	13.9	39.5	41.8	41.8	39.3	40.1	40.1
LOS by Move:	D	B	B	C	B	B	D	D	D	D	D	D
HCM2kAvgQ:	2	5	5	1	8	8	3	5	5	0	1	1

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

Downtown College Prep
San Jose

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

Intersection #3240: ALMA/VINE



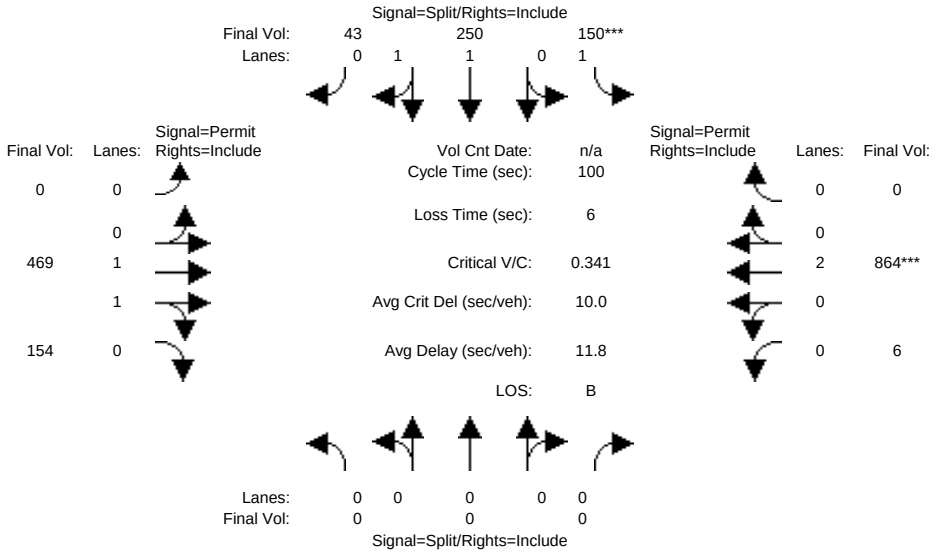
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	0	10	10	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:7:15-8:15AM												
Base Vol:	0	0	0	95	250	43	0	431	154	6	808	0
Growth Adj:	1.00	1.00	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	95	250	43	0	431	154	6	808	0
Added Vol:	0	0	0	0	0	0	0	13	0	0	10	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	95	250	43	0	444	154	6	818	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	95	250	43	0	444	154	6	818	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	95	250	43	0	444	154	6	818	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	95	250	43	0	444	154	6	818	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.97	0.92
Lanes:	0.00	0.00	0.00	1.00	1.70	0.30	0.00	1.47	0.53	0.01	1.99	0.00
Final Sat.:	0	0	0	1750	3157	543	0	2746	953	27	3673	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.08	0.08	0.00	0.16	0.16	0.22	0.22	0.00
Crit Moves:					****						****	
Green Time:	0.0	0.0	0.0	24.7	24.7	24.7	0.0	69.3	69.3	69.3	69.3	0.0
Volume/Cap:	0.00	0.00	0.00	0.22	0.32	0.32	0.00	0.23	0.23	0.32	0.32	0.00
Delay/Veh:	0.0	0.0	0.0	30.3	31.0	31.0	0.0	5.7	5.7	6.1	6.1	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	30.3	31.0	31.0	0.0	5.7	5.7	6.1	6.1	0.0
LOS by Move:	A	A	A	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	3	4	4	0	3	3	5	5	0

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

Downtown College Prep
San Jose

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

Intersection #3240: ALMA/VINE



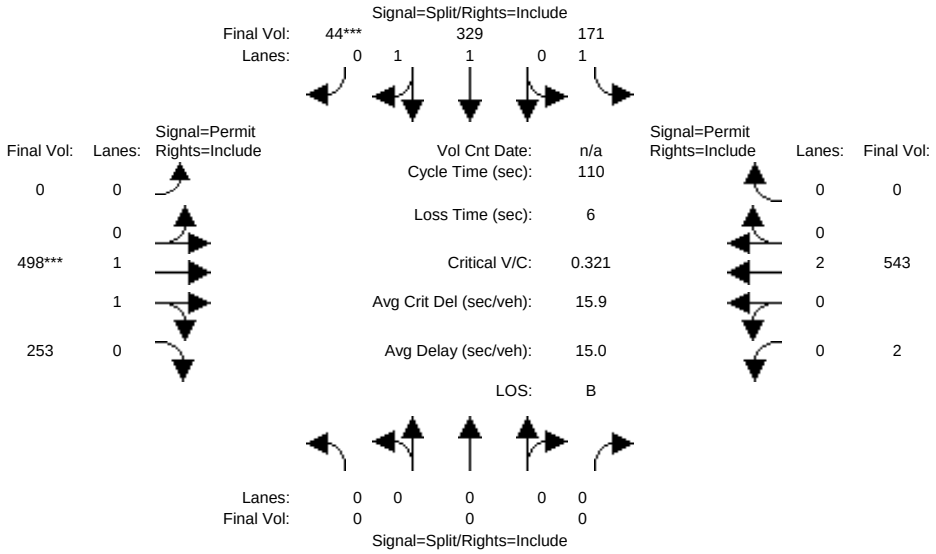
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:7:15-8:15AM												
Base Vol:	0	0	0	95	250	43	0	431	154	6	808	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	95	250	43	0	431	154	6	808	0
Added Vol:	0	0	0	55	0	0	0	38	0	0	56	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	150	250	43	0	469	154	6	864	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	150	250	43	0	469	154	6	864	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	150	250	43	0	469	154	6	864	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	150	250	43	0	469	154	6	864	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.97	0.92
Lanes:	0.00	0.00	0.00	1.00	1.70	0.30	0.00	1.49	0.51	0.01	1.99	0.00
Final Sat.:	0	0	0	1750	3157	543	0	2785	914	26	3674	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.08	0.08	0.00	0.17	0.17	0.24	0.24	0.00
Crit Moves:				****							****	
Green Time:	0.0	0.0	0.0	25.1	25.1	25.1	0.0	68.9	68.9	68.9	68.9	0.0
Volume/Cap:	0.00	0.00	0.00	0.34	0.32	0.32	0.00	0.24	0.24	0.34	0.34	0.00
Delay/Veh:	0.0	0.0	0.0	31.1	30.6	30.6	0.0	5.9	5.9	6.4	6.4	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:	0.0	0.0	0.0	31.1	30.6	30.6	0.0	5.9	5.9	6.4	6.4	0.0
LOS by Move:	A	A	A	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	4	4	4	0	4	4	5	5	0

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

Downtown College Prep
San Jose

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

Intersection #3240: ALMA/VINE



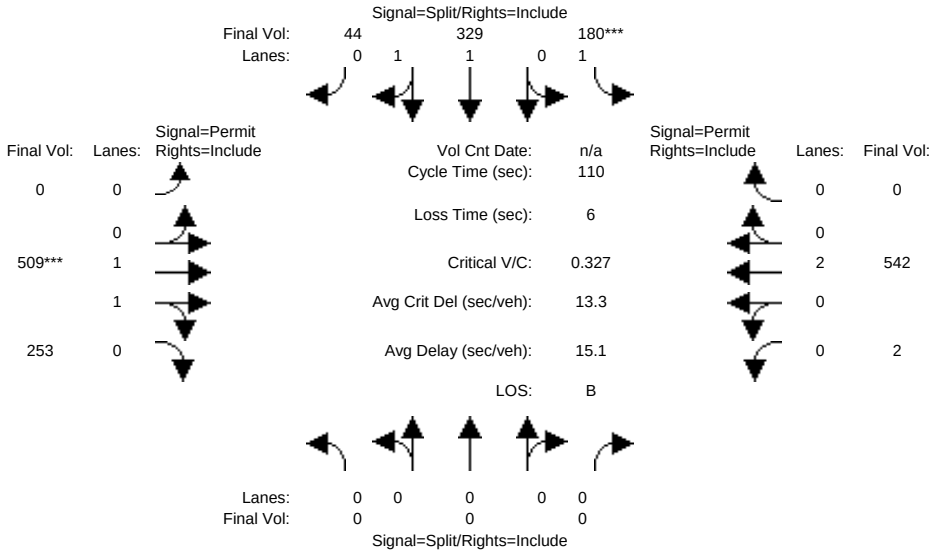
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	171	329	44	0	474	253	2	520	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	171	329	44	0	474	253	2	520	0
Added Vol:	0	0	0	0	0	0	0	24	0	0	23	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	171	329	44	0	498	253	2	543	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	171	329	44	0	498	253	2	543	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	171	329	44	0	498	253	2	543	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	171	329	44	0	498	253	2	543	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.99	0.95	0.95	0.97	0.92
Lanes:	0.00	0.00	0.00	1.00	1.76	0.24	0.00	1.31	0.69	0.01	1.99	0.00
Final Sat.:	0	0	0	1750	3263	436	0	2453	1246	14	3686	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.10	0.10	0.00	0.20	0.20	0.15	0.15	0.00
Crit Moves:						****		****				
Green Time:	0.0	0.0	0.0	34.5	34.5	34.5	0.0	69.5	69.5	69.5	69.5	0.0
Volume/Cap:	0.00	0.00	0.00	0.31	0.32	0.32	0.00	0.32	0.32	0.23	0.23	0.00
Delay/Veh:	0.0	0.0	0.0	29.0	29.0	29.0	0.0	9.4	9.4	8.8	8.8	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	29.0	29.0	29.0	0.0	9.4	9.4	8.8	8.8	0.0
LOS by Move:	A	A	A	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	5	5	5	0	6	6	4	4	0

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

Downtown College Prep
San Jose

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

Intersection #3240: ALMA/VINE



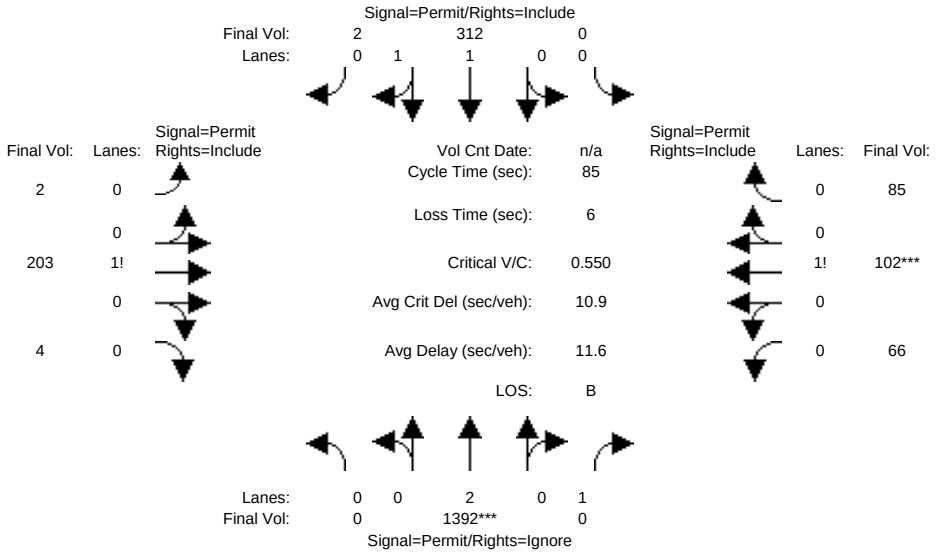
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	171	329	44	0	474	253	2	520	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	171	329	44	0	474	253	2	520	0
Added Vol:	0	0	0	9	0	0	0	35	0	0	22	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	180	329	44	0	509	253	2	542	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	180	329	44	0	509	253	2	542	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	180	329	44	0	509	253	2	542	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	180	329	44	0	509	253	2	542	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.99	0.95	0.95	0.97	0.92
Lanes:	0.00	0.00	0.00	1.00	1.76	0.24	0.00	1.32	0.68	0.01	1.99	0.00
Final Sat.:	0	0	0	1750	3263	436	0	2471	1228	14	3686	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.10	0.10	0.00	0.21	0.21	0.15	0.15	0.00
Crit Moves:				****				****				
Green Time:	0.0	0.0	0.0	34.6	34.6	34.6	0.0	69.4	69.4	69.4	69.4	0.0
Volume/Cap:	0.00	0.00	0.00	0.33	0.32	0.32	0.00	0.33	0.33	0.23	0.23	0.00
Delay/Veh:	0.0	0.0	0.0	29.1	28.9	28.9	0.0	9.5	9.5	8.8	8.8	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	29.1	28.9	28.9	0.0	9.5	9.5	8.8	8.8	0.0
LOS by Move:	A	A	A	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	5	5	5	0	6	6	4	4	0

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

Downtown College Prep
San Jose

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

Intersection #3241: ALMADEN/SAN JOSE



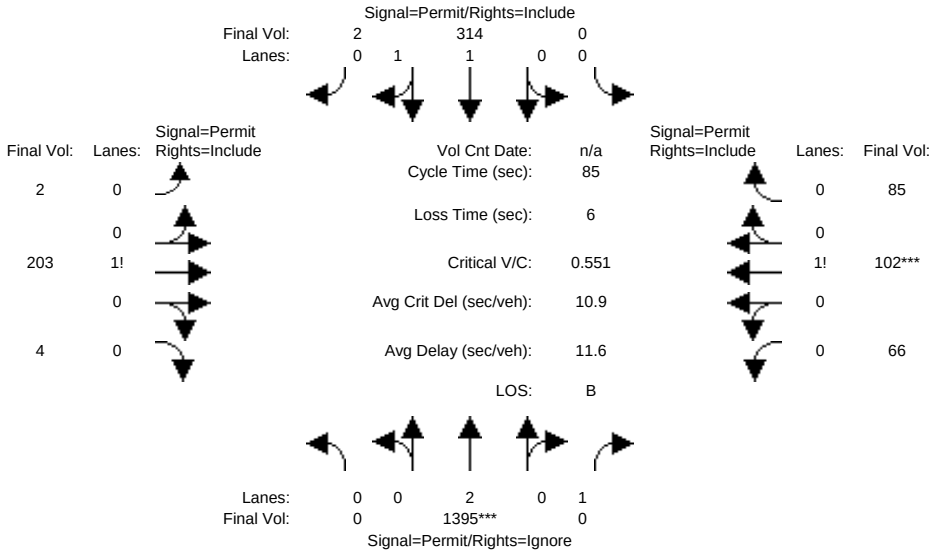
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1392	325	0	312	2	2	203	4	66	102	85
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1392	325	0	312	2	2	203	4	66	102	85
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1392	325	0	312	2	2	203	4	66	102	85
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:	0	1392	0	0	312	2	2	203	4	66	102	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1392	0	0	312	2	2	203	4	66	102	85
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1392	0	0	312	2	2	203	4	66	102	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	0.97	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	0.00	2.00	1.00	0.00	1.99	0.01	0.01	0.97	0.02	0.26	0.40	0.34
Final Sat.:	0	3800	1750	0	3676	24	17	1700	33	457	706	588
Capacity Analysis Module:												
Vol/Sat:	0.00	0.37	0.00	0.00	0.08	0.08	0.12	0.12	0.12	0.14	0.14	0.14
Crit Moves:		****									****	
Green Time:	0.0	56.6	0.0	0.0	56.6	56.6	22.4	22.4	22.4	22.4	22.4	22.4
Volume/Cap:	0.00	0.55	0.00	0.00	0.13	0.13	0.45	0.45	0.45	0.55	0.55	0.55
Delay/Veh:	0.0	7.7	0.0	0.0	5.2	5.2	26.9	26.9	26.9	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:	0.0	7.7	0.0	0.0	5.2	5.2	26.9	26.9	26.9	28.4	28.4	28.4
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2kAvgQ:	0	10	0	0	2	2	5	5	5	7	7	7

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

Downtown College Prep
San Jose

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

Intersection #3241: ALMADEN/SAN JOSE



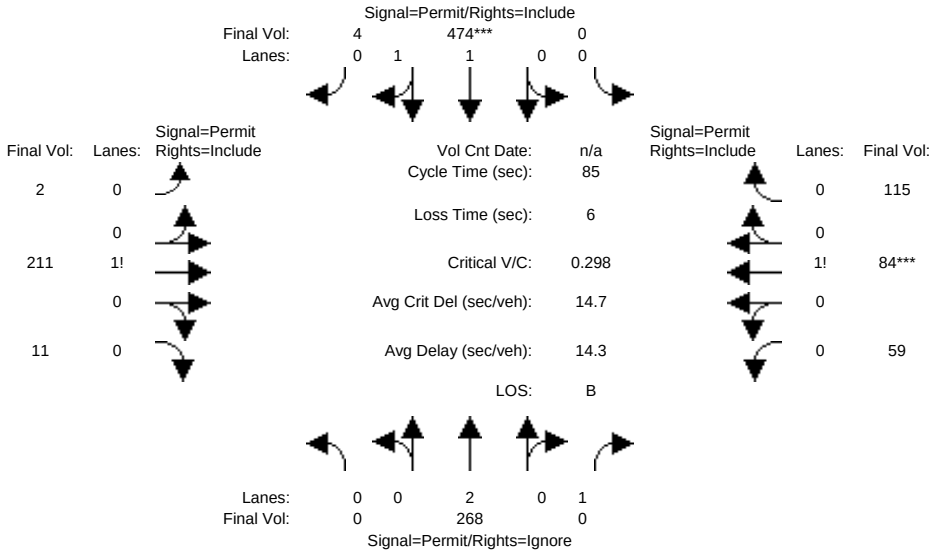
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1392	325	0	312	2	2	203	4	66	102	85
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1392	325	0	312	2	2	203	4	66	102	85
Added Vol:	0	3	3	0	2	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1395	328	0	314	2	2	203	4	66	102	85
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:	0	1395	0	0	314	2	2	203	4	66	102	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1395	0	0	314	2	2	203	4	66	102	85
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1395	0	0	314	2	2	203	4	66	102	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	0.97	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	0.00	2.00	1.00	0.00	1.99	0.01	0.01	0.97	0.02	0.26	0.40	0.34
Final Sat.:	0	3800	1750	0	3677	23	17	1700	33	457	706	588
Capacity Analysis Module:												
Vol/Sat:	0.00	0.37	0.00	0.00	0.09	0.09	0.12	0.12	0.12	0.14	0.14	0.14
Crit Moves:		****									****	
Green Time:	0.0	56.7	0.0	0.0	56.7	56.7	22.3	22.3	22.3	22.3	22.3	22.3
Volume/Cap:	0.00	0.55	0.00	0.00	0.13	0.13	0.45	0.45	0.45	0.55	0.55	0.55
Delay/Veh:	0.0	7.7	0.0	0.0	5.2	5.2	27.0	27.0	27.0	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:	0.0	7.7	0.0	0.0	5.2	5.2	27.0	27.0	27.0	28.4	28.4	28.4
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2kAvgQ:	0	10	0	0	2	2	5	5	5	7	7	7

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

Downtown College Prep
San Jose

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

Intersection #3241: ALMADEN/SAN JOSE



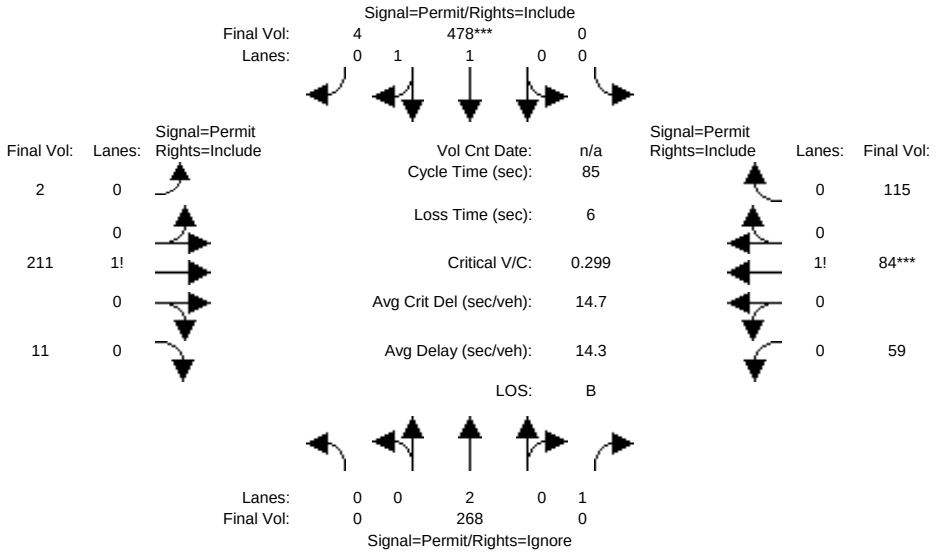
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	268	79	0	474	4	2	211	11	59	84	115
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	268	79	0	474	4	2	211	11	59	84	115
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	268	79	0	474	4	2	211	11	59	84	115
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:	0	268	0	0	474	4	2	211	11	59	84	115
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	268	0	0	474	4	2	211	11	59	84	115
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	268	0	0	474	4	2	211	11	59	84	115
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.97	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	0.00	2.00	1.00	0.00	1.98	0.02	0.01	0.94	0.05	0.23	0.32	0.45
Final Sat.:	0	3800	1750	0	3669	31	16	1648	86	400	570	780
Capacity Analysis Module:												
Vol/Sat:	0.00	0.07	0.00	0.00	0.13	0.13	0.13	0.13	0.13	0.15	0.15	0.15
Crit Moves:					****						****	
Green Time:	0.0	36.9	0.0	0.0	36.9	36.9	42.1	42.1	42.1	42.1	42.1	42.1
Volume/Cap:	0.00	0.16	0.00	0.00	0.30	0.30	0.26	0.26	0.26	0.30	0.30	0.30
Delay/Veh:	0.0	14.7	0.0	0.0	15.7	15.7	12.6	12.6	12.6	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:	0.0	14.7	0.0	0.0	15.7	15.7	12.6	12.6	12.6	12.9	12.9	12.9
LOS by Move:	A	B	A	A	B	B	B	B	B	B	B	B
HCM2kAvgQ:	0	2	0	0	4	4	4	4	4	4	4	4

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

Downtown College Prep
San Jose

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

Intersection #3241: ALMADEN/SAN JOSE



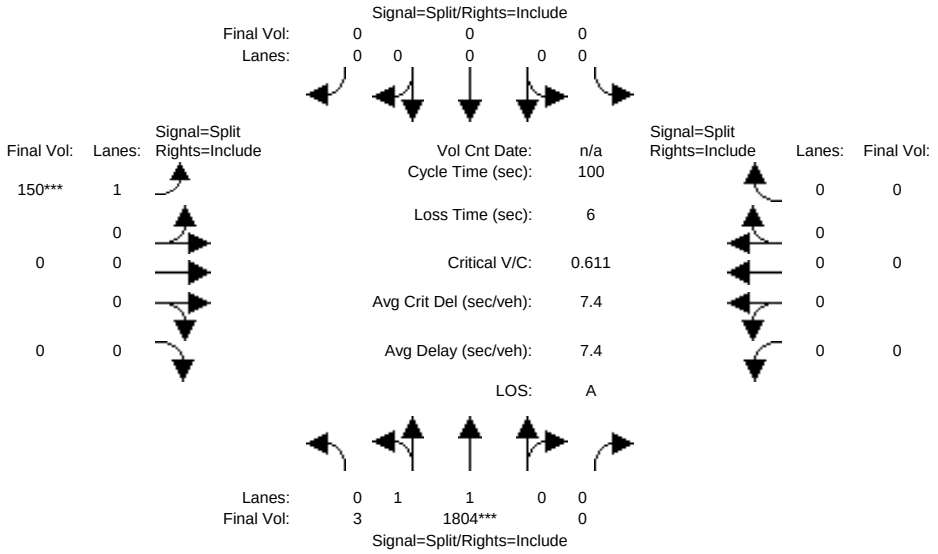
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	268	79	0	474	4	2	211	11	59	84	115
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	268	79	0	474	4	2	211	11	59	84	115
Added Vol:	0	0	0	0	4	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	268	79	0	478	4	2	211	11	59	84	115
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:	0	268	0	0	478	4	2	211	11	59	84	115
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	268	0	0	478	4	2	211	11	59	84	115
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	268	0	0	478	4	2	211	11	59	84	115
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.97	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	0.00	2.00	1.00	0.00	1.98	0.02	0.01	0.94	0.05	0.23	0.32	0.45
Final Sat.:	0	3800	1750	0	3669	31	16	1648	86	400	570	780
Capacity Analysis Module:												
Vol/Sat:	0.00	0.07	0.00	0.00	0.13	0.13	0.13	0.13	0.13	0.15	0.15	0.15
Crit Moves:					****						****	
Green Time:	0.0	37.1	0.0	0.0	37.1	37.1	41.9	41.9	41.9	41.9	41.9	41.9
Volume/Cap:	0.00	0.16	0.00	0.00	0.30	0.30	0.26	0.26	0.26	0.30	0.30	0.30
Delay/Veh:	0.0	14.6	0.0	0.0	15.6	15.6	12.7	12.7	12.7	13.0	13.0	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:	0.0	14.6	0.0	0.0	15.6	15.6	12.7	12.7	12.7	13.0	13.0	13.0
LOS by Move:	A	B	A	A	B	B	B	B	B	B	B	B
HCM2kAvgQ:	0	2	0	0	4	4	4	4	4	4	4	4

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

Downtown College Prep
San Jose

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

Intersection #3247: ALMADEN/GRANT



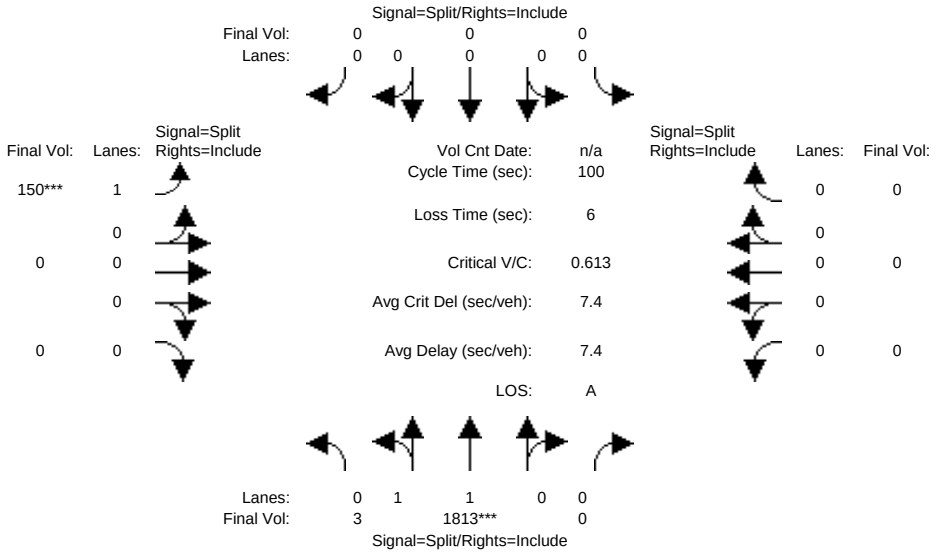
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	0	0	0	0	10	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:7:15-8:15AM												
Base Vol:	3	1804	0	0	0	0	150	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	1804	0	0	0	0	150	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	1804	0	0	0	0	150	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	1804	0	0	0	0	150	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	1804	0	0	0	0	150	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	1804	0	0	0	0	150	0	0	0	0	0
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	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.01	1.99	0.00	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	6	3694	0	0	0	0	1750	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.49	0.49	0.00	0.00	0.00	0.00	0.09	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****					****					
Green Time:	80.0	80.0	0.0	0.0	0.0	0.0	14.0	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.61	0.61	0.00	0.00	0.00	0.00	0.61	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	4.3	4.3	0.0	0.0	0.0	0.0	44.9	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	4.3	4.3	0.0	0.0	0.0	0.0	44.9	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	D	A	A	A	A	A
HCM2kAvgQ:	12	12	0	0	0	0	5	0	0	0	0	0

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

Downtown College Prep
San Jose

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

Intersection #3247: ALMADEN/GRANT



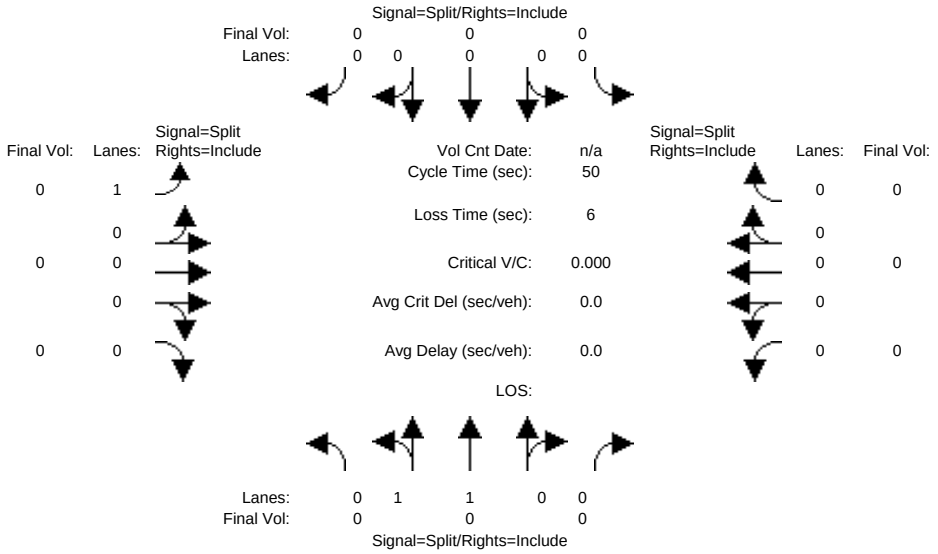
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	0	0	0	0	10	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:7:15-8:15AM												
Base Vol:	3	1804	0	0	0	0	150	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	1804	0	0	0	0	150	0	0	0	0	0
Added Vol:	0	9	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	1813	0	0	0	0	150	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	1813	0	0	0	0	150	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	1813	0	0	0	0	150	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	1813	0	0	0	0	150	0	0	0	0	0
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	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.01	1.99	0.00	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	6	3694	0	0	0	0	1750	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.49	0.49	0.00	0.00	0.00	0.00	0.09	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****					****					
Green Time:	80.0	80.0	0.0	0.0	0.0	0.0	14.0	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.61	0.61	0.00	0.00	0.00	0.00	0.61	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	4.3	4.3	0.0	0.0	0.0	0.0	45.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	4.3	4.3	0.0	0.0	0.0	0.0	45.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	D	A	A	A	A	A
HCM2kAvgQ:	12	12	0	0	0	0	5	0	0	0	0	0

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

Downtown College Prep
San Jose

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

Intersection #3247: ALMADEN/GRANT



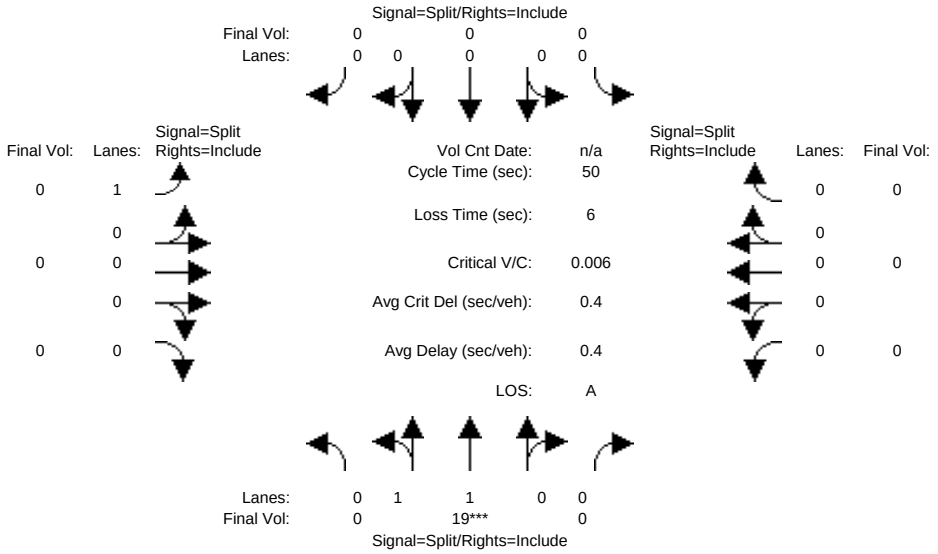
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	0	0	0	0	10	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:4:15-5:15PM												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:												
Green Time:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:												
HCM2kAvgQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

Downtown College Prep
San Jose

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

Intersection #3247: ALMADEN/GRANT



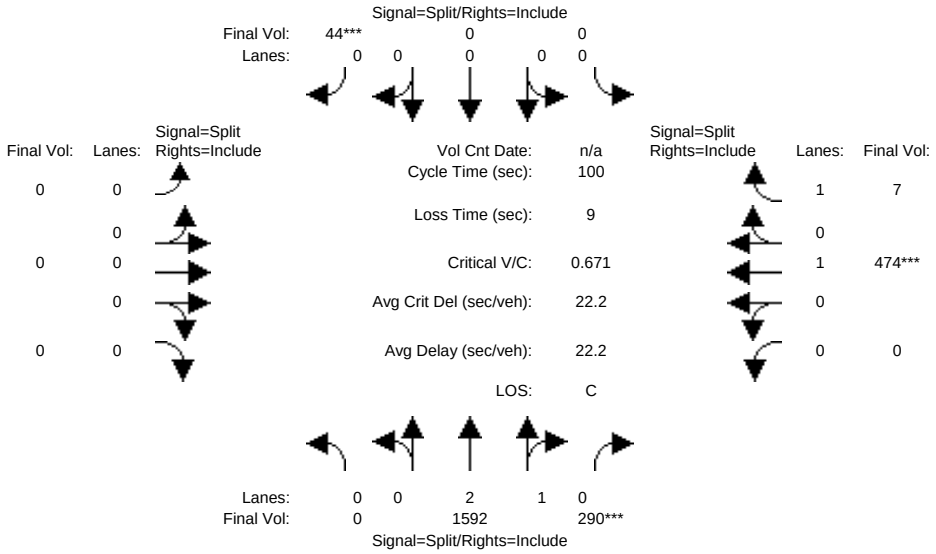
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	0	0	0	0	10	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:4:15-5:15PM												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	19	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	19	0	0	0	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	19	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	19	0	0	0	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	19	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	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	0.00	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3700	0	0	0	0	1750	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****										
Green Time:	0.0	44.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

Downtown College Prep
San Jose

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

Intersection #3250: ALMADEN/REED



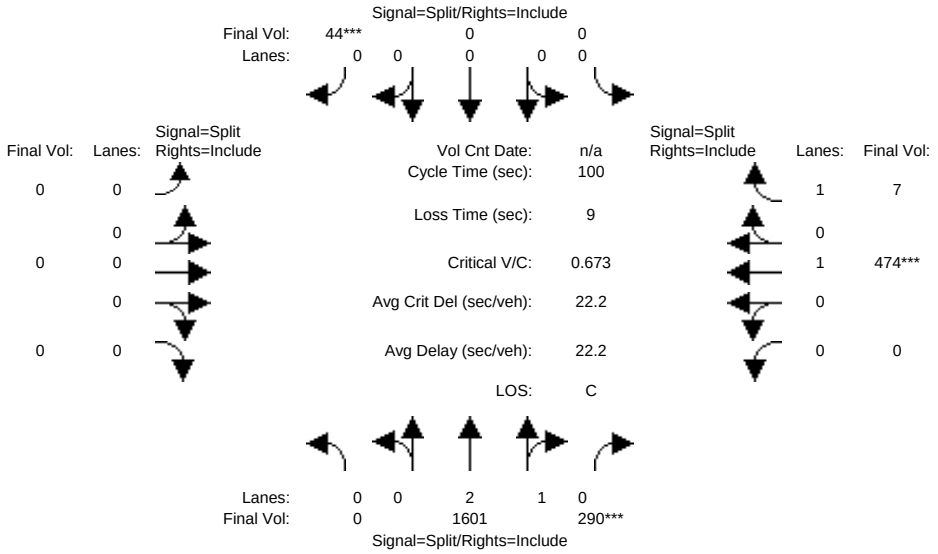
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	0	0	0	0	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:7:30-8:30AM												
Base Vol:	0	1592	290	0	0	44	0	0	0	0	474	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1592	290	0	0	44	0	0	0	0	474	7
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1592	290	0	0	44	0	0	0	0	474	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:	0	1592	290	0	0	44	0	0	0	0	474	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1592	290	0	0	44	0	0	0	0	474	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:	0	1592	290	0	0	44	0	0	0	0	474	7
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.52	0.48	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00
Final Sat.:	0	4736	863	0	0	1750	0	0	0	0	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.34	0.34	0.00	0.00	0.03	0.00	0.00	0.00	0.00	0.25	0.00
Crit Moves:			****			****					****	
Green Time:	0.0	50.1	50.1	0.0	0.0	3.7	0.0	0.0	0.0	0.0	37.2	37.2
Volume/Cap:	0.00	0.67	0.67	0.00	0.00	0.67	0.00	0.00	0.00	0.00	0.67	0.01
Delay/Veh:	0.0	19.4	19.4	0.0	0.0	71.4	0.0	0.0	0.0	0.0	28.8	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:	0.0	19.4	19.4	0.0	0.0	71.4	0.0	0.0	0.0	0.0	28.8	19.8
LOS by Move:	A	B	B	A	A	E	A	A	A	A	C	B
HCM2kAvgQ:	0	14	14	0	0	3	0	0	0	0	13	0

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

Downtown College Prep
San Jose

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

Intersection #3250: ALMADEN/REED



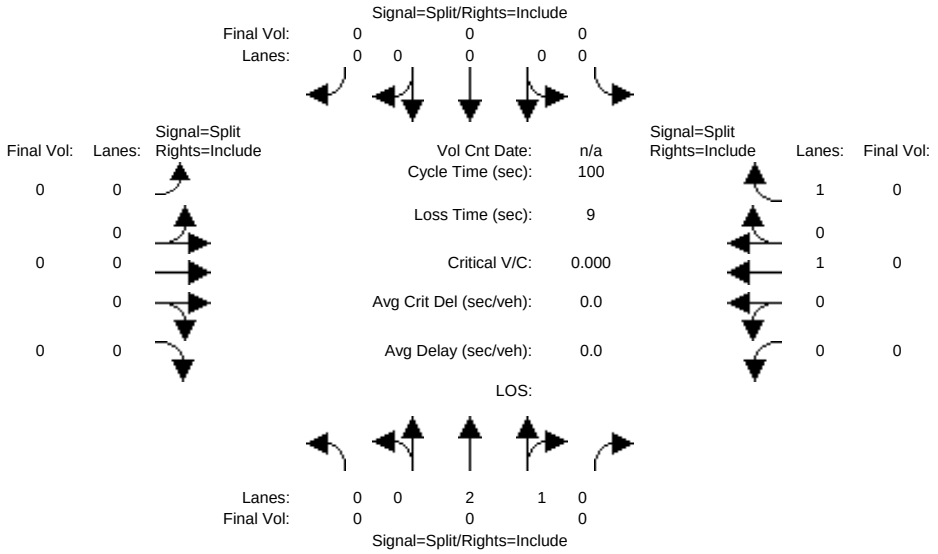
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	0	0	0	0	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:7:30-8:30AM												
Base Vol:	0	1592	290	0	0	44	0	0	0	0	474	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1592	290	0	0	44	0	0	0	0	474	7
Added Vol:	0	9	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1601	290	0	0	44	0	0	0	0	474	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:	0	1601	290	0	0	44	0	0	0	0	474	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1601	290	0	0	44	0	0	0	0	474	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:	0	1601	290	0	0	44	0	0	0	0	474	7
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.52	0.48	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00
Final Sat.:	0	4740	859	0	0	1750	0	0	0	0	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.34	0.34	0.00	0.00	0.03	0.00	0.00	0.00	0.00	0.25	0.00
Crit Moves:			****			****					****	
Green Time:	0.0	50.2	50.2	0.0	0.0	3.7	0.0	0.0	0.0	0.0	37.1	37.1
Volume/Cap:	0.00	0.67	0.67	0.00	0.00	0.67	0.00	0.00	0.00	0.00	0.67	0.01
Delay/Veh:	0.0	19.4	19.4	0.0	0.0	71.7	0.0	0.0	0.0	0.0	28.9	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:	0.0	19.4	19.4	0.0	0.0	71.7	0.0	0.0	0.0	0.0	28.9	19.9
LOS by Move:	A	B	B	A	A	E	A	A	A	A	C	B
HCM2kAvgQ:	0	14	14	0	0	3	0	0	0	0	13	0

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

Downtown College Prep
San Jose

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

Intersection #3250: ALMADEN/REED



Approach:	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	0	0	0	0	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:4:00-5:00PM												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:												
Green Time:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:												
HCM2kAvgQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

Downtown College Prep
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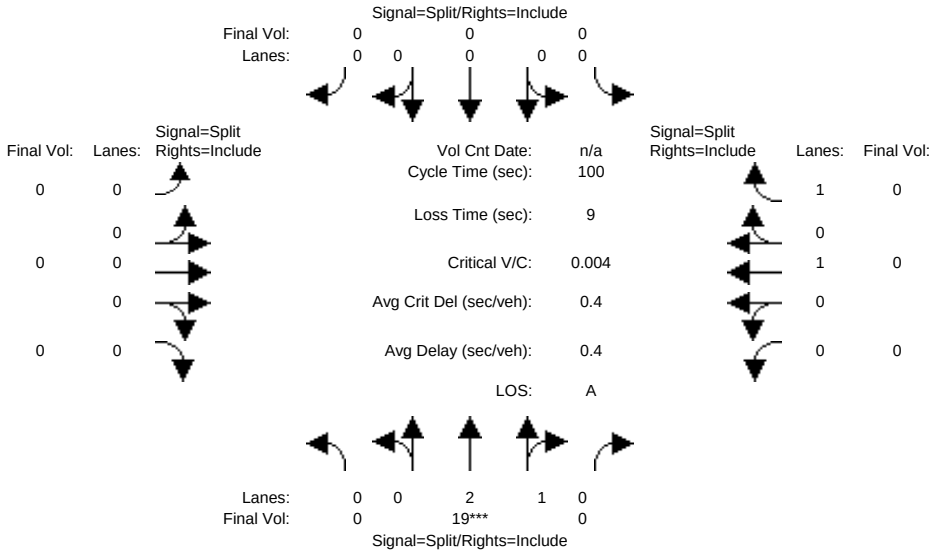
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative + P (PM)

Intersection #3250: ALMADEN/REED



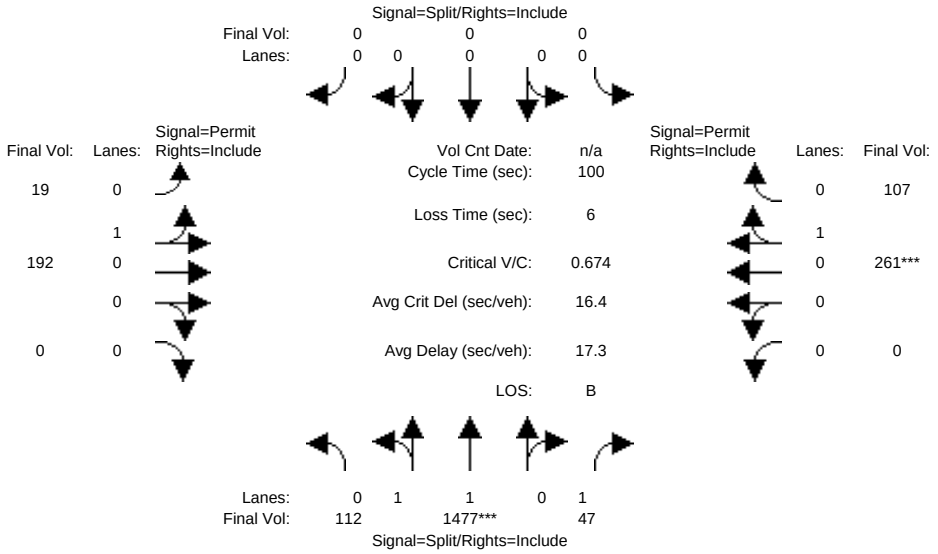
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	0	0	0	0	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:4:00-5:00PM												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	19	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	19	0	0	0	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	19	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	19	0	0	0	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	19	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00
Final Sat.:	0	5600	0	0	0	0	0	0	0	0	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****										
Green Time:	0.0	91.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

Downtown College Prep
San Jose

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

Intersection #3254: ALMADEN/WILLOW



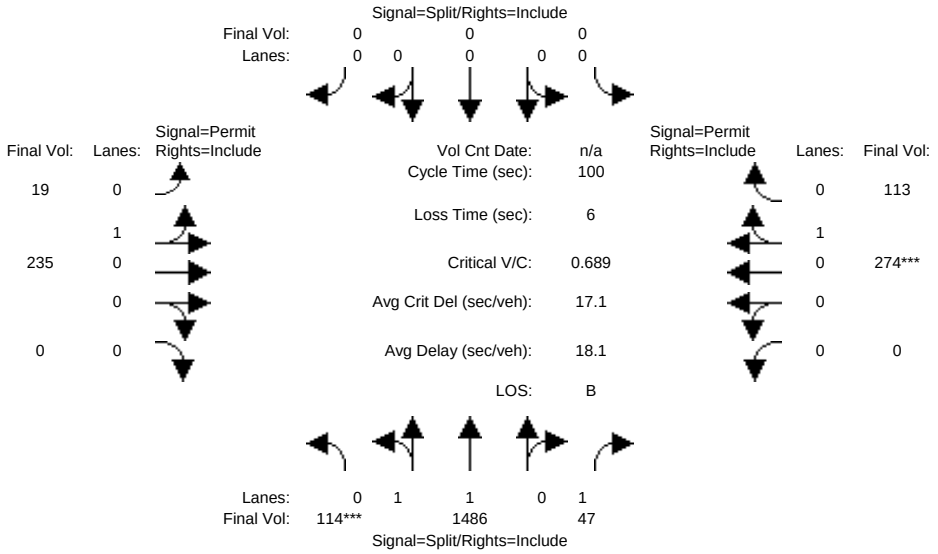
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	10	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	112	1477	47	0	0	0	19	188	0	0	258	107
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	112	1477	47	0	0	0	19	188	0	0	258	107
Added Vol:	0	0	0	0	0	0	0	4	0	0	3	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	112	1477	47	0	0	0	19	192	0	0	261	107
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1477	47	0	0	0	19	192	0	0	261	107
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	1477	47	0	0	0	19	192	0	0	261	107
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	112	1477	47	0	0	0	19	192	0	0	261	107
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.95	0.95
Lanes:	0.14	1.86	1.00	0.00	0.00	0.00	0.09	0.91	0.00	0.00	0.71	0.29
Final Sat.:	261	3439	1750	0	0	0	162	1638	0	0	1277	523
Capacity Analysis Module:												
Vol/Sat:	0.43	0.43	0.03	0.00	0.00	0.00	0.12	0.12	0.00	0.00	0.20	0.20
Crit Moves:		****									****	
Green Time:	63.7	63.7	63.7	0.0	0.0	0.0	30.3	30.3	0.0	0.0	30.3	30.3
Volume/Cap:	0.67	0.67	0.04	0.00	0.00	0.00	0.39	0.39	0.00	0.00	0.67	0.67
Delay/Veh:	12.3	12.3	6.8	0.0	0.0	0.0	28.0	28.0	0.0	0.0	33.9	33.9
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:	12.3	12.3	6.8	0.0	0.0	0.0	28.0	28.0	0.0	0.0	33.9	33.9
LOS by Move:	B	B	A	A	A	A	C	C	A	A	C	C
HCM2kAvgQ:	16	16	1	0	0	0	5	5	0	0	11	11

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

Downtown College Prep
San Jose

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

Intersection #3254: ALMADEN/WILLOW



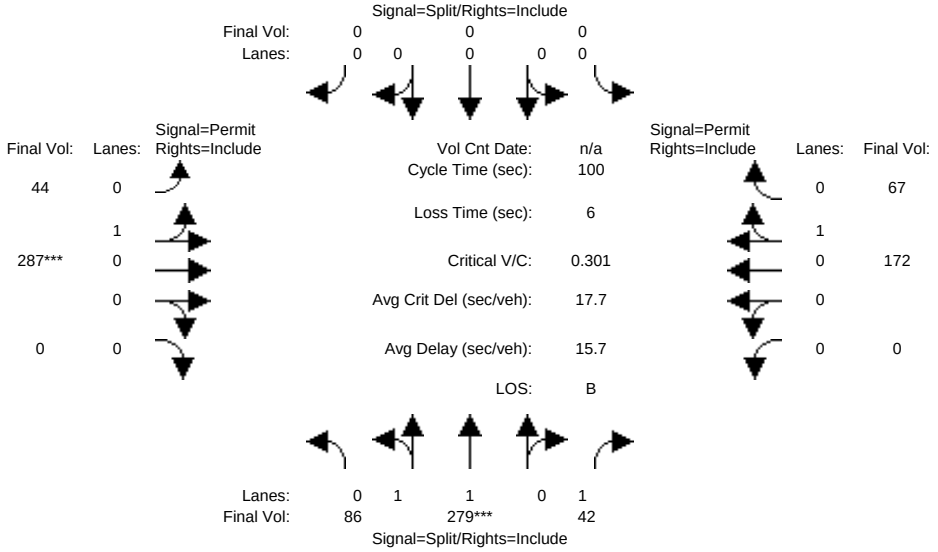
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	10	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	112	1477	47	0	0	0	19	188	0	0	258	107
Growth Adj:	1.00	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	1477	47	0	0	0	19	188	0	0	258	107
Added Vol:	2	9	0	0	0	0	0	47	0	0	16	6
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	114	1486	47	0	0	0	19	235	0	0	274	113
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	114	1486	47	0	0	0	19	235	0	0	274	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	1486	47	0	0	0	19	235	0	0	274	113
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	114	1486	47	0	0	0	19	235	0	0	274	113
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.95	0.95
Lanes:	0.15	1.85	1.00	0.00	0.00	0.00	0.07	0.93	0.00	0.00	0.71	0.29
Final Sat.:	264	3436	1750	0	0	0	135	1665	0	0	1274	526
Capacity Analysis Module:												
Vol/Sat:	0.43	0.43	0.03	0.00	0.00	0.00	0.14	0.14	0.00	0.00	0.22	0.22
Crit Moves:	****										****	
Green Time:	62.8	62.8	62.8	0.0	0.0	0.0	31.2	31.2	0.0	0.0	31.2	31.2
Volume/Cap:	0.69	0.69	0.04	0.00	0.00	0.00	0.45	0.45	0.00	0.00	0.69	0.69
Delay/Veh:	13.1	13.1	7.1	0.0	0.0	0.0	28.1	28.1	0.0	0.0	33.7	33.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.1	13.1	7.1	0.0	0.0	0.0	28.1	28.1	0.0	0.0	33.7	33.7
LOS by Move:	B	B	A	A	A	A	C	C	A	A	C	C
HCM2kAvgQ:	17	17	1	0	0	0	6	6	0	0	12	12

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

Downtown College Prep
San Jose

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

Intersection #3254: ALMADEN/WILLOW



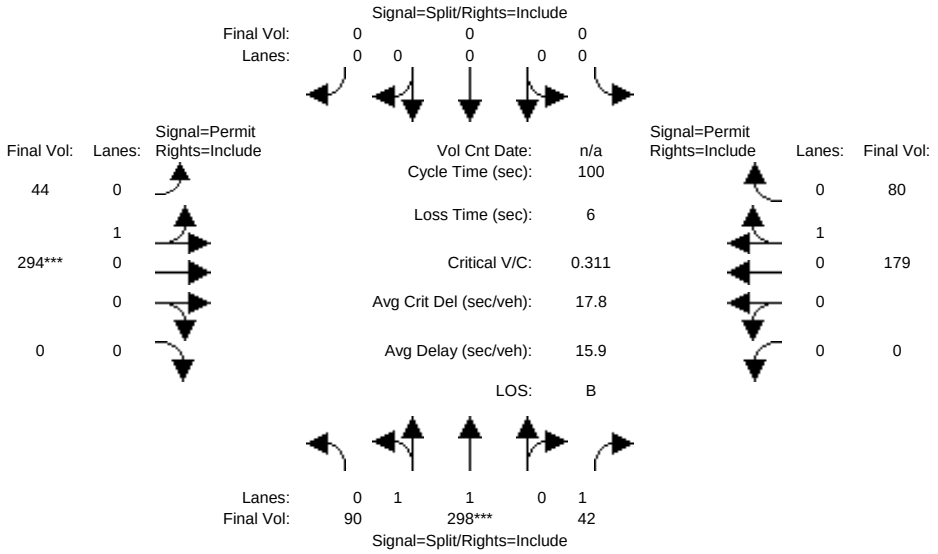
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	10	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	86	279	42	0	0	0	44	280	0	0	166	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	86	279	42	0	0	0	44	280	0	0	166	67
Added Vol:	0	0	0	0	0	0	0	7	0	0	6	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	86	279	42	0	0	0	44	287	0	0	172	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:	86	279	42	0	0	0	44	287	0	0	172	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	279	42	0	0	0	44	287	0	0	172	67
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	86	279	42	0	0	0	44	287	0	0	172	67
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.95	0.95
Lanes:	0.48	1.52	1.00	0.00	0.00	0.00	0.13	0.87	0.00	0.00	0.72	0.28
Final Sat.:	872	2828	1750	0	0	0	239	1561	0	0	1295	505
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.02	0.00	0.00	0.00	0.18	0.18	0.00	0.00	0.13	0.13
Crit Moves:		****						****				
Green Time:	32.8	32.8	32.8	0.0	0.0	0.0	61.2	61.2	0.0	0.0	61.2	61.2
Volume/Cap:	0.30	0.30	0.07	0.00	0.00	0.00	0.30	0.30	0.00	0.00	0.22	0.22
Delay/Veh:	25.2	25.2	23.2	0.0	0.0	0.0	9.4	9.4	0.0	0.0	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:	25.2	25.2	23.2	0.0	0.0	0.0	9.4	9.4	0.0	0.0	8.8	8.8
LOS by Move:	C	C	C	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	4	4	1	0	0	0	5	5	0	0	3	3

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

Downtown College Prep
San Jose

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

Intersection #3254: ALMADEN/WILLOW



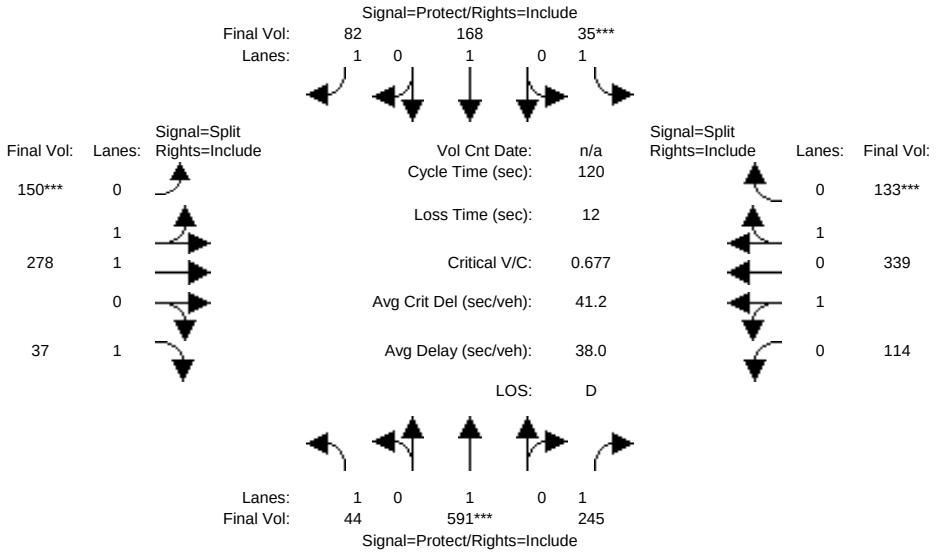
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	10	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	86	279	42	0	0	0	44	280	0	0	166	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	86	279	42	0	0	0	44	280	0	0	166	67
Added Vol:	4	19	0	0	0	0	0	14	0	0	13	13
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	298	42	0	0	0	44	294	0	0	179	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:	90	298	42	0	0	0	44	294	0	0	179	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	298	42	0	0	0	44	294	0	0	179	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:	90	298	42	0	0	0	44	294	0	0	179	80
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.95	0.95
Lanes:	0.48	1.52	1.00	0.00	0.00	0.00	0.13	0.87	0.00	0.00	0.69	0.31
Final Sat.:	858	2841	1750	0	0	0	234	1566	0	0	1244	556
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.02	0.00	0.00	0.00	0.19	0.19	0.00	0.00	0.14	0.14
Crit Moves:		****						****				
Green Time:	33.7	33.7	33.7	0.0	0.0	0.0	60.3	60.3	0.0	0.0	60.3	60.3
Volume/Cap:	0.31	0.31	0.07	0.00	0.00	0.00	0.31	0.31	0.00	0.00	0.24	0.24
Delay/Veh:	24.7	24.7	22.6	0.0	0.0	0.0	9.9	9.9	0.0	0.0	9.3	9.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.7	24.7	22.6	0.0	0.0	0.0	9.9	9.9	0.0	0.0	9.3	9.3
LOS by Move:	C	C	C	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	5	5	1	0	0	0	5	5	0	0	4	4

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

Downtown College Prep
San Jose

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

Intersection #3303: BIRD/MINNESOTA



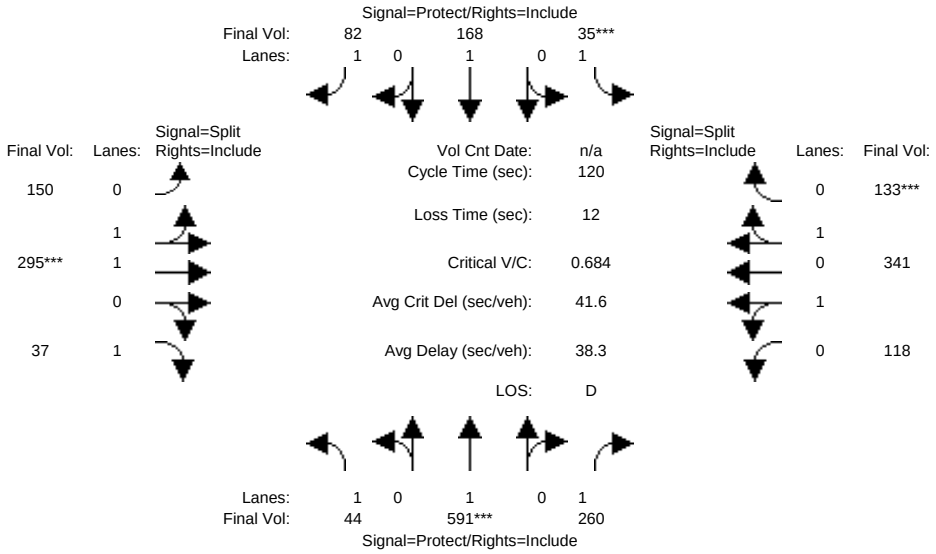
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:7:30-8:30AM												
Base Vol:	44	591	245	35	168	82	150	275	37	114	337	133
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	591	245	35	168	82	150	275	37	114	337	133
Added Vol:	0	0	0	0	0	0	0	3	0	0	2	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	591	245	35	168	82	150	278	37	114	339	133
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	591	245	35	168	82	150	278	37	114	339	133
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	591	245	35	168	82	150	278	37	114	339	133
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	591	245	35	168	82	150	278	37	114	339	133
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.99	0.92	0.95	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.72	1.28	1.00	0.39	1.16	0.45
Final Sat.:	1750	1900	1750	1750	1900	1750	1296	2402	1750	700	2083	817
Capacity Analysis Module:												
Vol/Sat:	0.03	0.31	0.14	0.02	0.09	0.05	0.12	0.12	0.02	0.16	0.16	0.16
Crit Moves:		****		****			****					****
Green Time:	24.0	53.3	53.3	7.0	36.3	36.3	19.8	19.8	19.8	27.9	27.9	27.9
Volume/Cap:	0.13	0.70	0.32	0.34	0.29	0.15	0.70	0.70	0.13	0.70	0.70	0.70
Delay/Veh:	39.6	29.6	21.8	56.3	32.3	30.7	50.9	50.9	42.9	44.9	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:	39.6	29.6	21.8	56.3	32.3	30.7	50.9	50.9	42.9	44.9	44.9	44.9
LOS by Move:	D	C	C	E	C	C	D	D	D	D	D	D
HCM2kAvgQ:	1	18	6	2	5	2	8	8	1	10	10	10

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

Downtown College Prep
San Jose

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

Intersection #3303: BIRD/MINNESOTA



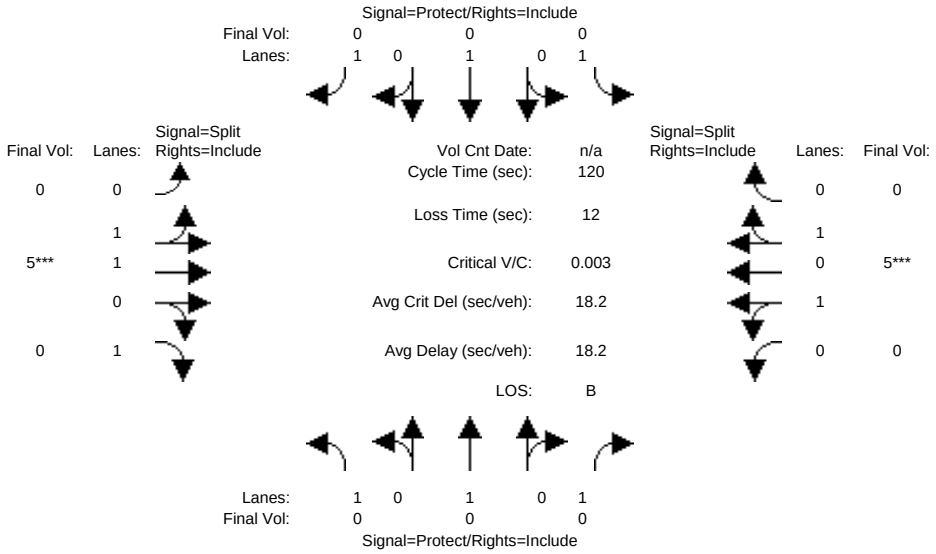
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:7:30-8:30AM												
Base Vol:	44	591	245	35	168	82	150	275	37	114	337	133
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	591	245	35	168	82	150	275	37	114	337	133
Added Vol:	0	0	15	0	0	0	0	20	0	4	4	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	591	260	35	168	82	150	295	37	118	341	133
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	591	260	35	168	82	150	295	37	118	341	133
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	591	260	35	168	82	150	295	37	118	341	133
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	591	260	35	168	82	150	295	37	118	341	133
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.99	0.92	0.95	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.69	1.31	1.00	0.40	1.15	0.45
Final Sat.:	1750	1900	1750	1750	1900	1750	1247	2452	1750	718	2074	809
Capacity Analysis Module:												
Vol/Sat:	0.03	0.31	0.15	0.02	0.09	0.05	0.12	0.12	0.02	0.16	0.16	0.16
Crit Moves:		****		****				****				****
Green Time:	23.7	52.7	52.7	7.0	36.0	36.0	20.4	20.4	20.4	27.9	27.9	27.9
Volume/Cap:	0.13	0.71	0.34	0.34	0.29	0.16	0.71	0.71	0.12	0.71	0.71	0.71
Delay/Veh:	39.8	30.2	22.4	56.3	32.6	31.0	50.7	50.7	42.4	45.1	45.1	45.1
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:	39.8	30.2	22.4	56.3	32.6	31.0	50.7	50.7	42.4	45.1	45.1	45.1
LOS by Move:	D	C	C	E	C	C	D	D	D	D	D	D
HCM2kAvgQ:	1	18	7	2	5	2	8	8	1	11	11	11

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

Downtown College Prep
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative (PM)

Intersection #3303: BIRD/MINNESOTA



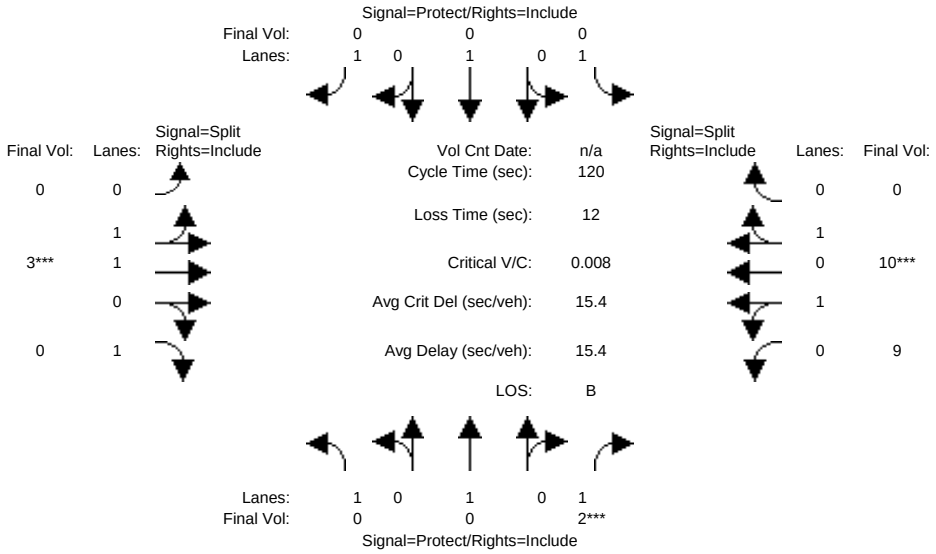
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:4:45-5:45PM												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	5	0	0	5	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	5	0	0	5	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	0	0	0	0	5	0	0	5	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	5	0	0	5	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	0	0	0	0	5	0	0	5	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	0.97	0.92	0.92	0.95	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.00	2.00	1.00	0.00	2.00	0.00
Final Sat.:	1750	1900	1750	1750	1900	1750	0	3700	1750	0	3600	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:								****			****	
Green Time:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	53.3	0.0	0.0	54.7	0.0
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18.6	0.0	0.0	17.8	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	0.0	0.0	0.0	0.0	18.6	0.0	0.0	17.8	0.0
LOS by Move:	A	A	A	A	A	A	A	B	A	A	B	A
HCM2kAvgQ:	0	0	0	0	0	0	0	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

Downtown College Prep
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative + P (PM)

Intersection #3303: BIRD/MINNESOTA



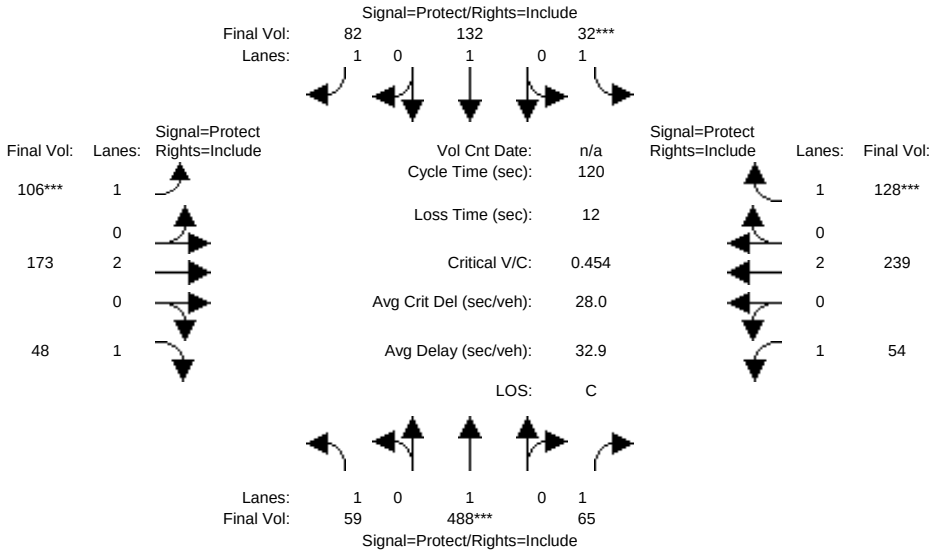
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:4:45-5:45PM												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	2	0	0	0	0	3	0	9	10	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	2	0	0	0	0	3	0	9	10	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	2	0	0	0	0	3	0	9	10	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	2	0	0	0	0	3	0	9	10	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	2	0	0	0	0	3	0	9	10	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	0.97	0.92	0.95	0.95	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.00	2.00	1.00	0.95	1.05	0.00
Final Sat.:	1750	1900	1750	1750	1900	1750	0	3700	1750	1705	1895	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.01	0.00
Crit Moves:			****					****			****	
Green Time:	0.0	0.0	17.1	0.0	0.0	0.0	0.0	12.1	0.0	78.8	78.8	0.0
Volume/Cap:	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.01	0.00	0.01	0.01	0.00
Delay/Veh:	0.0	0.0	44.2	0.0	0.0	0.0	0.0	48.5	0.0	7.1	7.1	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	44.2	0.0	0.0	0.0	0.0	48.5	0.0	7.1	7.1	0.0
LOS by Move:	A	A	D	A	A	A	A	D	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

Downtown College Prep
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative (AM)

Intersection #3305: BIRD/WILLOW



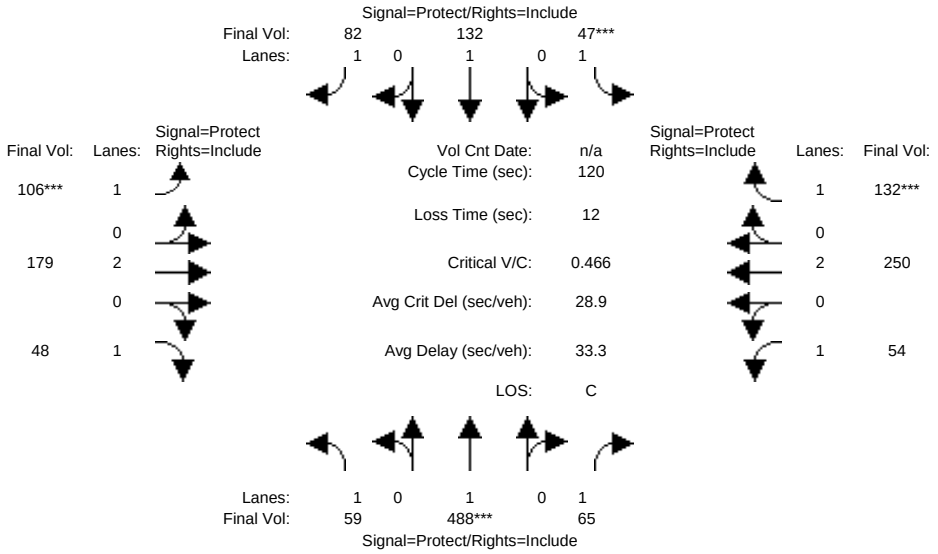
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	59	488	65	32	132	82	106	169	48	54	236	128
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	59	488	65	32	132	82	106	169	48	54	236	128
Added Vol:	0	0	0	0	0	0	0	4	0	0	3	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	59	488	65	32	132	82	106	173	48	54	239	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:	59	488	65	32	132	82	106	173	48	54	239	128
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	488	65	32	132	82	106	173	48	54	239	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:	59	488	65	32	132	82	106	173	48	54	239	128
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.26	0.04	0.02	0.07	0.05	0.06	0.05	0.03	0.03	0.06	0.07
Crit Moves:		****		****			****					****
Green Time:	30.2	66.4	66.4	7.0	43.2	43.2	15.7	20.3	20.3	14.2	18.9	18.9
Volume/Cap:	0.13	0.46	0.07	0.31	0.19	0.13	0.46	0.27	0.16	0.26	0.40	0.46
Delay/Veh:	34.9	16.4	12.5	56.0	26.6	25.9	49.8	43.6	42.8	48.8	45.9	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:	34.9	16.4	12.5	56.0	26.6	25.9	49.8	43.6	42.8	48.8	45.9	47.2
LOS by Move:	C	B	B	E	C	C	D	D	D	D	D	D
HCM2kAvgQ:	2	11	1	2	3	2	4	3	2	2	4	5

Note: Queue reported is the number of cars per lane.

Downtown College Prep
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative + P (AM)

Intersection #3305: BIRD/WILLOW



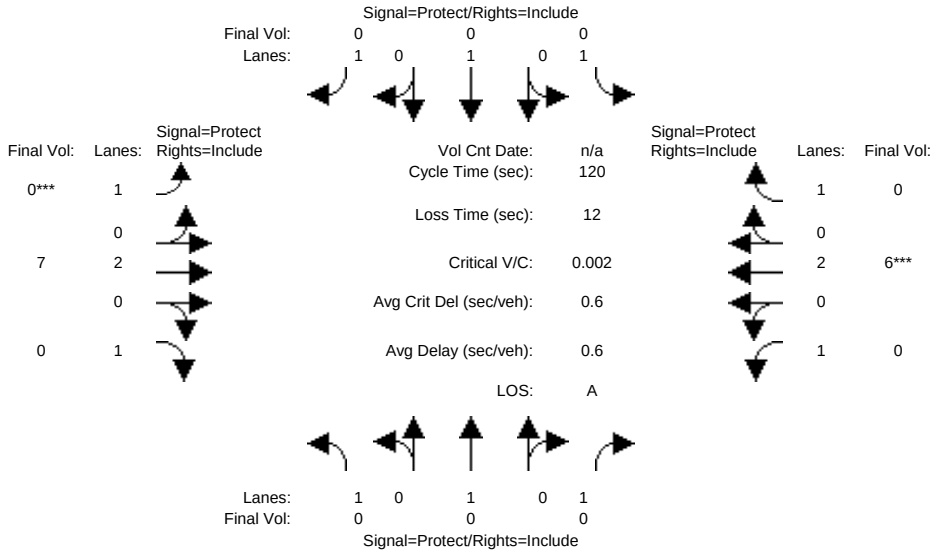
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	59	488	65	32	132	82	106	169	48	54	236	128
Growth Adj:	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:	59	488	65	32	132	82	106	169	48	54	236	128
Added Vol:	0	0	0	15	0	0	0	10	0	0	14	4
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	59	488	65	47	132	82	106	179	48	54	250	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:	59	488	65	47	132	82	106	179	48	54	250	132
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	488	65	47	132	82	106	179	48	54	250	132
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	59	488	65	47	132	82	106	179	48	54	250	132
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.26	0.04	0.03	0.07	0.05	0.06	0.05	0.03	0.03	0.07	0.08
Crit Moves:		****		****			****					****
Green Time:	30.1	66.0	66.0	7.0	43.0	43.0	15.6	20.6	20.6	14.4	19.4	19.4
Volume/Cap:	0.13	0.47	0.07	0.46	0.19	0.13	0.47	0.27	0.16	0.26	0.41	0.47
Delay/Veh:	35.0	16.7	12.6	57.9	26.7	26.0	49.9	43.5	42.6	48.6	45.6	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:	35.0	16.7	12.6	57.9	26.7	26.0	49.9	43.5	42.6	48.6	45.6	46.8
LOS by Move:	D	B	B	E	C	C	D	D	D	D	D	D
HCM2kAvgQ:	2	11	1	2	3	2	4	3	2	2	4	5

Note: Queue reported is the number of cars per lane.

Downtown College Prep
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative (PM)

Intersection #3305: BIRD/WILLOW



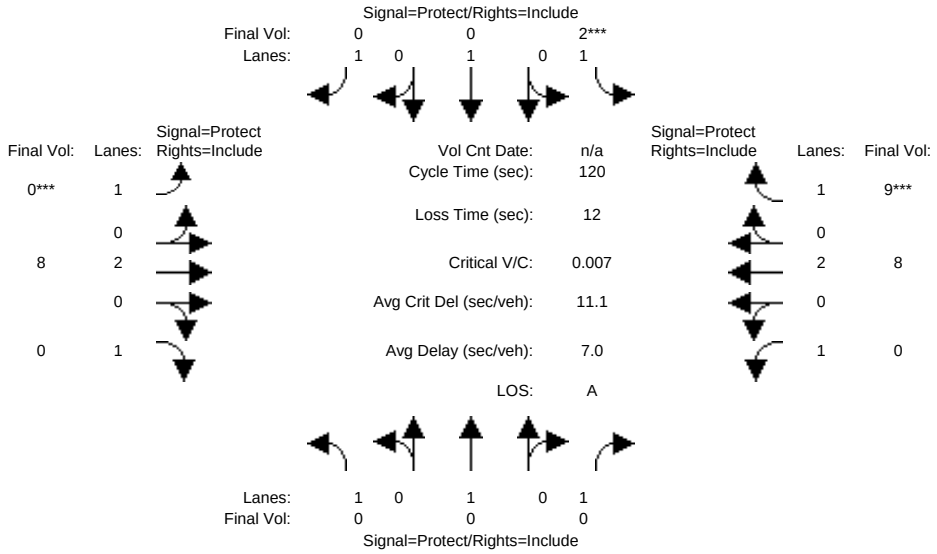
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:5:00-6:00PM												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	7	0	0	6	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	7	0	0	6	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	0	0	0	0	7	0	0	6	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	7	0	0	6	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	0	0	0	0	7	0	0	6	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:							****				****	
Green Time:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	108	0.0	0.0	108	0.0
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.0	0.6	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	0.0	0.0	0.0	0.0	0.6	0.0	0.0	0.6	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

Downtown College Prep
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative + P (PM)

Intersection #3305: BIRD/WILLOW



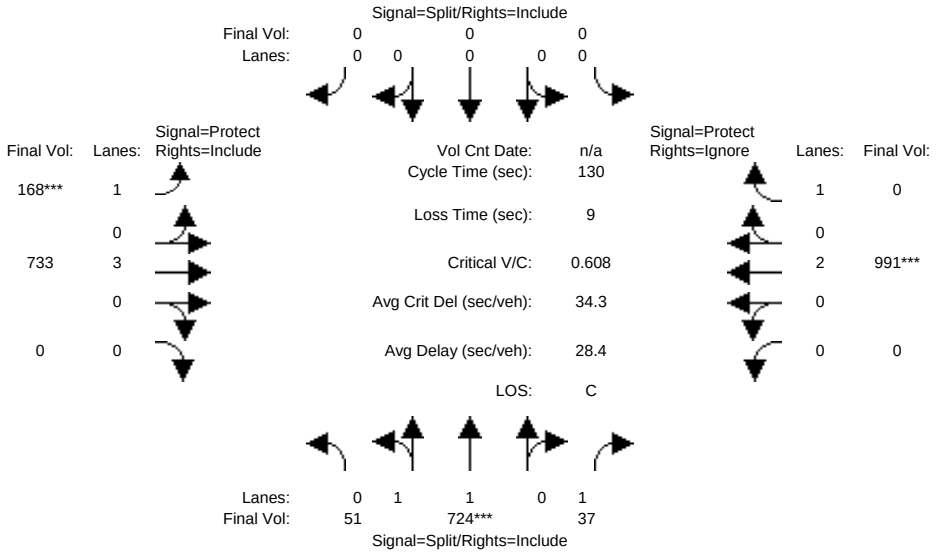
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:5:00-6:00PM												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	2	0	0	0	8	0	0	8	9
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	2	0	0	0	8	0	0	8	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:	0	0	0	2	0	0	0	8	0	0	8	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	2	0	0	0	8	0	0	8	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	2	0	0	0	8	0	0	8	9
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01
Crit Moves:				****			****					****
Green Time:	0.0	0.0	0.0	19.6	0.0	0.0	0.0	88.4	0.0	0.0	88.4	88.4
Volume/Cap:	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01
Delay/Veh:	0.0	0.0	0.0	42.0	0.0	0.0	0.0	4.2	0.0	0.0	4.2	4.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	42.0	0.0	0.0	0.0	4.2	0.0	0.0	4.2	4.2
LOS by Move:	A	A	A	D	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

Downtown College Prep
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative (AM)

Intersection #3472: 11TH/KEYES



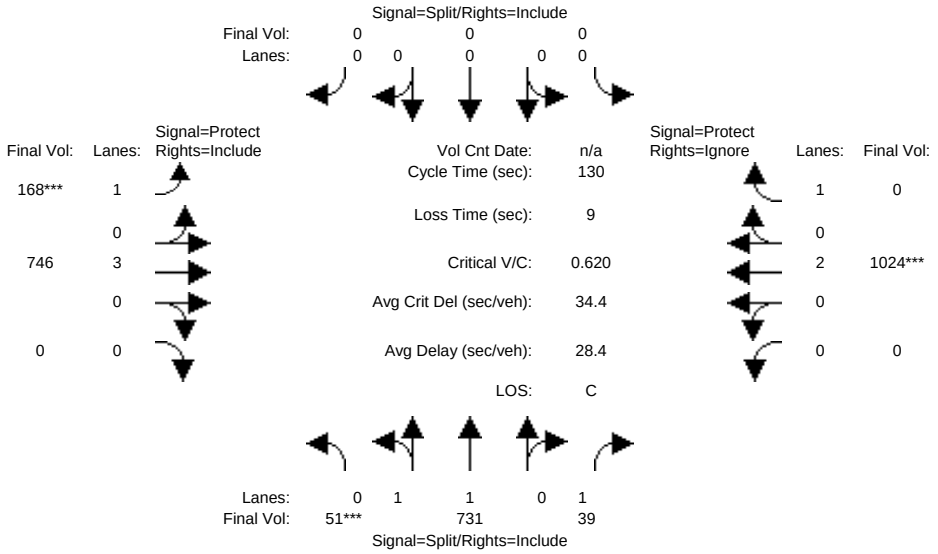
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:7:30-8:30AM												
Base Vol:	51	724	37	0	0	0	168	732	0	0	989	1152
Growth Adj:	1.00	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	724	37	0	0	0	168	732	0	0	989	1152
Added Vol:	0	0	0	0	0	0	0	1	0	0	2	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	51	724	37	0	0	0	168	733	0	0	991	1152
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:	51	724	37	0	0	0	168	733	0	0	991	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	724	37	0	0	0	168	733	0	0	991	0
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:	51	724	37	0	0	0	168	733	0	0	991	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.14	1.86	1.00	0.00	0.00	0.00	1.00	3.00	0.00	0.00	2.00	1.00
Final Sat.:	243	3456	1750	0	0	0	1750	5700	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.02	0.00	0.00	0.00	0.10	0.13	0.00	0.00	0.26	0.00
Crit Moves:		****					****				****	
Green Time:	44.8	44.8	44.8	0.0	0.0	0.0	20.5	76.2	0.0	0.0	55.7	0.0
Volume/Cap:	0.61	0.61	0.06	0.00	0.00	0.00	0.61	0.22	0.00	0.00	0.61	0.00
Delay/Veh:	36.2	36.2	28.6	0.0	0.0	0.0	54.9	12.8	0.0	0.0	29.4	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:	36.2	36.2	28.6	0.0	0.0	0.0	54.9	12.8	0.0	0.0	29.4	0.0
LOS by Move:	D	D	C	A	A	A	D	B	A	A	C	A
HCM2kAvgQ:	13	13	1	0	0	0	7	4	0	0	15	0

Note: Queue reported is the number of cars per lane.

Downtown College Prep
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative + P (AM)

Intersection #3472: 11TH/KEYES



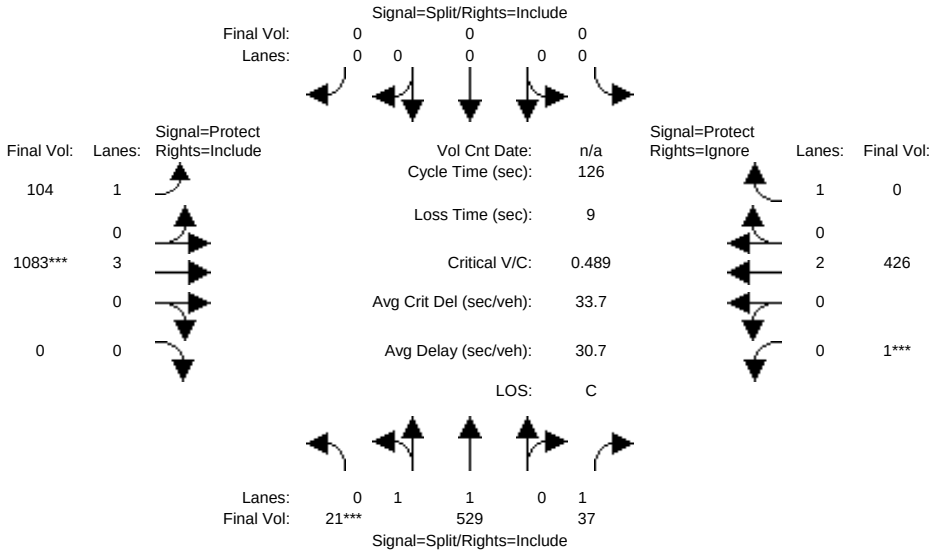
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:7:30-8:30AM												
Base Vol:	51	724	37	0	0	0	168	732	0	0	989	1152
Growth Adj:	1.00	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	724	37	0	0	0	168	732	0	0	989	1152
Added Vol:	0	7	2	0	0	0	0	14	0	0	35	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	51	731	39	0	0	0	168	746	0	0	1024	1152
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:	51	731	39	0	0	0	168	746	0	0	1024	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	731	39	0	0	0	168	746	0	0	1024	0
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:	51	731	39	0	0	0	168	746	0	0	1024	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.13	1.87	1.00	0.00	0.00	0.00	1.00	3.00	0.00	0.00	2.00	1.00
Final Sat.:	241	3459	1750	0	0	0	1750	5700	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.02	0.00	0.00	0.00	0.10	0.13	0.00	0.00	0.27	0.00
Crit Moves:	****						****				****	
Green Time:	44.3	44.3	44.3	0.0	0.0	0.0	20.1	76.7	0.0	0.0	56.5	0.0
Volume/Cap:	0.62	0.62	0.07	0.00	0.00	0.00	0.62	0.22	0.00	0.00	0.62	0.00
Delay/Veh:	36.7	36.7	28.9	0.0	0.0	0.0	55.7	12.6	0.0	0.0	29.1	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:	36.7	36.7	28.9	0.0	0.0	0.0	55.7	12.6	0.0	0.0	29.1	0.0
LOS by Move:	D	D	C	A	A	A	E	B	A	A	C	A
HCM2kAvgQ:	14	14	1	0	0	0	7	4	0	0	15	0

Note: Queue reported is the number of cars per lane.

Downtown College Prep
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative (PM)

Intersection #3472: 11TH/KEYES



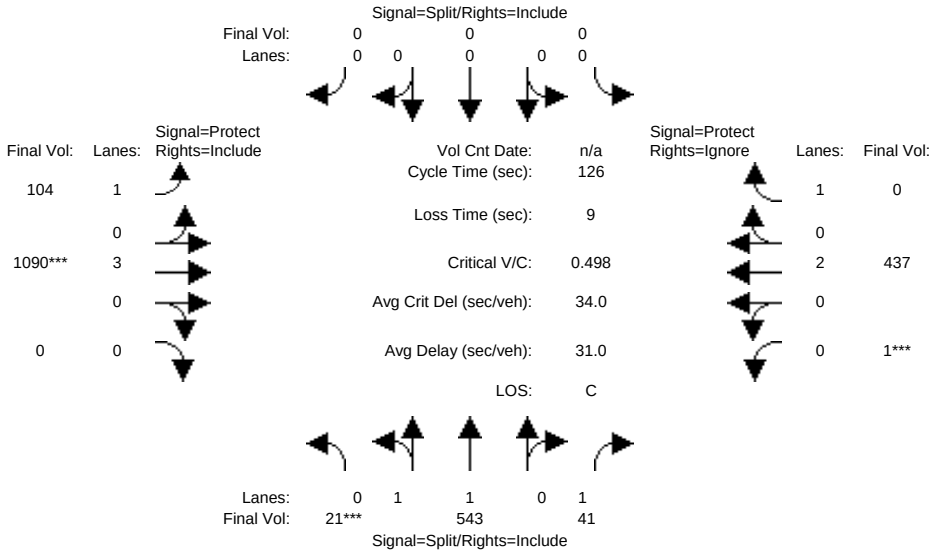
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	21	529	37	0	0	0	104	1081	0	1	422	698
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	529	37	0	0	0	104	1081	0	1	422	698
Added Vol:	0	0	0	0	0	0	0	2	0	0	4	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	529	37	0	0	0	104	1083	0	1	426	698
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:	21	529	37	0	0	0	104	1083	0	1	426	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	529	37	0	0	0	104	1083	0	1	426	0
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:	21	529	37	0	0	0	104	1083	0	1	426	0
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	1.00	0.92	0.92	1.00	0.92	0.95	0.97	0.92
Lanes:	0.08	1.92	1.00	0.00	0.00	0.00	1.00	3.00	0.00	0.01	1.99	1.00
Final Sat.:	141	3559	1750	0	0	0	1750	5700	0	9	3691	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.02	0.00	0.00	0.00	0.06	0.19	0.00	0.12	0.12	0.00
Crit Moves:	****							****		****		
Green Time:	38.3	38.3	38.3	0.0	0.0	0.0	26.7	49.0	0.0	29.7	51.9	0.0
Volume/Cap:	0.49	0.49	0.07	0.00	0.00	0.00	0.28	0.49	0.00	0.49	0.28	0.00
Delay/Veh:	36.2	36.2	31.2	0.0	0.0	0.0	42.0	29.2	0.0	42.0	24.7	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:	36.2	36.2	31.2	0.0	0.0	0.0	42.0	29.2	0.0	42.0	24.7	0.0
LOS by Move:	D	D	C	A	A	A	D	C	A	D	C	A
HCM2kAvgQ:	9	9	1	0	0	0	3	10	0	7	5	0

Note: Queue reported is the number of cars per lane.

Downtown College Prep
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative + P (PM)

Intersection #3472: 11TH/KEYES



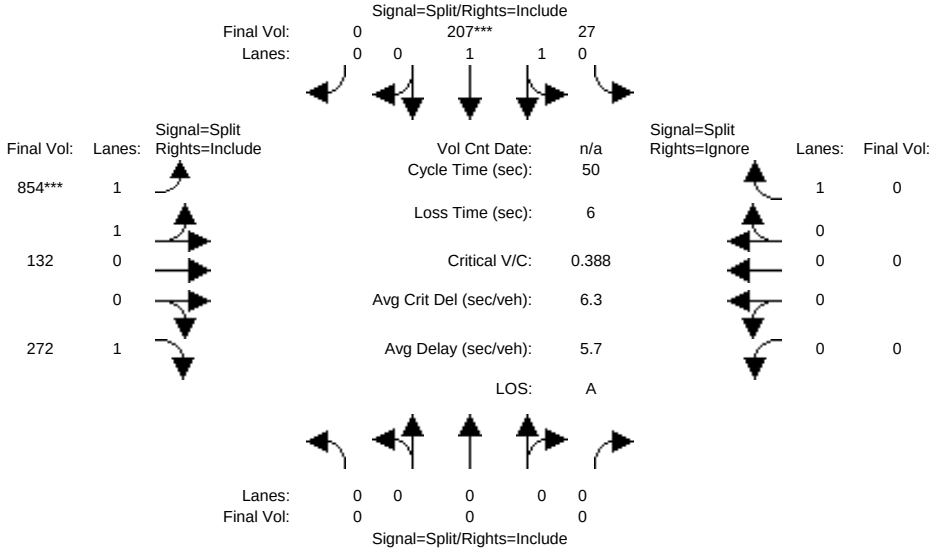
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	21	529	37	0	0	0	104	1081	0	1	422	698
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	529	37	0	0	0	104	1081	0	1	422	698
Added Vol:	0	14	4	0	0	0	0	9	0	0	15	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	543	41	0	0	0	104	1090	0	1	437	698
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:	21	543	41	0	0	0	104	1090	0	1	437	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	543	41	0	0	0	104	1090	0	1	437	0
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:	21	543	41	0	0	0	104	1090	0	1	437	0
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	1.00	0.92	0.92	1.00	0.92	0.95	0.97	0.92
Lanes:	0.08	1.92	1.00	0.00	0.00	0.00	1.00	3.00	0.00	0.01	1.99	1.00
Final Sat.:	138	3562	1750	0	0	0	1750	5700	0	8	3692	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.02	0.00	0.00	0.00	0.06	0.19	0.00	0.12	0.12	0.00
Crit Moves:	****							****		****		
Green Time:	38.6	38.6	38.6	0.0	0.0	0.0	26.2	48.4	0.0	30.0	52.2	0.0
Volume/Cap:	0.50	0.50	0.08	0.00	0.00	0.00	0.29	0.50	0.00	0.50	0.29	0.00
Delay/Veh:	36.1	36.1	31.1	0.0	0.0	0.0	42.5	29.7	0.0	41.9	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:	36.1	36.1	31.1	0.0	0.0	0.0	42.5	29.7	0.0	41.9	24.6	0.0
LOS by Move:	D	D	C	A	A	A	D	C	A	D	C	A
HCM2kAvgQ:	9	9	1	0	0	0	3	10	0	7	6	0

Note: Queue reported is the number of cars per lane.

Downtown College Prep
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative (AM)

Intersection #3559: GRANT/VINE



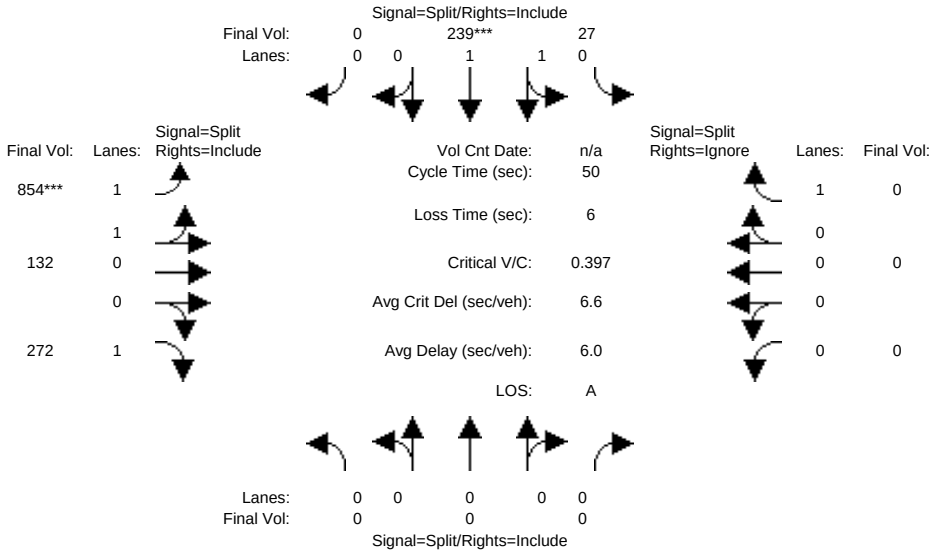
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	0	10	10	10	0	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:7:30-8:30AM												
Base Vol:	0	0	0	27	207	0	854	132	272	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	27	207	0	854	132	272	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	27	207	0	854	132	272	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:	0	0	0	27	207	0	854	132	272	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	27	207	0	854	132	272	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:	0	0	0	27	207	0	854	132	272	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	0.95	0.98	0.92	0.93	0.95	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.24	1.76	0.00	1.74	0.26	1.00	0.00	0.00	1.00
Final Sat.:	0	0	0	427	3273	0	3075	475	1750	0	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.06	0.00	0.28	0.28	0.16	0.00	0.00	0.00
Crit Moves:					****		****					
Green Time:	0.0	0.0	0.0	10.0	10.0	0.0	34.0	34.0	34.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.32	0.32	0.00	0.41	0.41	0.23	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	17.3	17.3	0.0	3.7	3.7	3.1	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	0.0	0.0	17.3	17.3	0.0	3.7	3.7	3.1	0.0	0.0	0.0
LOS by Move:	A	A	A	B	B	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	2	2	0	4	4	2	0	0	0

Note: Queue reported is the number of cars per lane.

Downtown College Prep
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative + P (AM)

Intersection #3559: GRANT/VINE



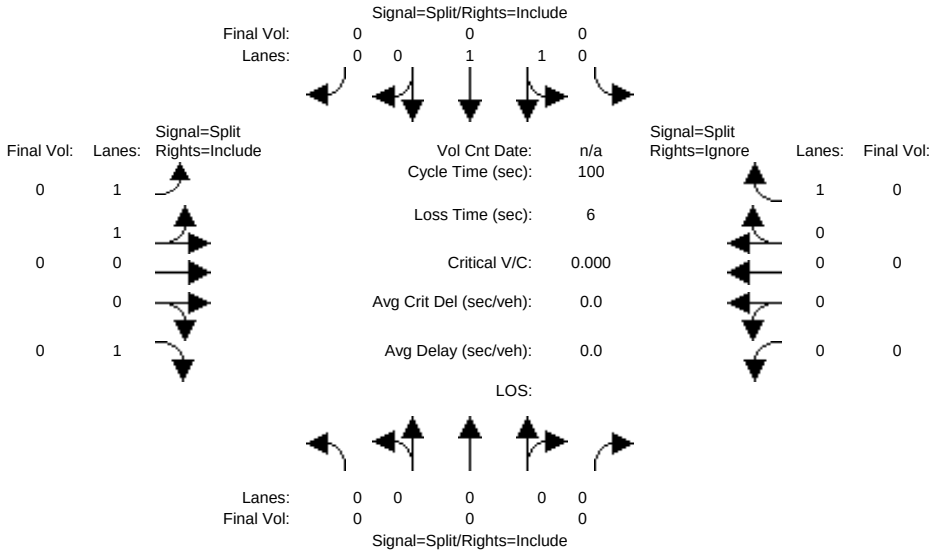
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	0	10	10	10	0	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:7:30-8:30AM												
Base Vol:	0	0	0	27	207	0	854	132	272	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	27	207	0	854	132	272	0	0	0
Added Vol:	0	0	0	0	32	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	27	239	0	854	132	272	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:	0	0	0	27	239	0	854	132	272	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	27	239	0	854	132	272	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:	0	0	0	27	239	0	854	132	272	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	0.95	0.98	0.92	0.93	0.95	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.21	1.79	0.00	1.74	0.26	1.00	0.00	0.00	1.00
Final Sat.:	0	0	0	376	3324	0	3075	475	1750	0	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.07	0.00	0.28	0.28	0.16	0.00	0.00	0.00
Crit Moves:					****		****					
Green Time:	0.0	0.0	0.0	10.0	10.0	0.0	34.0	34.0	34.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.36	0.36	0.00	0.41	0.41	0.23	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	17.5	17.5	0.0	3.7	3.7	3.1	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	0.0	0.0	17.5	17.5	0.0	3.7	3.7	3.1	0.0	0.0	0.0
LOS by Move:	A	A	A	B	B	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	2	2	0	4	4	2	0	0	0

Note: Queue reported is the number of cars per lane.

Downtown College Prep
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative (PM)

Intersection #3559: GRANT/VINE



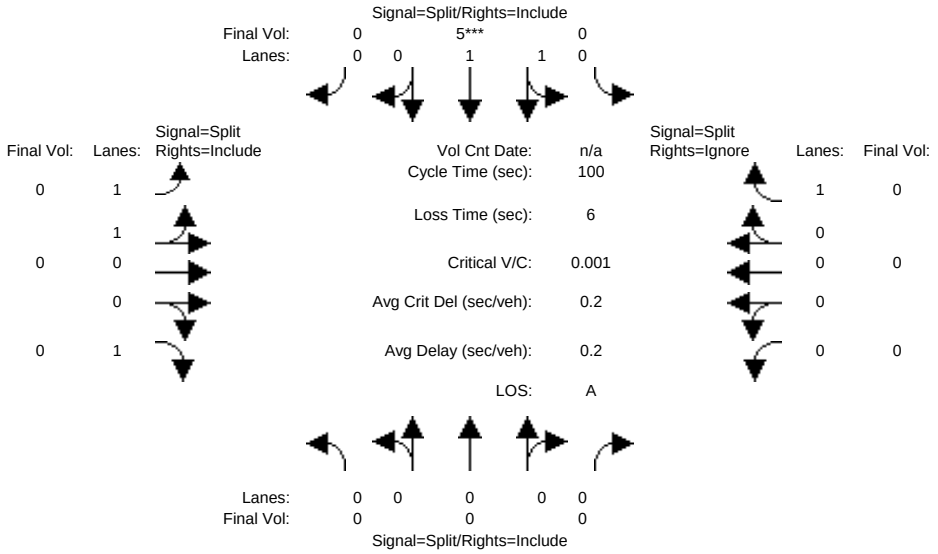
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	0	10	10	10	0	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:5:00-6:00PM												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:												
Green Time:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:												
HCM2kAvgQ:	0	0	0	0	0	0	0	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

Downtown College Prep
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative + P (PM)

Intersection #3559: GRANT/VINE



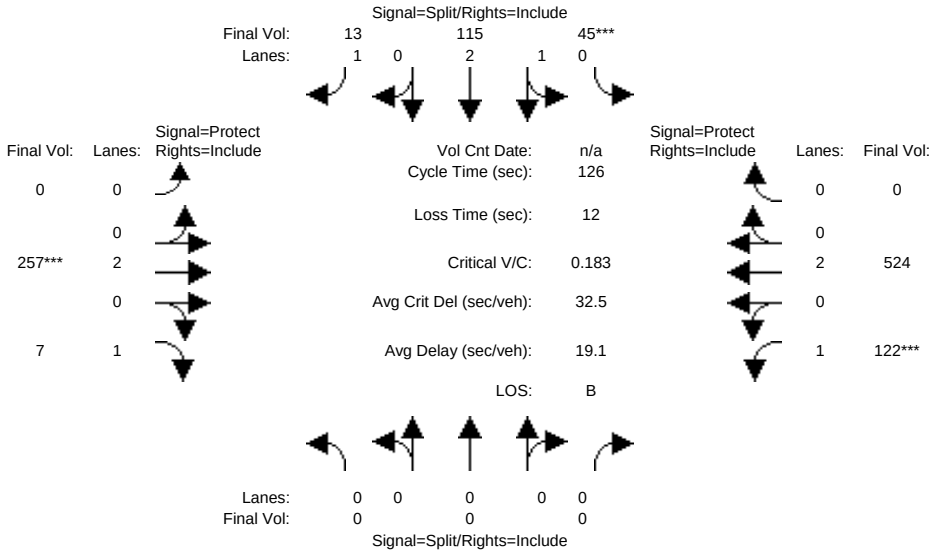
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	0	10	10	10	0	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:5:00-6:00PM												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	5	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	5	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	0	0	0	0	5	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	5	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	0	0	0	0	5	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.97	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.00	2.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00
Final Sat.:	0	0	0	0	3700	0	1750	1900	1750	0	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:					****							
Green Time:	0.0	0.0	0.0	0.0	94.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

Downtown College Prep
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative (AM)

Intersection #3616: KEYES/SECOND



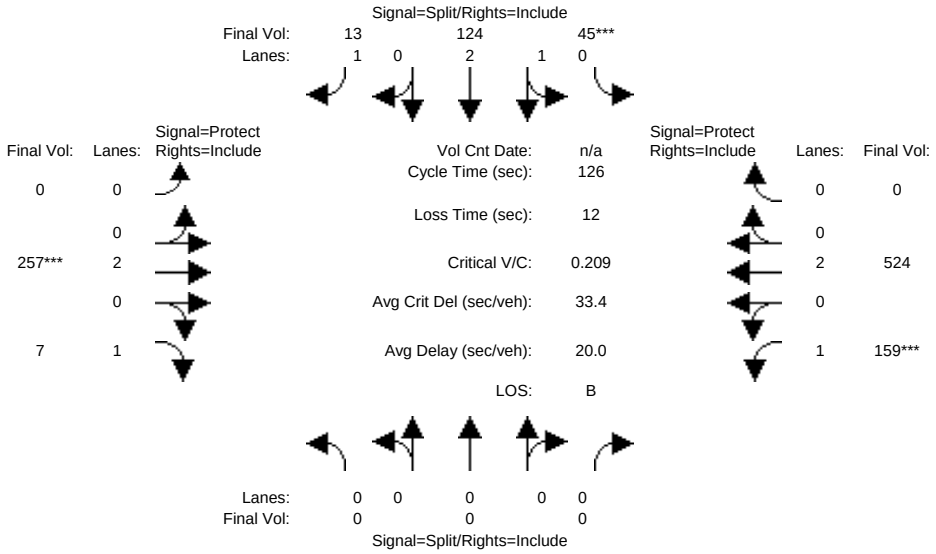
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:7:45-8:45AM												
Base Vol:	0	0	0	45	115	13	0	257	7	116	524	0
Growth Adj:	1.00	1.00	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	45	115	13	0	257	7	116	524	0
Added Vol:	0	0	0	0	0	0	0	0	0	6	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	45	115	13	0	257	7	122	524	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	45	115	13	0	257	7	122	524	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	45	115	13	0	257	7	122	524	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	45	115	13	0	257	7	122	524	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	0.95	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.87	2.13	1.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1574	4023	1750	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.03	0.01	0.00	0.07	0.00	0.07	0.14	0.00
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	19.6	19.6	19.6	0.0	46.5	46.5	47.9	94.4	0.0
Volume/Cap:	0.00	0.00	0.00	0.18	0.18	0.05	0.00	0.18	0.01	0.18	0.18	0.00
Delay/Veh:	0.0	0.0	0.0	46.3	46.3	45.3	0.0	27.0	25.2	26.2	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	46.3	46.3	45.3	0.0	27.0	25.2	26.2	4.6	0.0
LOS by Move:	A	A	A	D	D	D	A	C	C	C	A	A
HCM2kAvgQ:	0	0	0	2	2	0	0	3	0	3	3	0

Note: Queue reported is the number of cars per lane.

Downtown College Prep
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative + P (AM)

Intersection #3616: KEYES/SECOND



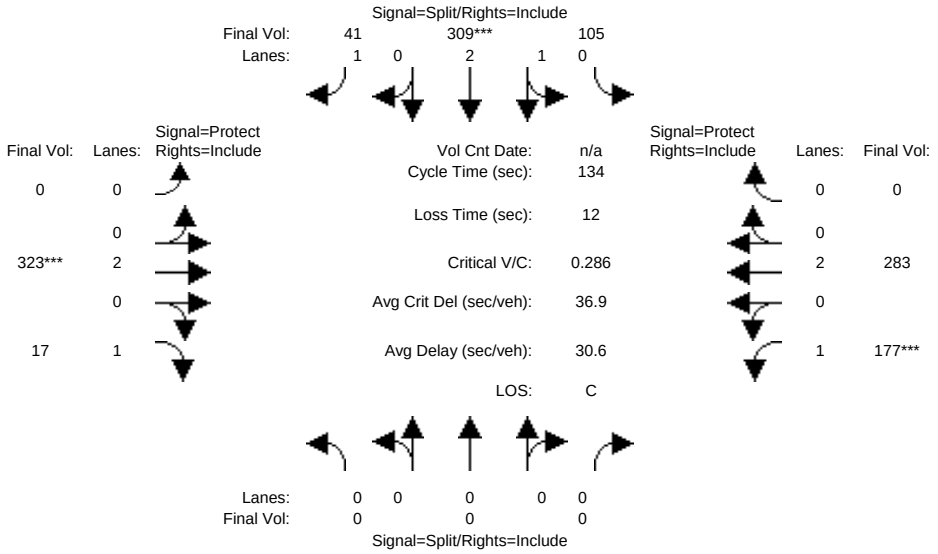
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:7:45-8:45AM												
Base Vol:	0	0	0	45	115	13	0	257	7	116	524	0
Growth Adj:	1.00	1.00	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	45	115	13	0	257	7	116	524	0
Added Vol:	0	0	0	0	9	0	0	0	0	43	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	45	124	13	0	257	7	159	524	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	45	124	13	0	257	7	159	524	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	45	124	13	0	257	7	159	524	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	45	124	13	0	257	7	159	524	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	0.95	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.83	2.17	1.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1490	4107	1750	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.03	0.01	0.00	0.07	0.00	0.09	0.14	0.00
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	18.2	18.2	18.2	0.0	40.9	40.9	54.9	95.8	0.0
Volume/Cap:	0.00	0.00	0.00	0.21	0.21	0.05	0.00	0.21	0.01	0.21	0.18	0.00
Delay/Veh:	0.0	0.0	0.0	47.6	47.6	46.5	0.0	30.9	28.9	22.2	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	47.6	47.6	46.5	0.0	30.9	28.9	22.2	4.2	0.0
LOS by Move:	A	A	A	D	D	D	A	C	C	C	A	A
HCM2kAvgQ:	0	0	0	2	2	0	0	3	0	4	3	0

Note: Queue reported is the number of cars per lane.

Downtown College Prep
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative (PM)

Intersection #3616: KEYES/SECOND



Approach:	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	105	309	41	0	323	17	165	283	0
Growth Adj:	1.00	1.00	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	105	309	41	0	323	17	165	283	0
Added Vol:	0	0	0	0	0	0	0	0	0	12	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	105	309	41	0	323	17	177	283	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	105	309	41	0	323	17	177	283	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	105	309	41	0	323	17	177	283	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	105	309	41	0	323	17	177	283	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	0.95	0.99	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.79	2.21	1.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1420	4178	1750	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.07	0.02	0.00	0.09	0.01	0.10	0.07	0.00
Crit Moves:					****			****		****		
Green Time:	0.0	0.0	0.0	34.7	34.7	34.7	0.0	39.9	39.9	47.4	87.3	0.0
Volume/Cap:	0.00	0.00	0.00	0.29	0.29	0.09	0.00	0.29	0.03	0.29	0.11	0.00
Delay/Veh:	0.0	0.0	0.0	39.8	39.8	37.8	0.0	36.3	33.4	31.4	8.8	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	39.8	39.8	37.8	0.0	36.3	33.4	31.4	8.8	0.0
LOS by Move:	A	A	A	D	D	D	A	D	C	C	A	A
HCM2kAvgQ:	0	0	0	5	5	1	0	5	1	5	2	0

Note: Queue reported is the number of cars per lane.

Downtown College Prep
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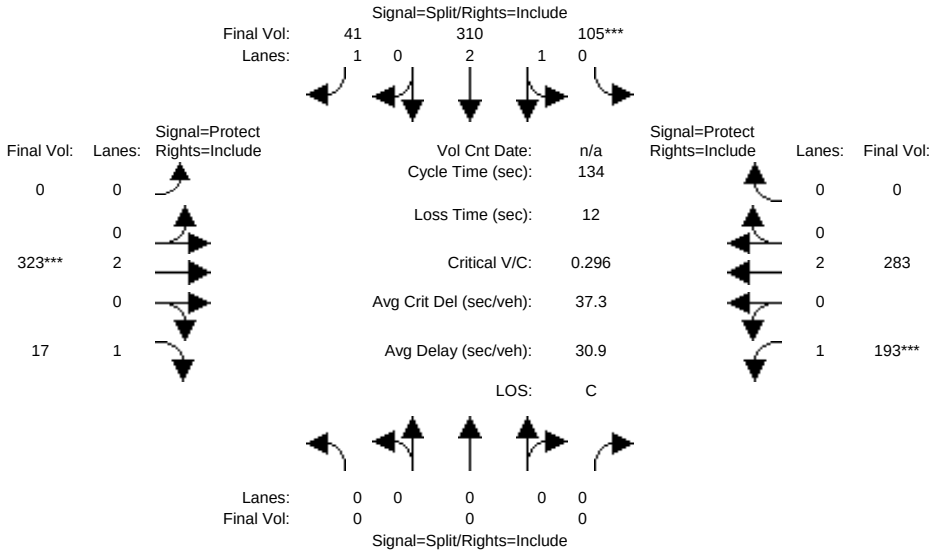
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative + P (PM)

Intersection #3616: KEYES/SECOND



Approach:	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	105	309	41	0	323	17	165	283	0
Growth Adj:	1.00	1.00	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	105	309	41	0	323	17	165	283	0
Added Vol:	0	0	0	0	1	0	0	0	0	28	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	105	310	41	0	323	17	193	283	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	105	310	41	0	323	17	193	283	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	105	310	41	0	323	17	193	283	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	105	310	41	0	323	17	193	283	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	0.95	0.99	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.79	2.21	1.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1416	4181	1750	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.07	0.02	0.00	0.09	0.01	0.11	0.07	0.00
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	33.6	33.6	33.6	0.0	38.5	38.5	49.9	88.4	0.0
Volume/Cap:	0.00	0.00	0.00	0.30	0.30	0.09	0.00	0.30	0.03	0.30	0.11	0.00
Delay/Veh:	0.0	0.0	0.0	40.8	40.8	38.6	0.0	37.4	34.4	29.9	8.4	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:	0.0	0.0	0.0	40.8	40.8	38.6	0.0	37.4	34.4	29.9	8.4	0.0
LOS by Move:	A	A	A	D	D	D	A	D	C	C	A	A
HCM2kAvgQ:	0	0	0	5	5	1	0	5	1	6	2	0

Note: Queue reported is the number of cars per lane.

Downtown College Prep
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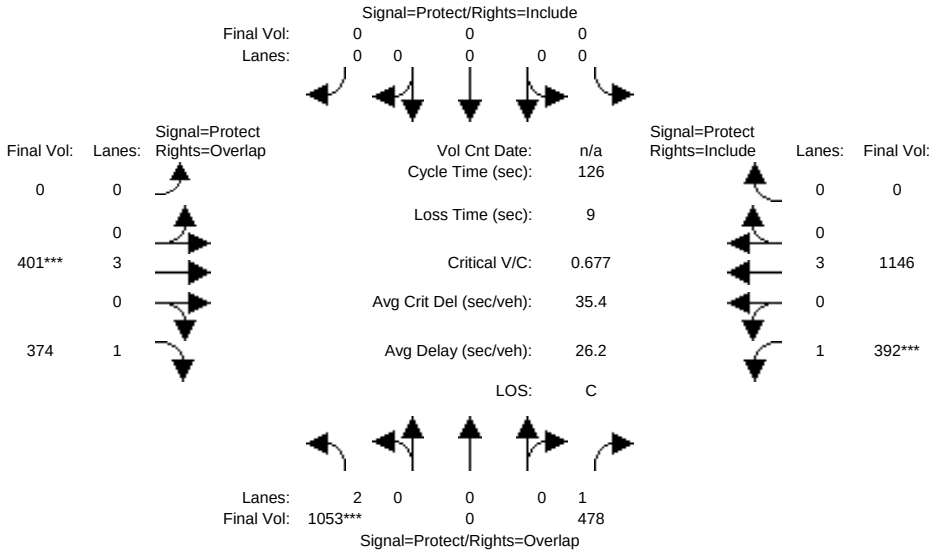
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative (AM)

Intersection #3617: KEYES/SENTER



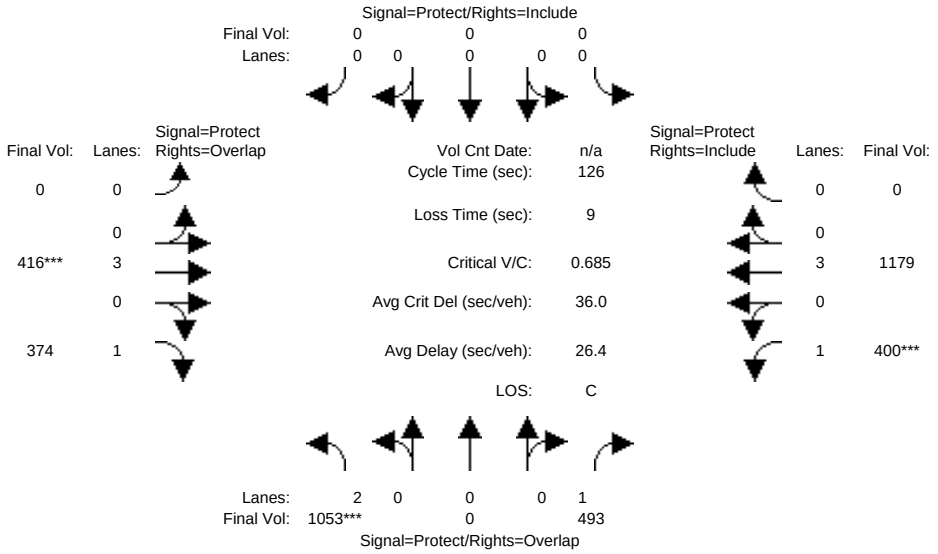
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:7:15-8:15AM												
Base Vol:	1053	0	477	0	0	0	0	400	374	391	1144	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1053	0	477	0	0	0	0	400	374	391	1144	0
Added Vol:	0	0	1	0	0	0	0	1	0	1	2	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1053	0	478	0	0	0	0	401	374	392	1146	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:	1053	0	478	0	0	0	0	401	374	392	1146	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1053	0	478	0	0	0	0	401	374	392	1146	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1053	0	478	0	0	0	0	401	374	392	1146	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	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	3150	0	1750	0	0	0	0	5700	1750	1750	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.33	0.00	0.27	0.00	0.00	0.00	0.00	0.07	0.21	0.22	0.20	0.00
Crit Moves:	****							****		****		
Green Time:	62.2	0.0	103.9	0.0	0.0	0.0	0.0	13.1	75.3	41.7	54.8	0.0
Volume/Cap:	0.68	0.00	0.33	0.00	0.00	0.00	0.00	0.68	0.36	0.68	0.46	0.00
Delay/Veh:	25.5	0.0	2.8	0.0	0.0	0.0	0.0	57.6	13.2	39.6	25.3	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:	25.5	0.0	2.8	0.0	0.0	0.0	0.0	57.6	13.2	39.6	25.3	0.0
LOS by Move:	C	A	A	A	A	A	A	E	B	D	C	A
HCM2kAvgQ:	18	0	5	0	0	0	0	5	8	15	10	0

Note: Queue reported is the number of cars per lane.

Downtown College Prep
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative + P (AM)

Intersection #3617: KEYES/SENTER



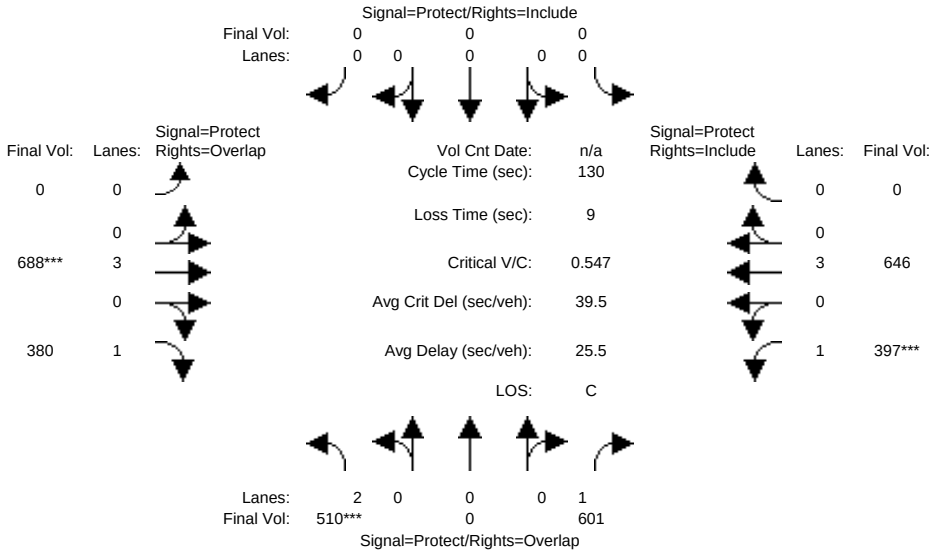
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:7:15-8:15AM												
Base Vol:	1053	0	477	0	0	0	0	400	374	391	1144	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1053	0	477	0	0	0	0	400	374	391	1144	0
Added Vol:	0	0	16	0	0	0	0	16	0	9	35	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1053	0	493	0	0	0	0	416	374	400	1179	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:	1053	0	493	0	0	0	0	416	374	400	1179	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1053	0	493	0	0	0	0	416	374	400	1179	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1053	0	493	0	0	0	0	416	374	400	1179	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	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	3150	0	1750	0	0	0	0	5700	1750	1750	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.33	0.00	0.28	0.00	0.00	0.00	0.00	0.07	0.21	0.23	0.21	0.00
Crit Moves:	****							****		****		
Green Time:	61.5	0.0	103.6	0.0	0.0	0.0	0.0	13.4	74.9	42.1	55.5	0.0
Volume/Cap:	0.68	0.00	0.34	0.00	0.00	0.00	0.00	0.68	0.36	0.68	0.47	0.00
Delay/Veh:	26.1	0.0	2.9	0.0	0.0	0.0	0.0	57.5	13.4	39.6	25.0	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:	26.1	0.0	2.9	0.0	0.0	0.0	0.0	57.5	13.4	39.6	25.0	0.0
LOS by Move:	C	A	A	A	A	A	A	E	B	D	C	A
HCM2kAvgQ:	19	0	5	0	0	0	0	5	8	15	11	0

Note: Queue reported is the number of cars per lane.

Downtown College Prep
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative (PM)

Intersection #3617: KEYES/SENTER



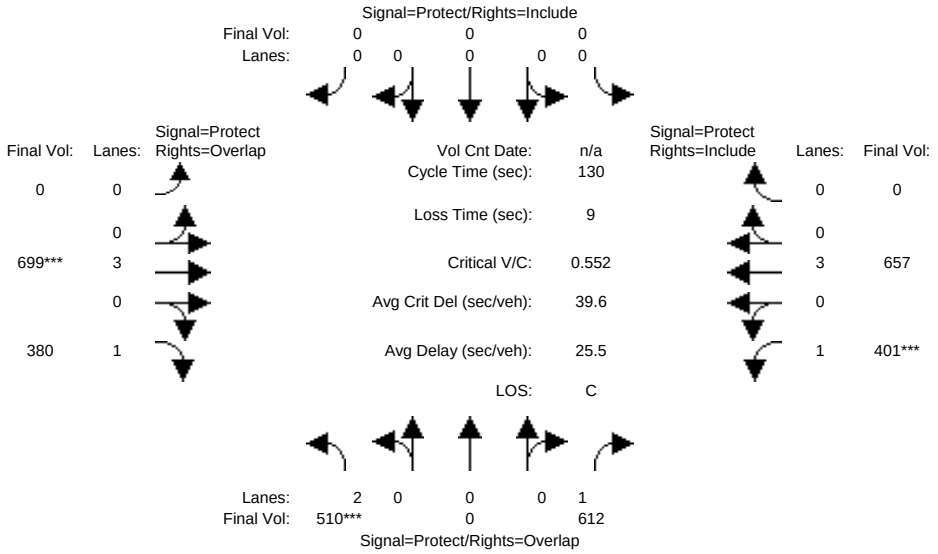
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	510	0	599	0	0	0	0	686	380	396	642	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	510	0	599	0	0	0	0	686	380	396	642	0
Added Vol:	0	0	2	0	0	0	0	2	0	1	4	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	510	0	601	0	0	0	0	688	380	397	646	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:	510	0	601	0	0	0	0	688	380	397	646	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	510	0	601	0	0	0	0	688	380	397	646	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	601	0	0	0	0	688	380	397	646	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	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	3150	0	1750	0	0	0	0	5700	1750	1750	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.16	0.00	0.34	0.00	0.00	0.00	0.00	0.12	0.22	0.23	0.11	0.00
Crit Moves:	****							****		****		
Green Time:	38.5	0.0	92.3	0.0	0.0	0.0	0.0	28.7	67.1	53.9	82.5	0.0
Volume/Cap:	0.55	0.00	0.48	0.00	0.00	0.00	0.00	0.55	0.42	0.55	0.18	0.00
Delay/Veh:	39.1	0.0	8.6	0.0	0.0	0.0	0.0	45.4	19.7	29.7	9.8	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:	39.1	0.0	8.6	0.0	0.0	0.0	0.0	45.4	19.7	29.7	9.8	0.0
LOS by Move:	D	A	A	A	A	A	A	D	B	C	A	A
HCM2kAvgQ:	10	0	11	0	0	0	0	8	10	13	3	0

Note: Queue reported is the number of cars per lane.

Downtown College Prep
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative + P (PM)

Intersection #3617: KEYES/SENTER



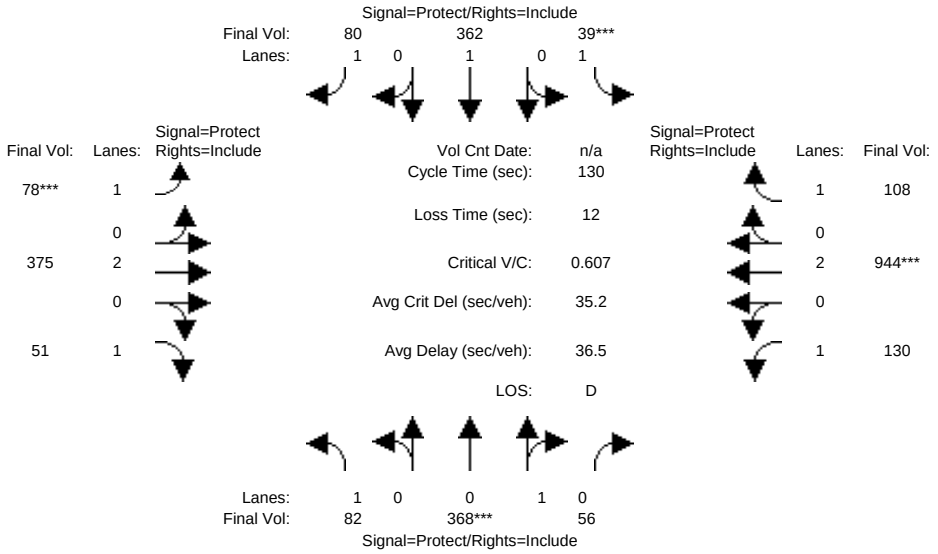
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	510	0	599	0	0	0	0	686	380	396	642	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	510	0	599	0	0	0	0	686	380	396	642	0
Added Vol:	0	0	13	0	0	0	0	13	0	5	15	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	510	0	612	0	0	0	0	699	380	401	657	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:	510	0	612	0	0	0	0	699	380	401	657	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	510	0	612	0	0	0	0	699	380	401	657	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	612	0	0	0	0	699	380	401	657	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	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	3150	0	1750	0	0	0	0	5700	1750	1750	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.16	0.00	0.35	0.00	0.00	0.00	0.00	0.12	0.22	0.23	0.12	0.00
Crit Moves:	****							****		****		
Green Time:	38.1	0.0	92.1	0.0	0.0	0.0	0.0	28.9	67.0	54.0	82.9	0.0
Volume/Cap:	0.55	0.00	0.49	0.00	0.00	0.00	0.00	0.55	0.42	0.55	0.18	0.00
Delay/Veh:	39.5	0.0	8.8	0.0	0.0	0.0	0.0	45.3	19.8	29.8	9.7	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:	39.5	0.0	8.8	0.0	0.0	0.0	0.0	45.3	19.8	29.8	9.7	0.0
LOS by Move:	D	A	A	A	A	A	A	D	B	C	A	A
HCM2kAvgQ:	10	0	12	0	0	0	0	8	10	13	3	0

Note: Queue reported is the number of cars per lane.

Downtown College Prep
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative (AM)

Intersection #3618: KEYES/SEVENTH



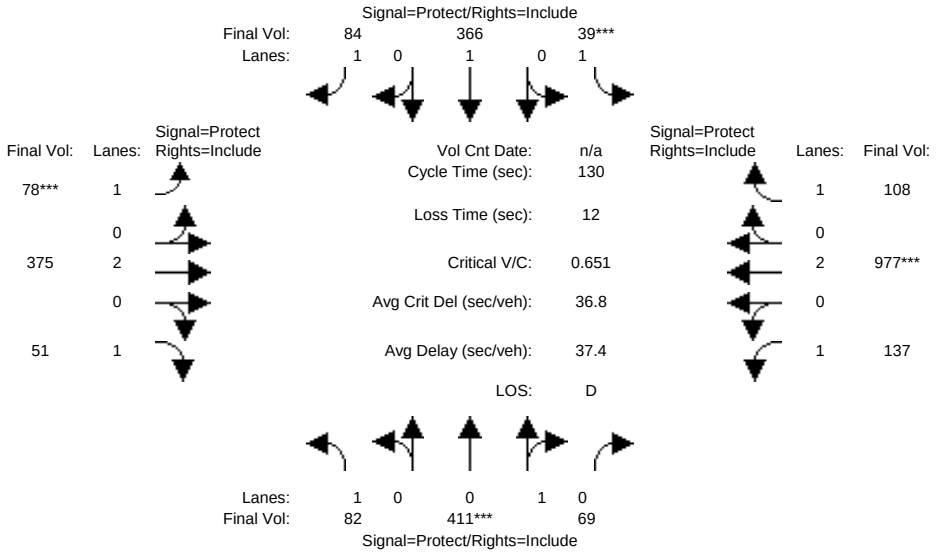
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:7:45-8:45AM												
Base Vol:	82	360	55	39	357	75	78	375	51	129	943	108
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	82	360	55	39	357	75	78	375	51	129	943	108
Added Vol:	0	8	1	0	5	5	0	0	0	1	1	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	82	368	56	39	362	80	78	375	51	130	944	108
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	368	56	39	362	80	78	375	51	130	944	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	368	56	39	362	80	78	375	51	130	944	108
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	82	368	56	39	362	80	78	375	51	130	944	108
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	0.87	0.13	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1562	238	1750	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.24	0.24	0.02	0.19	0.05	0.04	0.10	0.03	0.07	0.25	0.06
Crit Moves:		****		****			****				****	
Green Time:	12.4	49.5	49.5	7.0	44.0	44.0	9.4	35.1	35.1	26.4	52.2	52.2
Volume/Cap:	0.49	0.62	0.62	0.41	0.56	0.13	0.62	0.37	0.11	0.37	0.62	0.15
Delay/Veh:	58.0	34.4	34.4	62.4	36.3	29.9	67.6	38.6	35.8	45.2	31.8	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:	58.0	34.4	34.4	62.4	36.3	29.9	67.6	38.6	35.8	45.2	31.8	24.9
LOS by Move:	E	C	C	E	D	C	E	D	D	D	C	C
HCM2kAvgQ:	3	14	14	2	12	2	3	6	2	5	15	3

Note: Queue reported is the number of cars per lane.

Downtown College Prep
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative + P (AM)

Intersection #3618: KEYES/SEVENTH



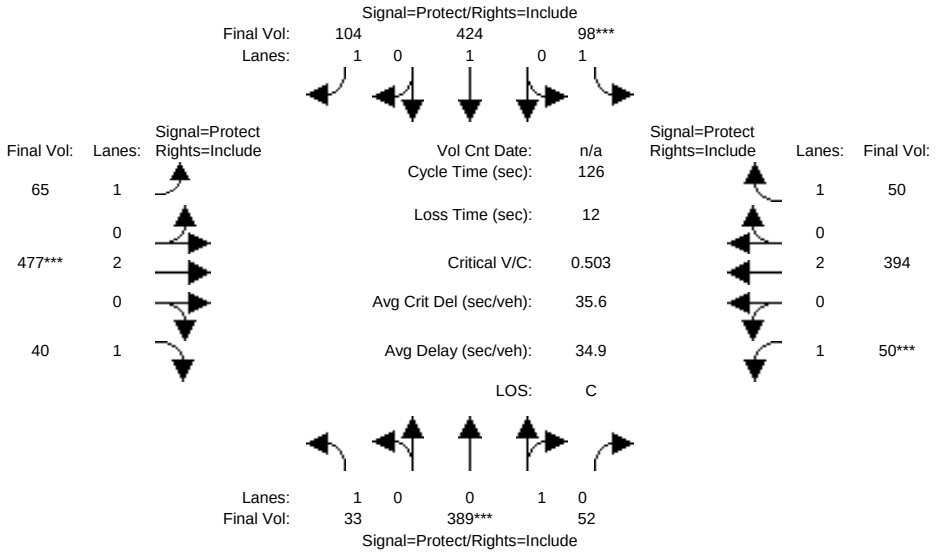
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:7:45-8:45AM												
Base Vol:	82	360	55	39	357	75	78	375	51	129	943	108
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	82	360	55	39	357	75	78	375	51	129	943	108
Added Vol:	0	51	14	0	9	9	0	0	0	8	34	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	82	411	69	39	366	84	78	375	51	137	977	108
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	411	69	39	366	84	78	375	51	137	977	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	411	69	39	366	84	78	375	51	137	977	108
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	82	411	69	39	366	84	78	375	51	137	977	108
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	0.86	0.14	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1541	259	1750	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.27	0.27	0.02	0.19	0.05	0.04	0.10	0.03	0.08	0.26	0.06
Crit Moves:		****		****			****				****	
Green Time:	12.9	52.1	52.1	7.0	46.2	46.2	8.7	32.9	32.9	26.1	50.2	50.2
Volume/Cap:	0.47	0.67	0.67	0.41	0.54	0.14	0.67	0.39	0.12	0.39	0.67	0.16
Delay/Veh:	57.3	34.2	34.2	62.4	34.4	28.5	72.8	40.5	37.5	45.8	34.1	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:	57.3	34.2	34.2	62.4	34.4	28.5	72.8	40.5	37.5	45.8	34.1	26.2
LOS by Move:	E	C	C	E	C	C	E	D	D	D	C	C
HCM2kAvgQ:	3	16	16	2	12	2	3	6	2	5	16	3

Note: Queue reported is the number of cars per lane.

Downtown College Prep
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative (PM)

Intersection #3618: KEYES/SEVENTH



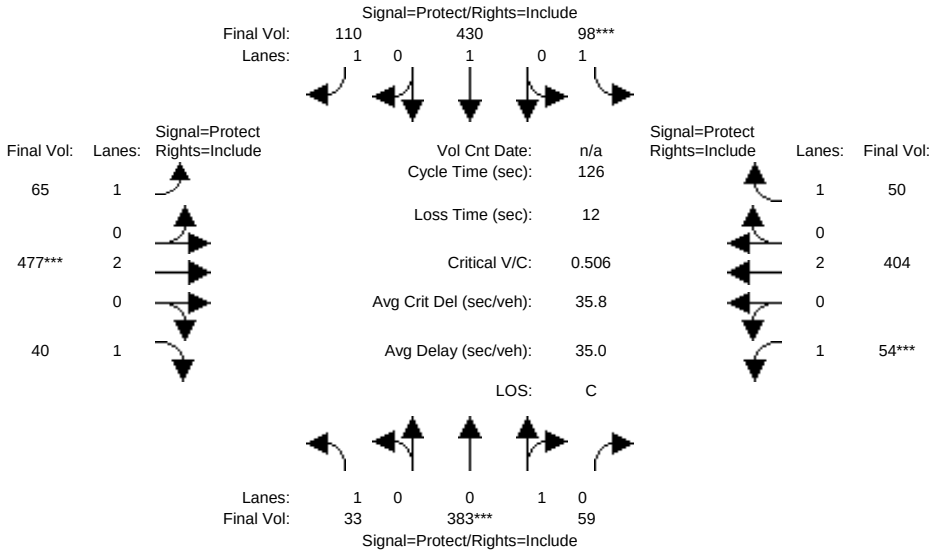
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	33	371	50	98	414	94	65	477	40	49	392	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	371	50	98	414	94	65	477	40	49	392	50
Added Vol:	0	18	2	0	10	10	0	0	0	1	2	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	33	389	52	98	424	104	65	477	40	50	394	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:	33	389	52	98	424	104	65	477	40	50	394	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	389	52	98	424	104	65	477	40	50	394	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:	33	389	52	98	424	104	65	477	40	50	394	50
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	0.88	0.12	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1588	212	1750	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.25	0.25	0.06	0.22	0.06	0.04	0.13	0.02	0.03	0.10	0.03
Crit Moves:		****		****				****		****		
Green Time:	15.0	61.4	61.4	14.0	60.4	60.4	13.5	31.4	31.4	7.2	25.1	25.1
Volume/Cap:	0.16	0.50	0.50	0.50	0.47	0.12	0.35	0.50	0.09	0.50	0.52	0.14
Delay/Veh:	50.2	22.4	22.4	54.8	22.4	18.2	53.3	41.0	36.4	61.7	45.7	41.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.2	22.4	22.4	54.8	22.4	18.2	53.3	41.0	36.4	61.7	45.7	41.8
LOS by Move:	D	C	C	D	C	B	D	D	D	E	D	D
HCM2kAvgQ:	1	12	12	4	11	2	2	8	1	2	7	2

Note: Queue reported is the number of cars per lane.

Downtown College Prep
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative + P (PM)

Intersection #3618: KEYES/SEVENTH



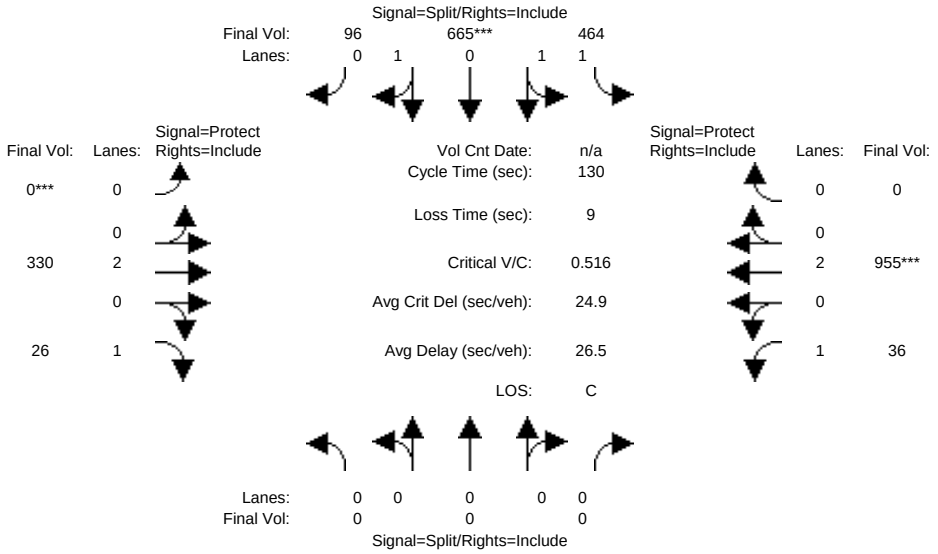
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	33	371	50	98	414	94	65	477	40	49	392	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	371	50	98	414	94	65	477	40	49	392	50
Added Vol:	0	12	9	0	16	16	0	0	0	5	12	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	33	383	59	98	430	110	65	477	40	54	404	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:	33	383	59	98	430	110	65	477	40	54	404	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	383	59	98	430	110	65	477	40	54	404	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:	33	383	59	98	430	110	65	477	40	54	404	50
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	0.87	0.13	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1560	240	1750	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.25	0.25	0.06	0.23	0.06	0.04	0.13	0.02	0.03	0.11	0.03
Crit Moves:		****		****				****		****		
Green Time:	14.8	61.1	61.1	13.9	60.3	60.3	13.4	31.2	31.2	7.7	25.6	25.6
Volume/Cap:	0.16	0.51	0.51	0.51	0.47	0.13	0.35	0.51	0.09	0.51	0.52	0.14
Delay/Veh:	50.4	22.6	22.6	55.0	22.5	18.4	53.4	41.2	36.6	61.2	45.4	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:	50.4	22.6	22.6	55.0	22.5	18.4	53.4	41.2	36.6	61.2	45.4	41.4
LOS by Move:	D	C	C	D	C	B	D	D	D	E	D	D
HCM2kAvgQ:	1	12	12	4	11	2	2	8	1	2	7	2

Note: Queue reported is the number of cars per lane.

Downtown College Prep
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative (AM)

Intersection #3619: KEYES/10TH



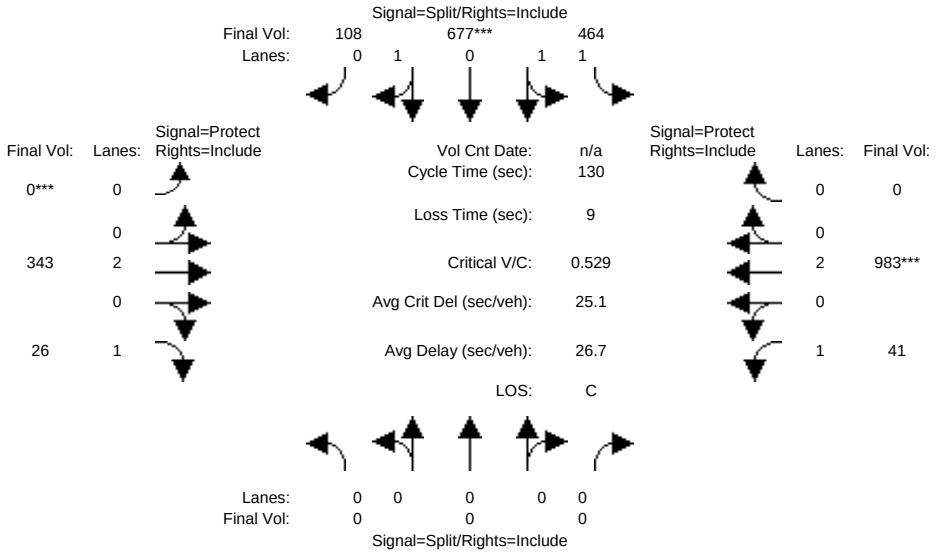
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:7:30-8:30AM												
Base Vol:	0	0	0	464	665	96	0	329	26	36	953	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	464	665	96	0	329	26	36	953	0
Added Vol:	0	0	0	0	0	0	0	1	0	0	2	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	464	665	96	0	330	26	36	955	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	464	665	96	0	330	26	36	955	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	464	665	96	0	330	26	36	955	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	464	665	96	0	330	26	36	955	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	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.15	1.62	0.23	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	2026	2904	419	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.23	0.23	0.23	0.00	0.09	0.01	0.02	0.25	0.00
Crit Moves:					****		****				****	
Green Time:	0.0	0.0	0.0	57.7	57.7	57.7	0.0	39.1	39.1	24.2	63.3	0.0
Volume/Cap:	0.00	0.00	0.00	0.52	0.52	0.52	0.00	0.29	0.05	0.11	0.52	0.00
Delay/Veh:	0.0	0.0	0.0	26.3	26.3	26.3	0.0	35.0	32.3	44.1	23.1	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	26.3	26.3	26.3	0.0	35.0	32.3	44.1	23.1	0.0
LOS by Move:	A	A	A	C	C	C	A	C	C	D	C	A
HCM2kAvgQ:	0	0	0	12	12	12	0	5	1	1	12	0

Note: Queue reported is the number of cars per lane.

Downtown College Prep
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative + P (AM)

Intersection #3619: KEYES/10TH



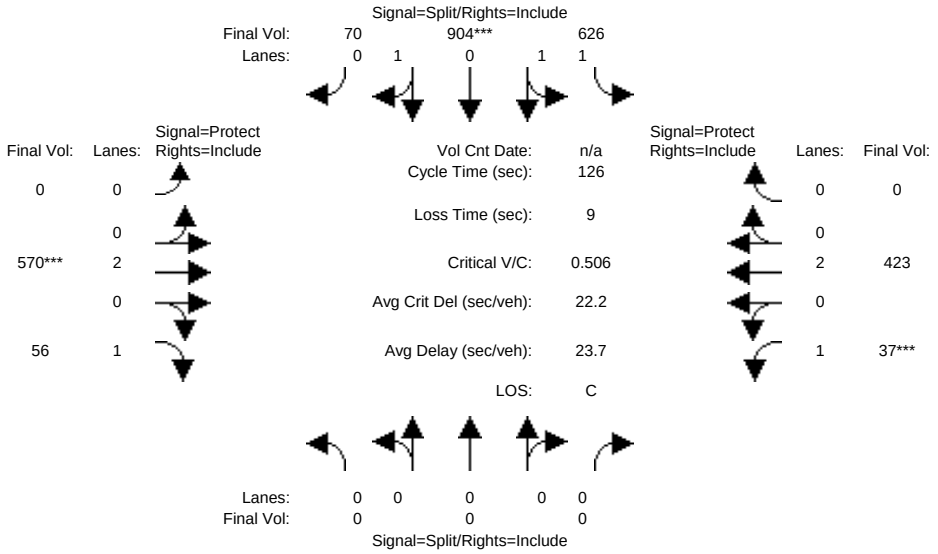
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:7:30-8:30AM												
Base Vol:	0	0	0	464	665	96	0	329	26	36	953	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	464	665	96	0	329	26	36	953	0
Added Vol:	0	0	0	0	12	12	0	14	0	5	30	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	464	677	108	0	343	26	41	983	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	464	677	108	0	343	26	41	983	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	464	677	108	0	343	26	41	983	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	464	677	108	0	343	26	41	983	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	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.13	1.61	0.26	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1987	2899	463	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.23	0.23	0.23	0.00	0.09	0.01	0.02	0.26	0.00
Crit Moves:					****			****			****	
Green Time:	0.0	0.0	0.0	57.4	57.4	57.4	0.0	39.8	39.8	23.8	63.6	0.0
Volume/Cap:	0.00	0.00	0.00	0.53	0.53	0.53	0.00	0.29	0.05	0.13	0.53	0.00
Delay/Veh:	0.0	0.0	0.0	26.7	26.7	26.7	0.0	34.5	31.8	44.6	23.2	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	26.7	26.7	26.7	0.0	34.5	31.8	44.6	23.2	0.0
LOS by Move:	A	A	A	C	C	C	A	C	C	D	C	A
HCM2kAvgQ:	0	0	0	13	13	13	0	5	1	1	13	0

Note: Queue reported is the number of cars per lane.

Downtown College Prep
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative (PM)

Intersection #3619: KEYES/10TH



Approach:	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	626	904	70	0	568	56	37	419	0
Growth Adj:	1.00	1.00	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	626	904	70	0	568	56	37	419	0
Added Vol:	0	0	0	0	0	0	0	2	0	0	4	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	626	904	70	0	570	56	37	423	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	626	904	70	0	570	56	37	423	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	626	904	70	0	570	56	37	423	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	626	904	70	0	570	56	37	423	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	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.19	1.68	0.13	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	2093	3022	234	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.30	0.30	0.30	0.00	0.15	0.03	0.02	0.11	0.00
Crit Moves:					****			****		****		
Green Time:	0.0	0.0	0.0	73.3	73.3	73.3	0.0	36.7	36.7	7.0	43.7	0.0
Volume/Cap:	0.00	0.00	0.00	0.51	0.51	0.51	0.00	0.51	0.11	0.38	0.32	0.00
Delay/Veh:	0.0	0.0	0.0	15.9	15.9	15.9	0.0	37.6	32.8	59.9	30.4	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:	0.0	0.0	0.0	15.9	15.9	15.9	0.0	37.6	32.8	59.9	30.4	0.0
LOS by Move:	A	A	A	B	B	B	A	D	C	E	C	A
HCM2kAvgQ:	0	0	0	13	13	13	0	9	2	1	6	0

Note: Queue reported is the number of cars per lane.

Downtown College Prep
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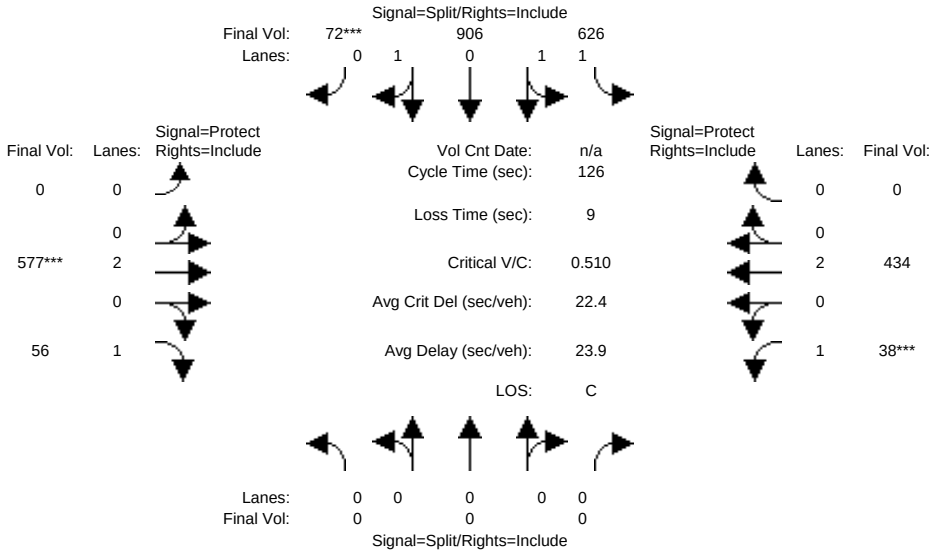
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative + P (PM)

Intersection #3619: KEYES/10TH



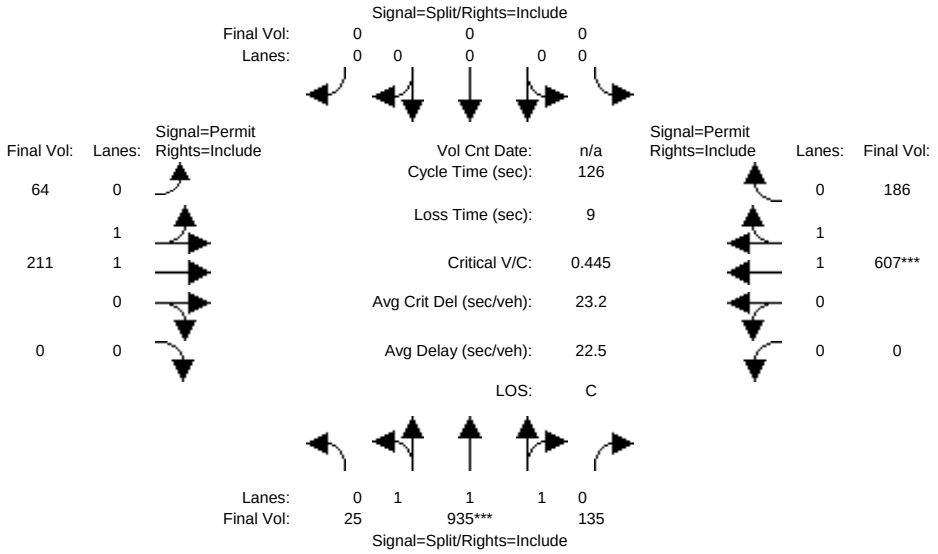
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	626	904	70	0	568	56	37	419	0
Growth Adj:	1.00	1.00	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	626	904	70	0	568	56	37	419	0
Added Vol:	0	0	0	0	2	2	0	9	0	1	15	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	626	906	72	0	577	56	38	434	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	626	906	72	0	577	56	38	434	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	626	906	72	0	577	56	38	434	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	626	906	72	0	577	56	38	434	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	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.19	1.68	0.13	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	2088	3021	240	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.30	0.30	0.30	0.00	0.15	0.03	0.02	0.11	0.00
Crit Moves:						****		****		****		
Green Time:	0.0	0.0	0.0	73.0	73.0	73.0	0.0	37.0	37.0	7.0	44.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.52	0.52	0.52	0.00	0.52	0.11	0.39	0.33	0.00
Delay/Veh:	0.0	0.0	0.0	16.1	16.1	16.1	0.0	37.5	32.6	60.0	30.3	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:	0.0	0.0	0.0	16.1	16.1	16.1	0.0	37.5	32.6	60.0	30.3	0.0
LOS by Move:	A	A	A	B	B	B	A	D	C	E	C	A
HCM2kAvgQ:	0	0	0	13	13	13	0	9	2	2	6	0

Note: Queue reported is the number of cars per lane.

Downtown College Prep
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative (AM)

Intersection #3620: KEYES/THIRD



Approach:	North Bound			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	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:	25	935	135	0	0	0	64	211	0	0	601	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:	25	935	135	0	0	0	64	211	0	0	601	186
Added Vol:	0	0	0	0	0	0	0	0	0	0	6	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	935	135	0	0	0	64	211	0	0	607	186
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	935	135	0	0	0	64	211	0	0	607	186
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	935	135	0	0	0	64	211	0	0	607	186
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	935	135	0	0	0	64	211	0	0	607	186
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.97	0.95	0.92	1.00	0.92	0.95	0.98	0.92	0.92	0.98	0.95
Lanes:	0.07	2.55	0.38	0.00	0.00	0.00	0.48	1.52	0.00	0.00	1.52	0.48
Final Sat.:	126	4696	678	0	0	0	861	2838	0	0	2832	868
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	0.20	0.00	0.00	0.00	0.07	0.07	0.00	0.00	0.21	0.21
Crit Moves:		****									****	
Green Time:	56.3	56.3	56.3	0.0	0.0	0.0	60.7	60.7	0.0	0.0	60.7	60.7
Volume/Cap:	0.45	0.45	0.45	0.00	0.00	0.00	0.15	0.15	0.00	0.00	0.45	0.45
Delay/Veh:	24.2	24.2	24.2	0.0	0.0	0.0	18.3	18.3	0.0	0.0	21.7	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:	24.2	24.2	24.2	0.0	0.0	0.0	18.3	18.3	0.0	0.0	21.7	21.7
LOS by Move:	C	C	C	A	A	A	B	B	A	A	C	C
HCM2kAvgQ:	10	10	10	0	0	0	3	3	0	0	10	10

Note: Queue reported is the number of cars per lane.

Downtown College Prep
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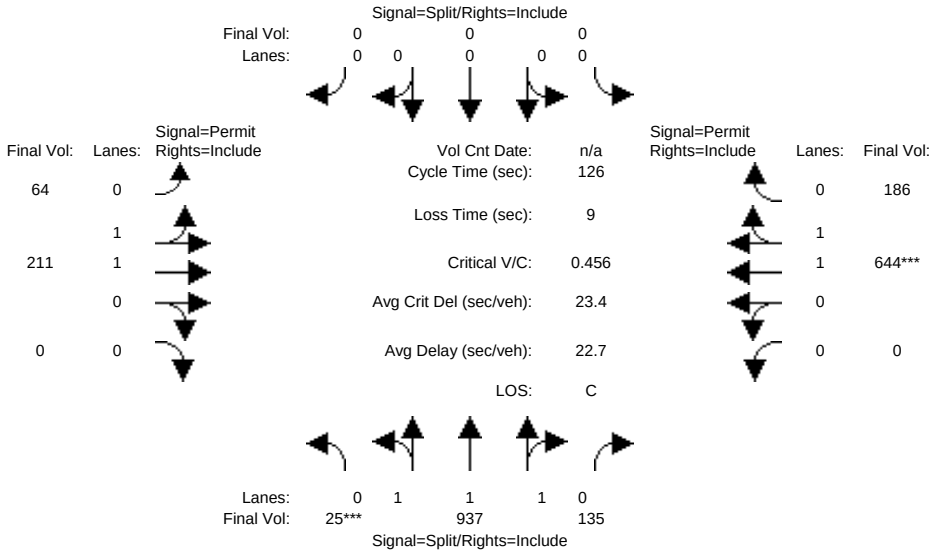
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative + P (AM)

Intersection #3620: KEYES/THIRD



Approach:	North Bound			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	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:	25	935	135	0	0	0	64	211	0	0	601	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:	25	935	135	0	0	0	64	211	0	0	601	186
Added Vol:	0	2	0	0	0	0	0	0	0	0	43	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	937	135	0	0	0	64	211	0	0	644	186
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	937	135	0	0	0	64	211	0	0	644	186
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	937	135	0	0	0	64	211	0	0	644	186
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	937	135	0	0	0	64	211	0	0	644	186
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.97	0.95	0.92	1.00	0.92	0.95	0.98	0.92	0.92	0.98	0.95
Lanes:	0.07	2.55	0.38	0.00	0.00	0.00	0.48	1.52	0.00	0.00	1.54	0.46
Final Sat.:	125	4698	677	0	0	0	861	2838	0	0	2870	829
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	0.20	0.00	0.00	0.00	0.07	0.07	0.00	0.00	0.22	0.22
Crit Moves:	****										****	
Green Time:	55.1	55.1	55.1	0.0	0.0	0.0	61.9	61.9	0.0	0.0	61.9	61.9
Volume/Cap:	0.46	0.46	0.46	0.00	0.00	0.00	0.15	0.15	0.00	0.00	0.46	0.46
Delay/Veh:	25.1	25.1	25.1	0.0	0.0	0.0	17.6	17.6	0.0	0.0	21.2	21.2
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:	25.1	25.1	25.1	0.0	0.0	0.0	17.6	17.6	0.0	0.0	21.2	21.2
LOS by Move:	C	C	C	A	A	A	B	B	A	A	C	C
HCM2kAvgQ:	10	10	10	0	0	0	3	3	0	0	10	10

Note: Queue reported is the number of cars per lane.

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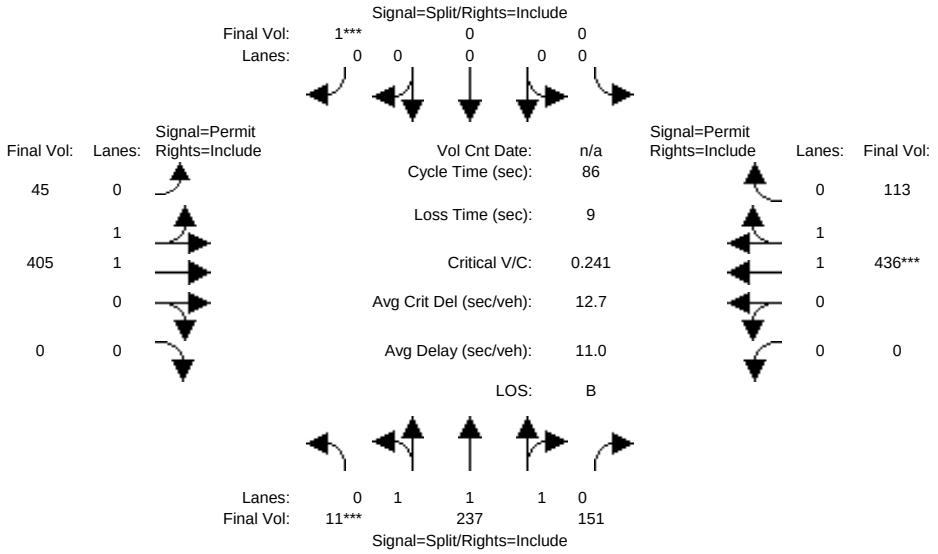
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative (PM)

Intersection #3620: KEYES/THIRD



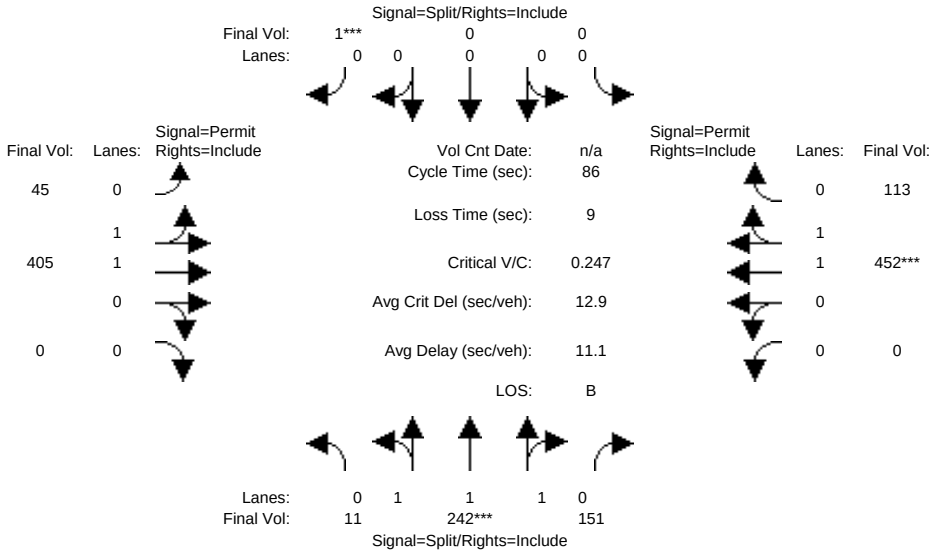
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	10	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	11	237	151	0	0	1	45	405	0	0	424	113
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	237	151	0	0	1	45	405	0	0	424	113
Added Vol:	0	0	0	0	0	0	0	0	0	0	12	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	237	151	0	0	1	45	405	0	0	436	113
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	237	151	0	0	1	45	405	0	0	436	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	237	151	0	0	1	45	405	0	0	436	113
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	237	151	0	0	1	45	405	0	0	436	113
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.95	0.92	1.00	0.92	0.95	0.98	0.92	0.92	0.98	0.95
Lanes:	0.09	1.91	1.00	0.00	0.00	1.00	0.21	1.79	0.00	0.00	1.58	0.42
Final Sat.:	164	3543	1800	0	0	1750	370	3330	0	0	2938	761
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.08	0.00	0.00	0.00	0.12	0.12	0.00	0.00	0.15	0.15
Crit Moves:	****					****					****	
Green Time:	29.9	29.9	29.9	0.0	0.0	0.2	52.9	52.9	0.0	0.0	52.9	52.9
Volume/Cap:	0.19	0.19	0.24	0.00	0.00	0.24	0.20	0.20	0.00	0.00	0.24	0.24
Delay/Veh:	19.6	19.6	20.0	0.0	0.0	70.9	7.3	7.3	0.0	0.0	7.5	7.5
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:	19.6	19.6	20.0	0.0	0.0	70.9	7.3	7.3	0.0	0.0	7.5	7.5
LOS by Move:	B	B	C	A	A	E	A	A	A	A	A	A
HCM2kAvgQ:	2	2	3	0	0	0	3	3	0	0	3	3

Note: Queue reported is the number of cars per lane.

Downtown College Prep
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative + P (PM)

Intersection #3620: KEYES/THIRD



Approach:	North Bound			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	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:	11	237	151	0	0	1	45	405	0	0	424	113
Growth Adj:	1.00	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	237	151	0	0	1	45	405	0	0	424	113
Added Vol:	0	5	0	0	0	0	0	0	0	0	28	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	242	151	0	0	1	45	405	0	0	452	113
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	242	151	0	0	1	45	405	0	0	452	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	242	151	0	0	1	45	405	0	0	452	113
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	242	151	0	0	1	45	405	0	0	452	113
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.95	0.92	1.00	0.92	0.95	0.98	0.92	0.92	0.98	0.95
Lanes:	0.09	1.91	1.00	0.00	0.00	1.00	0.21	1.79	0.00	0.00	1.59	0.41
Final Sat.:	161	3545	1800	0	0	1750	370	3330	0	0	2959	740
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.08	0.00	0.00	0.00	0.12	0.12	0.00	0.00	0.15	0.15
Crit Moves:		****				****					****	
Green Time:	29.2	29.2	29.2	0.0	0.0	0.2	53.1	53.1	0.0	0.0	53.1	53.1
Volume/Cap:	0.20	0.20	0.25	0.00	0.00	0.25	0.20	0.20	0.00	0.00	0.25	0.25
Delay/Veh:	20.2	20.2	20.6	0.0	0.0	72.5	7.2	7.2	0.0	0.0	7.5	7.5
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:	20.2	20.2	20.6	0.0	0.0	72.5	7.2	7.2	0.0	0.0	7.5	7.5
LOS by Move:	C	C	C	A	A	E	A	A	A	A	A	A
HCM2kAvgQ:	2	2	3	0	0	0	3	3	0	0	3	3

Note: Queue reported is the number of cars per lane.

Downtown College Prep
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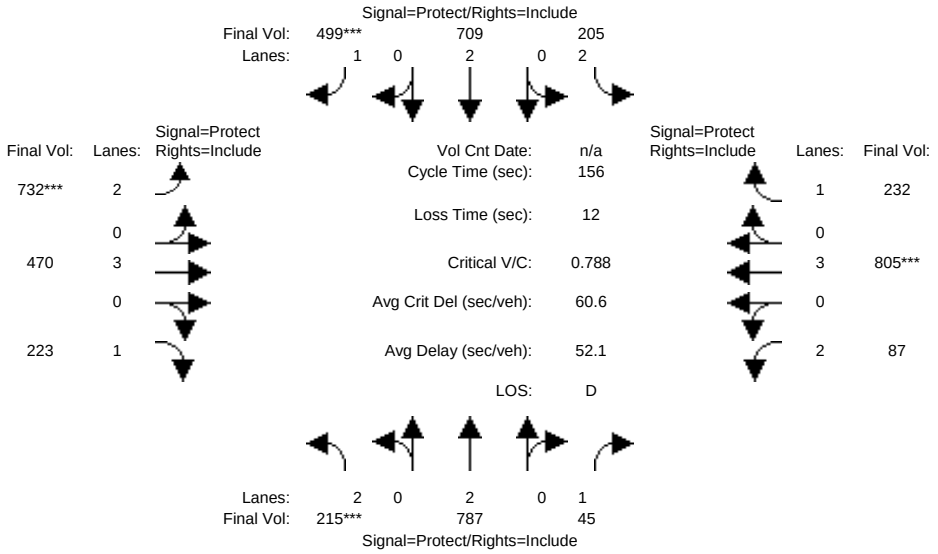
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative (AM)

Intersection #3628: KING/STORY



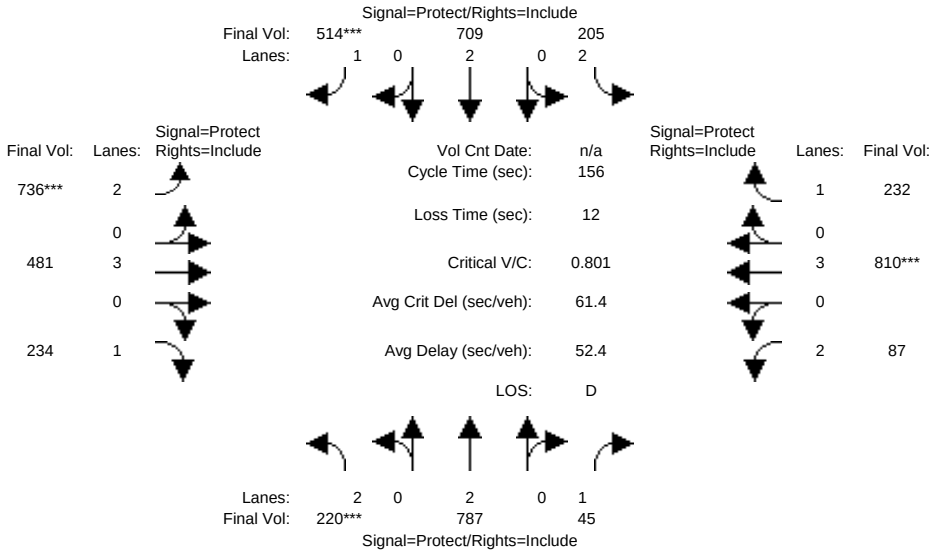
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:7:15-8:15AM												
Base Vol:	214	787	45	205	709	499	732	469	222	87	804	232
Growth Adj:	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:	214	787	45	205	709	499	732	469	222	87	804	232
Added Vol:	1	0	0	0	0	0	0	1	1	0	1	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	215	787	45	205	709	499	732	470	223	87	805	232
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	215	787	45	205	709	499	732	470	223	87	805	232
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	215	787	45	205	709	499	732	470	223	87	805	232
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	215	787	45	205	709	499	732	470	223	87	805	232
Saturation 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	0.21	0.03	0.07	0.19	0.29	0.23	0.08	0.13	0.03	0.14	0.13
Crit Moves:	****					****	****				****	
Green Time:	13.5	53.3	53.3	16.7	56.5	56.5	46.0	54.7	54.7	19.3	28.0	28.0
Volume/Cap:	0.79	0.61	0.08	0.61	0.52	0.79	0.79	0.24	0.36	0.22	0.79	0.74
Delay/Veh:	83.9	43.5	34.8	69.6	39.4	50.9	55.0	35.9	38.0	61.9	65.3	69.6
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:	83.9	43.5	34.8	69.6	39.4	50.9	55.0	35.9	38.0	61.9	65.3	69.6
LOS by Move:	F	D	C	E	D	D	E	D	D	E	E	E
HCM2kAvgQ:	8	16	2	6	13	24	19	5	8	2	14	13

Note: Queue reported is the number of cars per lane.

Downtown College Prep
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative + P (AM)

Intersection #3628: KING/STORY



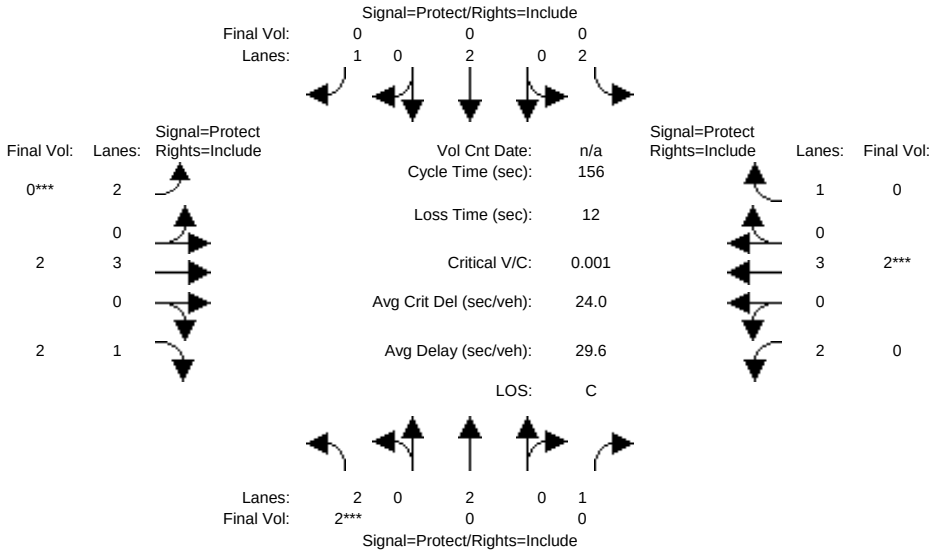
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:7:15-8:15AM												
Base Vol:	214	787	45	205	709	499	732	469	222	87	804	232
Growth Adj:	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:	214	787	45	205	709	499	732	469	222	87	804	232
Added Vol:	6	0	0	0	0	15	4	12	12	0	6	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	220	787	45	205	709	514	736	481	234	87	810	232
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	220	787	45	205	709	514	736	481	234	87	810	232
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	220	787	45	205	709	514	736	481	234	87	810	232
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	220	787	45	205	709	514	736	481	234	87	810	232
Saturation 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	0.21	0.03	0.07	0.19	0.29	0.23	0.08	0.13	0.03	0.14	0.13
Crit Moves:	****					****	****				****	
Green Time:	13.6	53.9	53.9	16.9	57.2	57.2	45.5	54.8	54.8	18.4	27.7	27.7
Volume/Cap:	0.80	0.60	0.07	0.60	0.51	0.80	0.80	0.24	0.38	0.23	0.80	0.75
Delay/Veh:	85.2	42.9	34.4	69.2	38.8	51.4	56.1	35.9	38.3	62.7	66.2	70.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	85.2	42.9	34.4	69.2	38.8	51.4	56.1	35.9	38.3	62.7	66.2	70.4
LOS by Move:	F	D	C	E	D	D	E	D	D	E	E	E
HCM2kAvgQ:	8	16	2	6	13	25	20	5	9	2	14	13

Note: Queue reported is the number of cars per lane.

Downtown College Prep
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative (PM)

Intersection #3628: KING/STORY



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:4:15-5:15PM												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	2	0	0	0	0	0	0	2	2	0	2	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	0	0	0	0	0	0	2	2	0	2	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:	2	0	0	0	0	0	0	2	2	0	2	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	0	0	0	0	0	0	2	2	0	2	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	0	0	0	0	0	0	2	2	0	2	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	0.83	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:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****						****				****	
Green Time:	92.7	0.0	0.0	0.0	0.0	0.0	0.0	51.3	51.3	0.0	51.3	0.0
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	12.8	0.0	0.0	0.0	0.0	0.0	0.0	35.2	35.2	0.0	35.2	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:	12.8	0.0	0.0	0.0	0.0	0.0	0.0	35.2	35.2	0.0	35.2	0.0
LOS by Move:	B	A	A	A	A	A	A	D	D	A	D	A
HCM2kAvgQ:	0	0	0	0	0	0	0	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

Downtown College Prep
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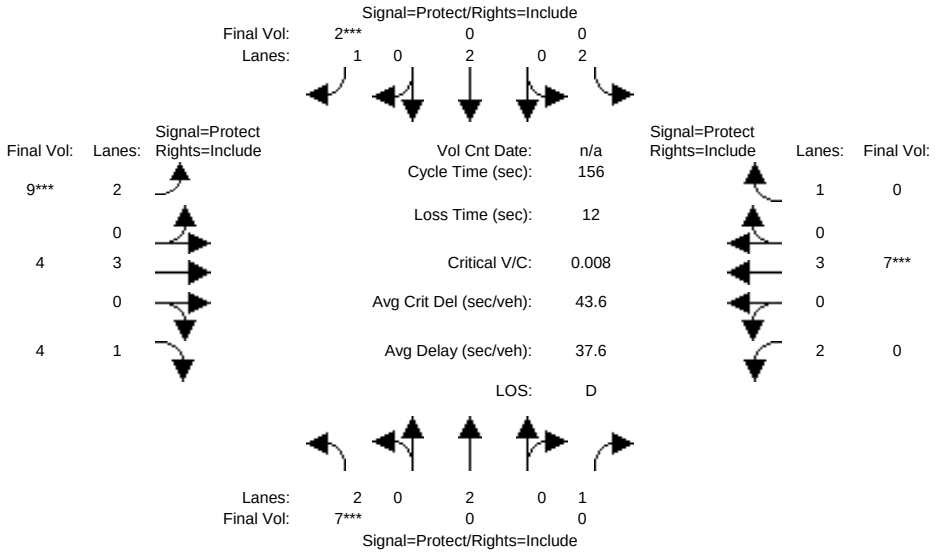
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative + P (PM)

Intersection #3628: KING/STORY



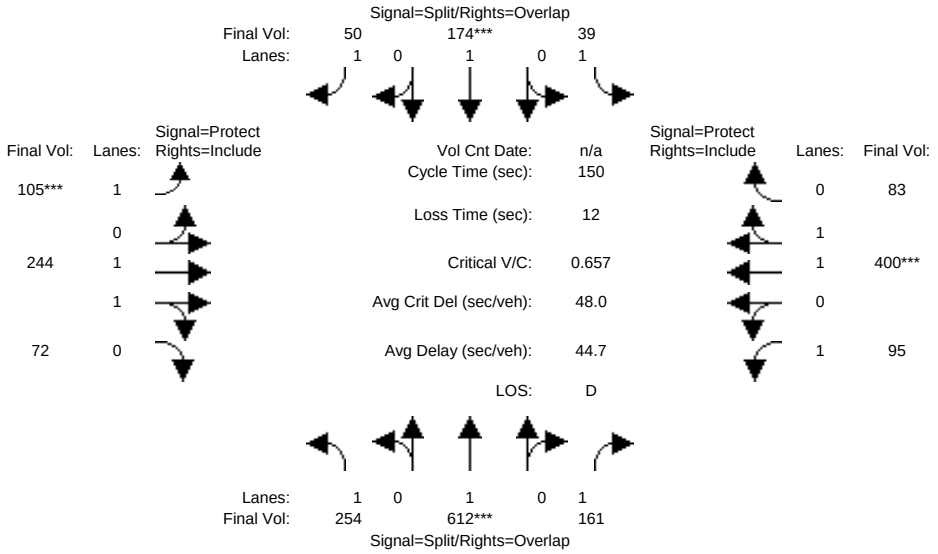
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:4:15-5:15PM												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	7	0	0	0	0	2	9	4	4	0	7	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	0	0	0	0	2	9	4	4	0	7	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:	7	0	0	0	0	2	9	4	4	0	7	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	0	0	0	0	2	9	4	4	0	7	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	0	0	0	0	2	9	4	4	0	7	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	0.83	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:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****					****	****				****	
Green Time:	43.0	0.0	0.0	0.0	0.0	22.1	55.2	79.0	79.0	0.0	23.7	0.0
Volume/Cap:	0.01	0.00	0.00	0.00	0.00	0.01	0.01	0.00	0.00	0.00	0.01	0.00
Delay/Veh:	41.1	0.0	0.0	0.0	0.0	57.6	32.6	19.0	19.1	0.0	56.1	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:	41.1	0.0	0.0	0.0	0.0	57.6	32.6	19.0	19.1	0.0	56.1	0.0
LOS by Move:	D	A	A	A	A	E	C	B	B	A	E	A
HCM2kAvgQ:	0	0	0	0	0	0	0	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

Downtown College Prep
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative (AM)

Intersection #3650: LINCOLN/MINNESOTA



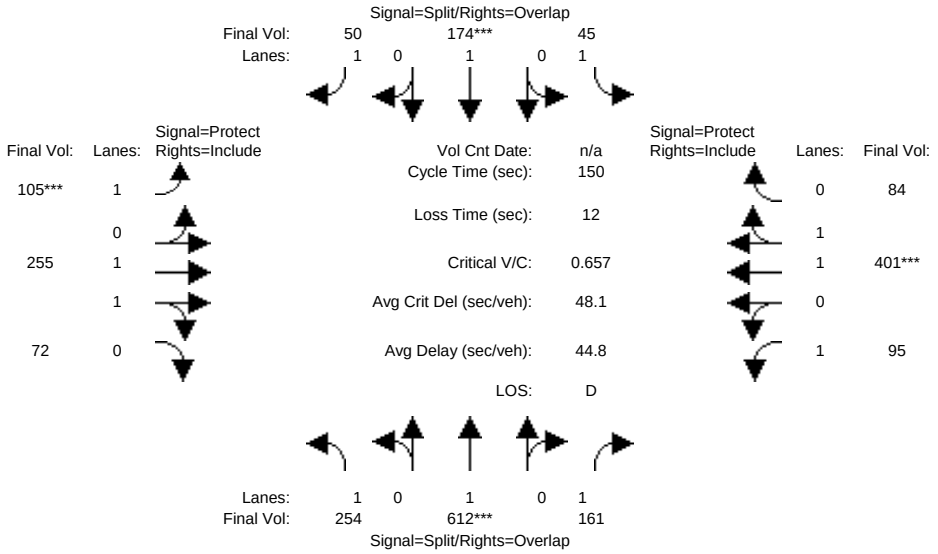
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:7:15-8:15AM												
Base Vol:	254	612	161	39	174	50	105	241	72	95	398	83
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	254	612	161	39	174	50	105	241	72	95	398	83
Added Vol:	0	0	0	0	0	0	0	3	0	0	2	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	254	612	161	39	174	50	105	244	72	95	400	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:	254	612	161	39	174	50	105	244	72	95	400	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	254	612	161	39	174	50	105	244	72	95	400	83
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	254	612	161	39	174	50	105	244	72	95	400	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	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	1.53	0.47	1.00	1.65	0.35
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	2856	843	1750	3064	636
Capacity Analysis Module:												
Vol/Sat:	0.15	0.32	0.09	0.02	0.09	0.03	0.06	0.09	0.09	0.05	0.13	0.13
Crit Moves:		****			****		****				****	
Green Time:	73.6	73.6	90.5	20.9	20.9	34.6	13.7	26.6	26.6	16.9	29.8	29.8
Volume/Cap:	0.30	0.66	0.15	0.16	0.66	0.12	0.66	0.48	0.48	0.48	0.66	0.66
Delay/Veh:	23.0	30.5	13.1	57.1	67.0	45.8	75.4	56.0	56.0	64.3	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:	23.0	30.5	13.1	57.1	67.0	45.8	75.4	56.0	56.0	64.3	57.6	57.6
LOS by Move:	C	C	B	E	E	D	E	E	E	E	E	E
HCM2kAvgQ:	7	21	3	2	8	2	6	7	7	4	10	10

Note: Queue reported is the number of cars per lane.

Downtown College Prep
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative + P (AM)

Intersection #3650: LINCOLN/MINNESOTA



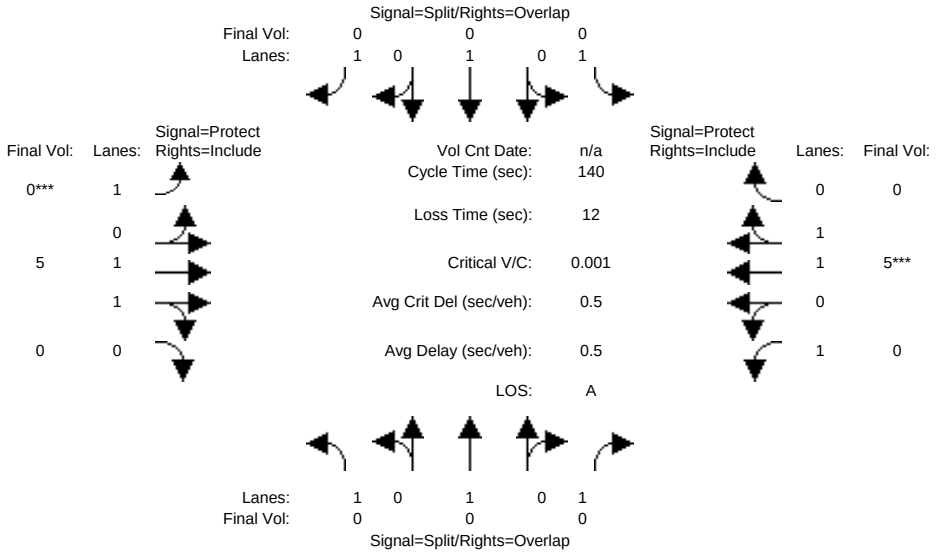
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:7:15-8:15AM												
Base Vol:	254	612	161	39	174	50	105	241	72	95	398	83
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	254	612	161	39	174	50	105	241	72	95	398	83
Added Vol:	0	0	0	6	0	0	0	14	0	0	3	1
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	254	612	161	45	174	50	105	255	72	95	401	84
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	612	161	45	174	50	105	255	72	95	401	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	254	612	161	45	174	50	105	255	72	95	401	84
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	254	612	161	45	174	50	105	255	72	95	401	84
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	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	1.55	0.45	1.00	1.64	0.36
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	2885	815	1750	3059	641
Capacity Analysis Module:												
Vol/Sat:	0.15	0.32	0.09	0.03	0.09	0.03	0.06	0.09	0.09	0.05	0.13	0.13
Crit Moves:		****			****		****				****	
Green Time:	73.5	73.5	90.1	20.9	20.9	34.6	13.7	27.0	27.0	16.6	29.9	29.9
Volume/Cap:	0.30	0.66	0.15	0.18	0.66	0.12	0.66	0.49	0.49	0.49	0.66	0.66
Delay/Veh:	23.0	30.5	13.2	57.4	67.1	45.8	75.5	55.9	55.9	64.7	57.5	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:	23.0	30.5	13.2	57.4	67.1	45.8	75.5	55.9	55.9	64.7	57.5	57.5
LOS by Move:	C	C	B	E	E	D	E	E	E	E	E	E
HCM2kAvgQ:	7	21	3	2	8	2	6	7	7	4	10	10

Note: Queue reported is the number of cars per lane.

Downtown College Prep
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative (PM)

Intersection #3650: LINCOLN/MINNESOTA



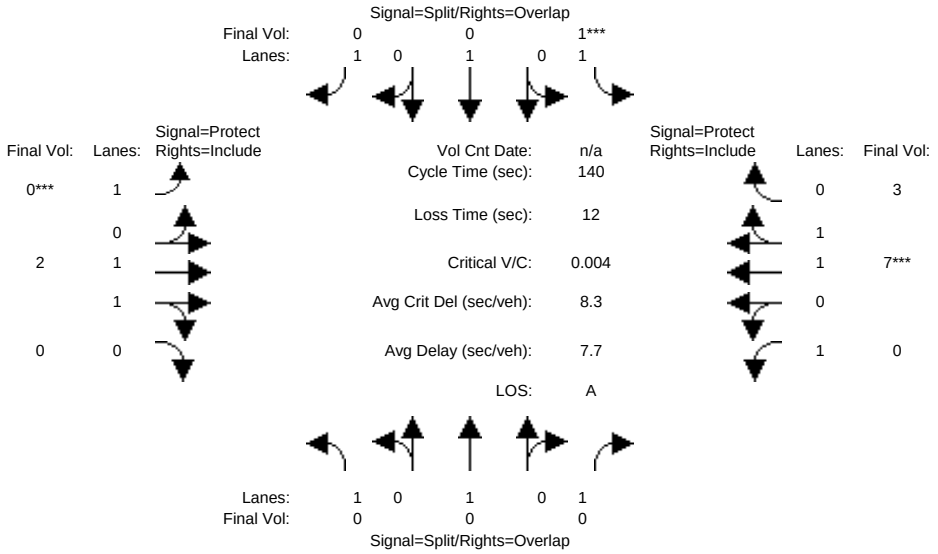
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:5:00-6:00PM												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	5	0	0	5	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	5	0	0	5	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	0	0	0	0	5	0	0	5	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	5	0	0	5	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	0	0	0	0	5	0	0	5	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	0.97	0.92	0.92	0.97	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	0.00	1.00	2.00	0.00
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3700	0	1750	3700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:							****				****	
Green Time:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	128	0.0	0.0	128	0.0
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.5	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	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.5	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

Downtown College Prep
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative + P (PM)

Intersection #3650: LINCOLN/MINNESOTA



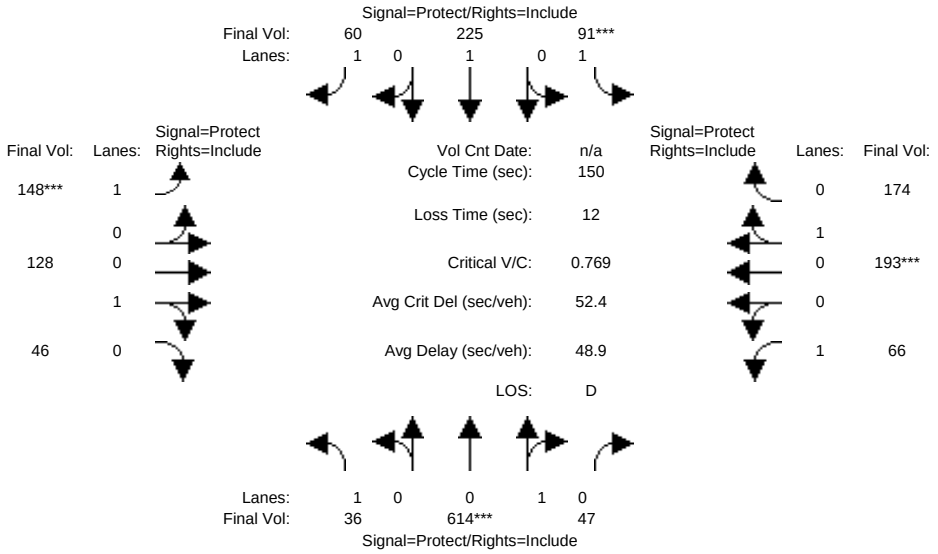
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:5:00-6:00PM												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	1	0	0	0	2	0	0	7	3
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	1	0	0	0	2	0	0	7	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:	0	0	0	1	0	0	0	2	0	0	7	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1	0	0	0	2	0	0	7	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	1	0	0	0	2	0	0	7	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	0.97	0.92	0.92	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	0.00	1.00	1.38	0.62
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3700	0	1750	2589	1110
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	22.3	0.0	0.0	0.0	106	0.0	0.0	106	105.7
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	49.5	0.0	0.0	0.0	4.2	0.0	0.0	4.2	4.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	49.5	0.0	0.0	0.0	4.2	0.0	0.0	4.2	4.2
LOS by Move:	A	A	A	D	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

Downtown College Prep
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative (AM)

Intersection #3654: LINCOLN/WILLOW



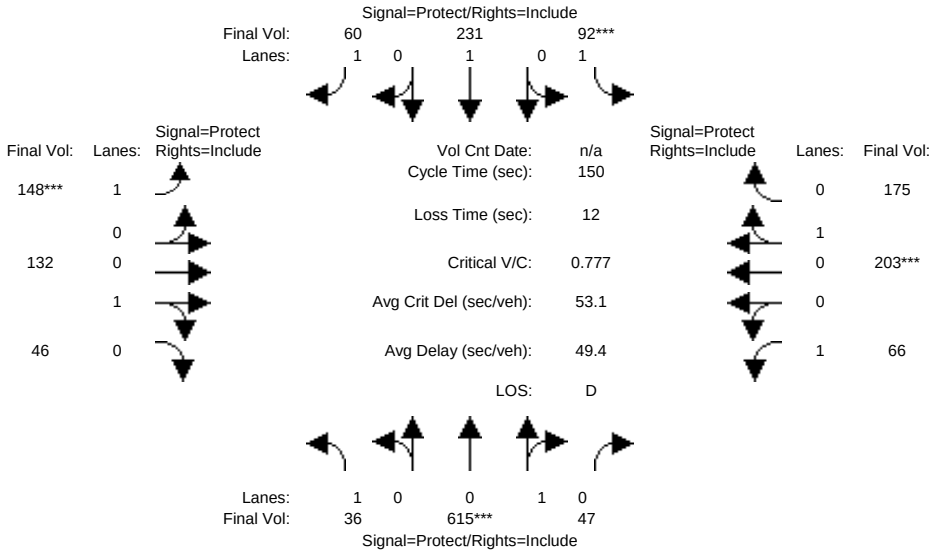
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:8:00-9:00AM												
Base Vol:	36	614	47	91	225	60	148	124	46	66	190	174
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	614	47	91	225	60	148	124	46	66	190	174
Added Vol:	0	0	0	0	0	0	0	4	0	0	3	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	614	47	91	225	60	148	128	46	66	193	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:	36	614	47	91	225	60	148	128	46	66	193	174
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	614	47	91	225	60	148	128	46	66	193	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:	36	614	47	91	225	60	148	128	46	66	193	174
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	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.93	0.07	1.00	1.00	1.00	1.00	0.74	0.26	1.00	0.53	0.47
Final Sat.:	1750	1672	128	1750	1900	1750	1750	1324	476	1750	947	853
Capacity Analysis Module:												
Vol/Sat:	0.02	0.37	0.37	0.05	0.12	0.03	0.08	0.10	0.10	0.04	0.20	0.20
Crit Moves:		****		****			****				****	
Green Time:	23.1	71.6	71.6	10.1	58.6	58.6	16.5	37.9	37.9	18.3	39.8	39.8
Volume/Cap:	0.13	0.77	0.77	0.77	0.30	0.09	0.77	0.38	0.38	0.31	0.77	0.77
Delay/Veh:	55.0	36.6	36.6	94.6	31.8	28.9	82.0	46.9	46.9	60.9	58.4	58.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.0	36.6	36.6	94.6	31.8	28.9	82.0	46.9	46.9	60.9	58.4	58.4
LOS by Move:	E	D	D	F	C	C	F	D	D	E	E	E
HCM2kAvgQ:	1	26	26	5	7	2	9	7	7	3	17	17

Note: Queue reported is the number of cars per lane.

Downtown College Prep
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative + P (AM)

Intersection #3654: LINCOLN/WILLOW



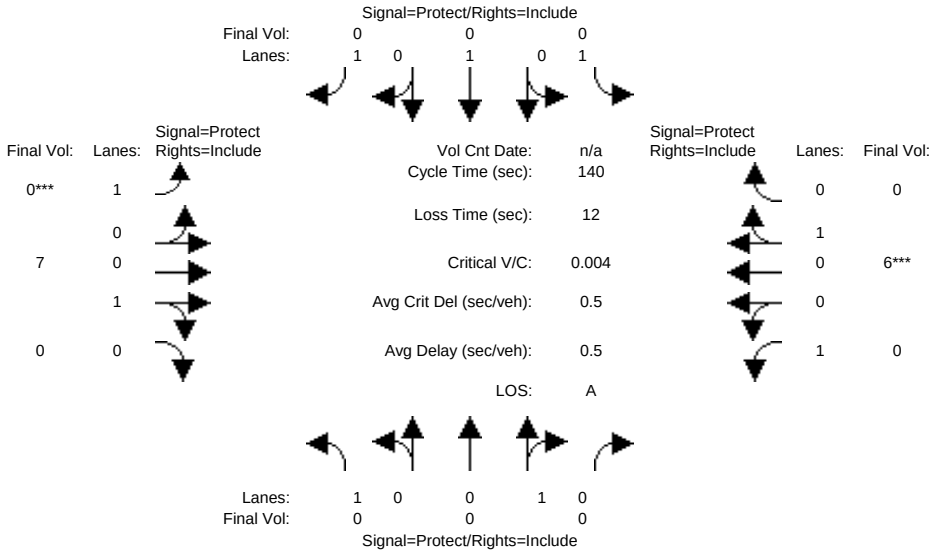
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:8:00-9:00AM												
Base Vol:	36	614	47	91	225	60	148	124	46	66	190	174
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:	36	614	47	91	225	60	148	124	46	66	190	174
Added Vol:	0	1	0	1	6	0	0	8	0	0	13	1
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	615	47	92	231	60	148	132	46	66	203	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:	36	615	47	92	231	60	148	132	46	66	203	175
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	615	47	92	231	60	148	132	46	66	203	175
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	36	615	47	92	231	60	148	132	46	66	203	175
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	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.93	0.07	1.00	1.00	1.00	1.00	0.74	0.26	1.00	0.54	0.46
Final Sat.:	1750	1672	128	1750	1900	1750	1750	1335	465	1750	967	833
Capacity Analysis Module:												
Vol/Sat:	0.02	0.37	0.37	0.05	0.12	0.03	0.08	0.10	0.10	0.04	0.21	0.21
Crit Moves:		****		****			****				****	
Green Time:	22.5	71.0	71.0	10.1	58.6	58.6	16.3	38.6	38.6	18.2	40.5	40.5
Volume/Cap:	0.14	0.78	0.78	0.78	0.31	0.09	0.78	0.38	0.38	0.31	0.78	0.78
Delay/Veh:	55.6	37.5	37.5	95.9	31.9	28.9	83.2	46.4	46.4	61.0	58.3	58.3
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:	55.6	37.5	37.5	95.9	31.9	28.9	83.2	46.4	46.4	61.0	58.3	58.3
LOS by Move:	E	D	D	F	C	C	F	D	D	E	E	E
HCM2kAvgQ:	1	26	26	5	7	2	9	7	7	3	17	17

Note: Queue reported is the number of cars per lane.

Downtown College Prep
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative (PM)

Intersection #3654: LINCOLN/WILLOW



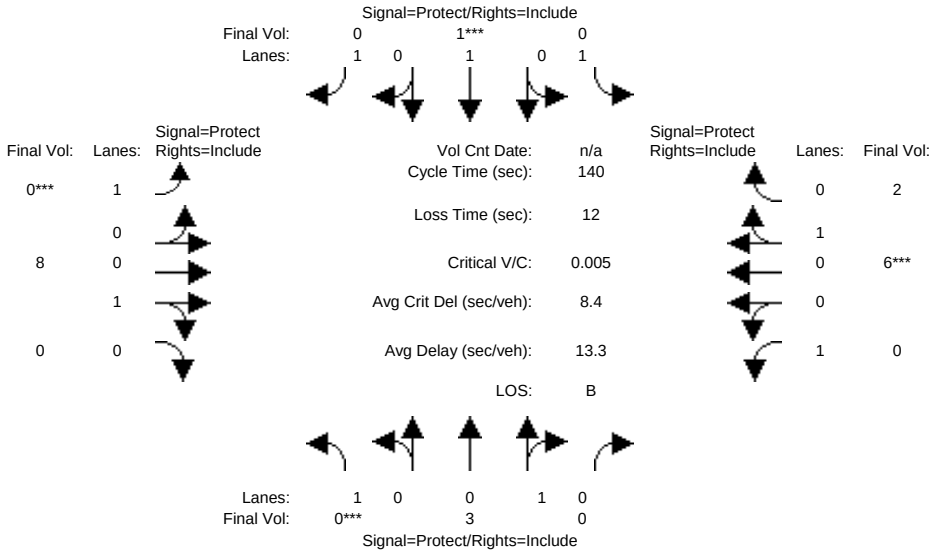
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:5:00-6:00PM												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	7	0	0	6	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	7	0	0	6	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	0	0	0	0	7	0	0	6	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	7	0	0	6	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	0	0	0	0	7	0	0	6	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	0.92	0.92	0.95	0.92
Lanes:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Sat.:	1750	1900	0	1750	1900	1750	1750	1800	0	1750	1800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:							****				****	
Green Time:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	128	0.0	0.0	128	0.0
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.5	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	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.5	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

Downtown College Prep
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative + P (PM)

Intersection #3654: LINCOLN/WILLOW



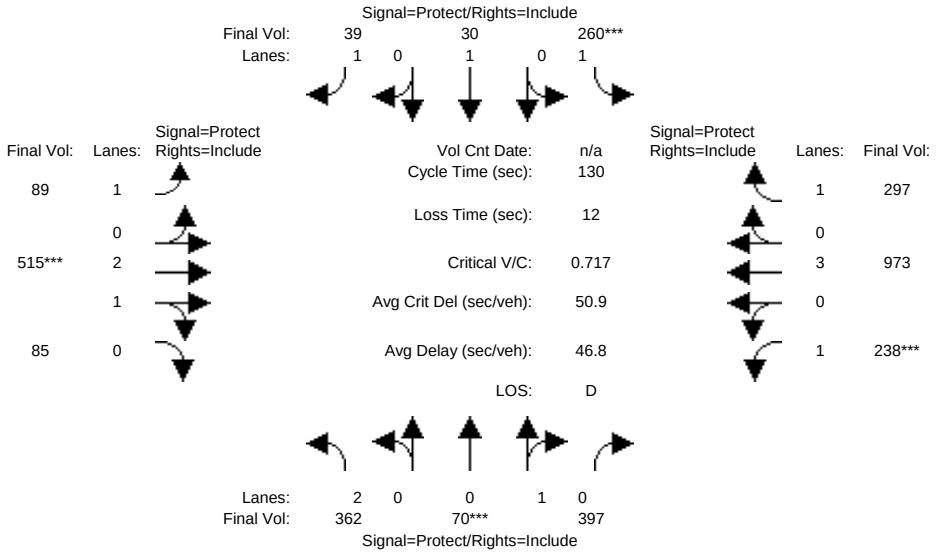
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:5:00-6:00PM												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	3	0	0	1	0	0	8	0	0	6	2
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	3	0	0	1	0	0	8	0	0	6	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:	0	3	0	0	1	0	0	8	0	0	6	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3	0	0	1	0	0	8	0	0	6	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	3	0	0	1	0	0	8	0	0	6	2
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.92	0.92	1.00	0.92	0.92	0.95	0.92	0.92	0.95	0.95
Lanes:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.75	0.25
Final Sat.:	1750	1800	0	1750	1900	1750	1750	1800	0	1750	1350	450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****		****				****	
Green Time:	0.0	13.6	0.0	0.0	13.6	0.0	0.0	114	0.0	0.0	114	114.4
Volume/Cap:	0.00	0.02	0.00	0.00	0.01	0.00	0.00	0.01	0.00	0.00	0.01	0.01
Delay/Veh:	0.0	57.2	0.0	0.0	57.1	0.0	0.0	2.3	0.0	0.0	2.3	2.3
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	57.2	0.0	0.0	57.1	0.0	0.0	2.3	0.0	0.0	2.3	2.3
LOS by Move:	A	E	A	A	E	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

Downtown College Prep
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative (AM)

Intersection #3658: LUCRETIA/STORY



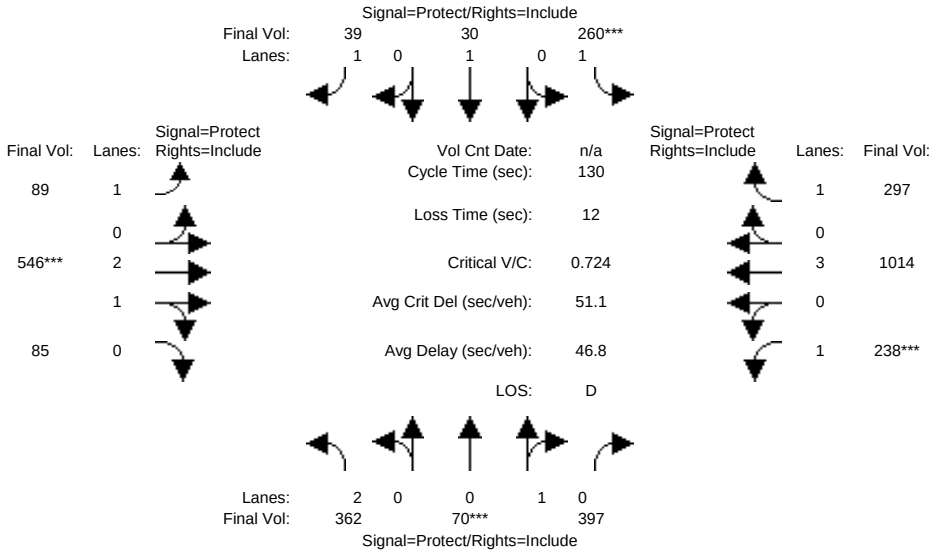
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:7:15-8:15AM												
Base Vol:	362	70	397	260	30	39	89	513	85	238	970	297
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	362	70	397	260	30	39	89	513	85	238	970	297
Added Vol:	0	0	0	0	0	0	0	2	0	0	3	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	362	70	397	260	30	39	89	515	85	238	973	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:	362	70	397	260	30	39	89	515	85	238	973	297
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	362	70	397	260	30	39	89	515	85	238	973	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:	362	70	397	260	30	39	89	515	85	238	973	297
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92
Lanes:	2.00	0.15	0.85	1.00	1.00	1.00	1.00	2.56	0.44	1.00	3.00	1.00
Final Sat.:	3150	270	1530	1750	1900	1750	1750	4806	793	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.26	0.26	0.15	0.02	0.02	0.05	0.11	0.11	0.14	0.17	0.17
Crit Moves:		****		****				****		****		
Green Time:	44.3	47.0	47.0	26.9	29.6	29.6	10.6	19.4	19.4	24.6	33.5	33.5
Volume/Cap:	0.34	0.72	0.72	0.72	0.07	0.10	0.63	0.72	0.72	0.72	0.66	0.66
Delay/Veh:	32.1	39.6	39.6	54.8	39.4	39.7	66.3	55.7	55.7	56.8	44.3	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:	32.1	39.6	39.6	54.8	39.4	39.7	66.3	55.7	55.7	56.8	44.3	46.7
LOS by Move:	C	D	D	D	D	D	E	E	E	E	D	D
HCM2kAvgQ:	6	18	18	12	1	1	5	9	9	9	11	11

Note: Queue reported is the number of cars per lane.

Downtown College Prep
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative + P (AM)

Intersection #3658: LUCRETIA/STORY



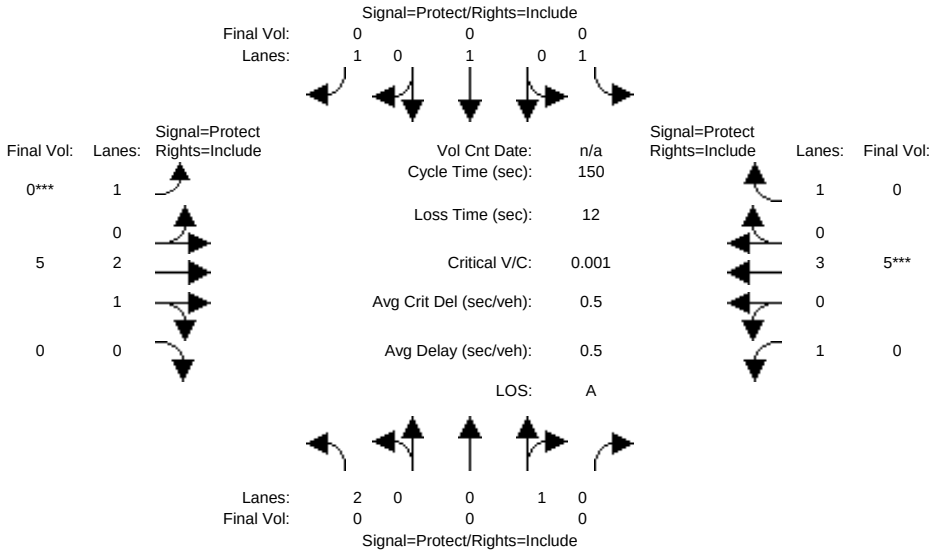
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:7:15-8:15AM												
Base Vol:	362	70	397	260	30	39	89	513	85	238	970	297
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	362	70	397	260	30	39	89	513	85	238	970	297
Added Vol:	0	0	0	0	0	0	0	33	0	0	44	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	362	70	397	260	30	39	89	546	85	238	1014	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:	362	70	397	260	30	39	89	546	85	238	1014	297
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	362	70	397	260	30	39	89	546	85	238	1014	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:	362	70	397	260	30	39	89	546	85	238	1014	297
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92
Lanes:	2.00	0.15	0.85	1.00	1.00	1.00	1.00	2.58	0.42	1.00	3.00	1.00
Final Sat.:	3150	270	1530	1750	1900	1750	1750	4845	754	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.26	0.26	0.15	0.02	0.02	0.05	0.11	0.11	0.14	0.18	0.17
Crit Moves:		****		****				****		****		
Green Time:	43.9	46.6	46.6	26.7	29.4	29.4	10.4	20.3	20.3	24.4	34.3	34.3
Volume/Cap:	0.34	0.72	0.72	0.72	0.07	0.10	0.64	0.72	0.72	0.72	0.67	0.64
Delay/Veh:	32.4	40.2	40.2	55.3	39.6	39.9	67.3	55.2	55.2	57.3	44.1	45.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.4	40.2	40.2	55.3	39.6	39.9	67.3	55.2	55.2	57.3	44.1	45.5
LOS by Move:	C	D	D	E	D	D	E	E	E	E	D	D
HCM2kAvgQ:	6	18	18	12	1	1	5	10	10	9	12	11

Note: Queue reported is the number of cars per lane.

Downtown College Prep
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative (PM)

Intersection #3658: LUCRETIA/STORY



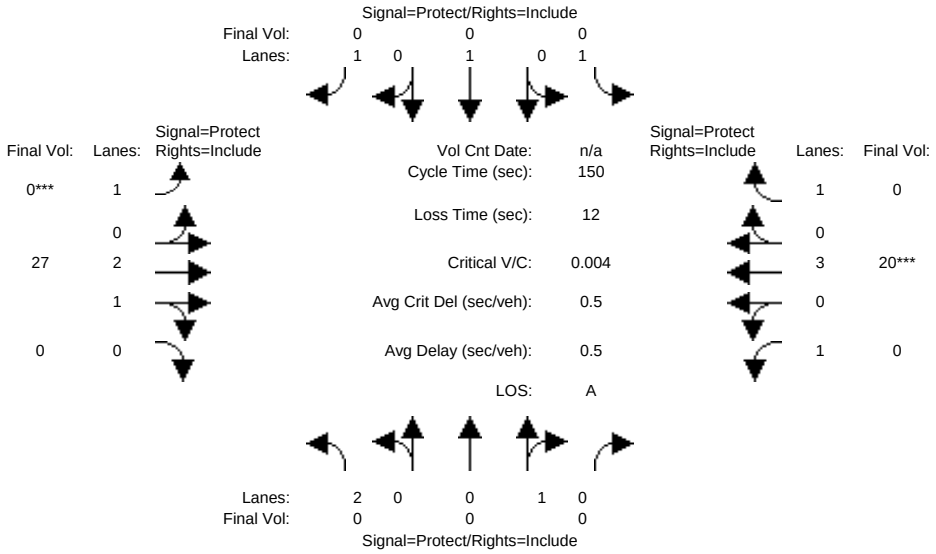
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:5:00-6:00PM												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	5	0	0	5	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	5	0	0	5	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	0	0	0	0	5	0	0	5	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	5	0	0	5	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	0	0	0	0	5	0	0	5	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	0.92	0.98	0.92	0.92	1.00	0.92
Lanes:	2.00	1.00	0.00	1.00	1.00	1.00	1.00	3.00	0.00	1.00	3.00	1.00
Final Sat.:	3150	1900	0	1750	1900	1750	1750	5600	0	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:							****				****	
Green Time:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	138	0.0	0.0	138	0.0
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.5	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	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.5	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

Downtown College Prep
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative + P (PM)

Intersection #3658: LUCRETIA/STORY



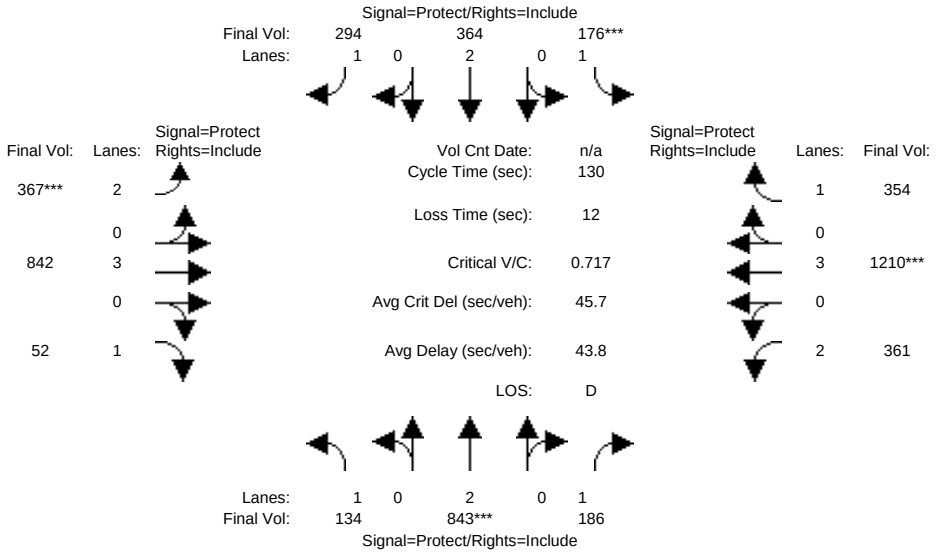
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:5:00-6:00PM												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	27	0	0	20	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	27	0	0	20	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	0	0	0	0	27	0	0	20	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	27	0	0	20	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	0	0	0	0	27	0	0	20	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	0.92	0.98	0.92	0.92	1.00	0.92
Lanes:	2.00	1.00	0.00	1.00	1.00	1.00	1.00	3.00	0.00	1.00	3.00	1.00
Final Sat.:	3150	1900	0	1750	1900	1750	1750	5600	0	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:							****				****	
Green Time:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	138	0.0	0.0	138	0.0
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.5	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	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.5	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

Downtown College Prep
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative (AM)

Intersection #3683: McLAUGHLIN/STORY



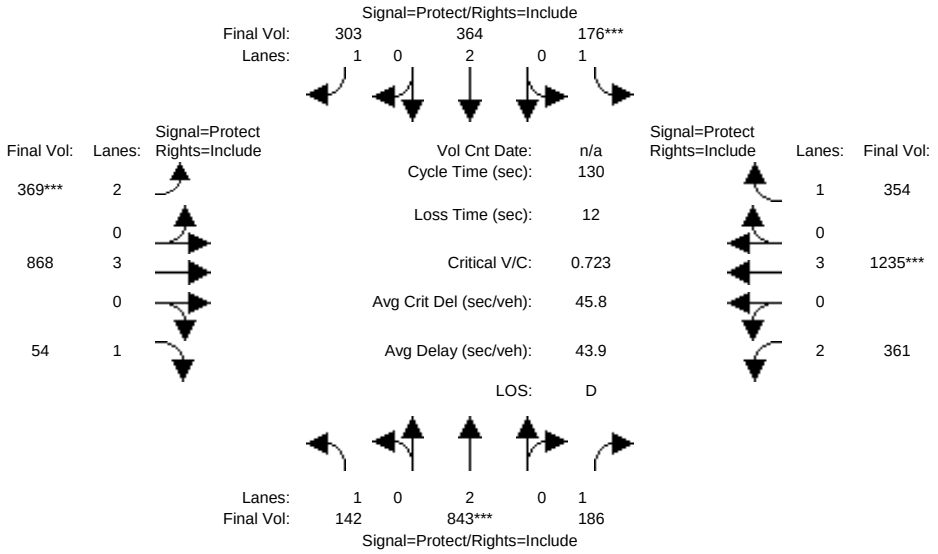
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:7:30-8:30AM												
Base Vol:	134	843	186	176	364	294	367	840	52	361	1207	354
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	134	843	186	176	364	294	367	840	52	361	1207	354
Added Vol:	0	0	0	0	0	0	0	2	0	0	3	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	134	843	186	176	364	294	367	842	52	361	1210	354
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	134	843	186	176	364	294	367	842	52	361	1210	354
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	843	186	176	364	294	367	842	52	361	1210	354
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	134	843	186	176	364	294	367	842	52	361	1210	354
Saturation Flow Module:												
Sat/Lane:	1900	1900	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:	0.08	0.22	0.11	0.10	0.10	0.17	0.12	0.15	0.03	0.11	0.21	0.20
Crit Moves:		****		****			****				****	
Green Time:	18.3	40.2	40.2	18.2	40.1	40.1	21.1	33.5	33.5	26.0	38.5	38.5
Volume/Cap:	0.54	0.72	0.34	0.72	0.31	0.54	0.72	0.57	0.12	0.57	0.72	0.68
Delay/Veh:	54.5	42.0	35.1	63.2	34.5	38.5	56.5	42.5	37.0	48.2	42.4	44.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.5	42.0	35.1	63.2	34.5	38.5	56.5	42.5	37.0	48.2	42.4	44.2
LOS by Move:	D	D	D	E	C	D	E	D	D	D	D	D
HCM2kAvgQ:	6	16	6	9	5	11	8	9	2	7	14	13

Note: Queue reported is the number of cars per lane.

Downtown College Prep
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative + P (AM)

Intersection #3683: McLAUGHLIN/STORY



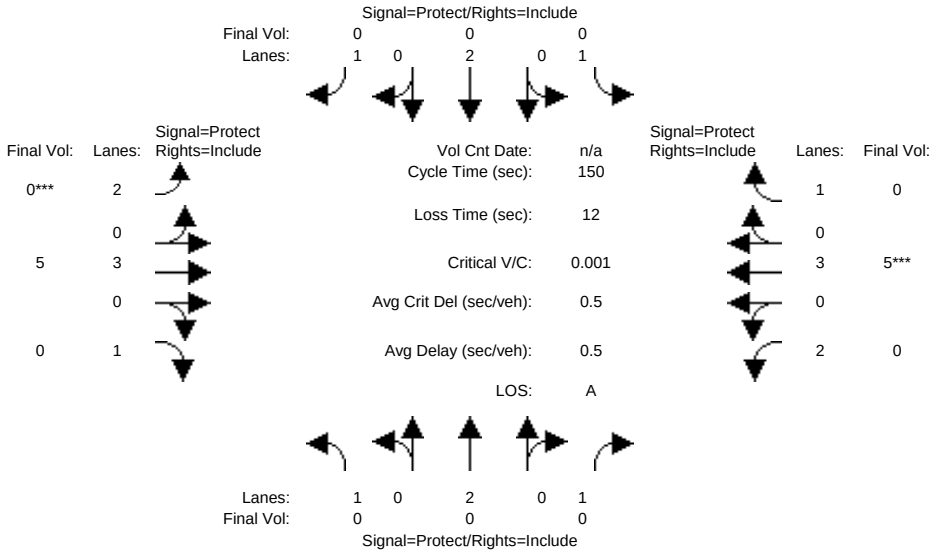
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:7:30-8:30AM												
Base Vol:	134	843	186	176	364	294	367	840	52	361	1207	354
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	134	843	186	176	364	294	367	840	52	361	1207	354
Added Vol:	8	0	0	0	0	9	2	28	2	0	28	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	142	843	186	176	364	303	369	868	54	361	1235	354
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	142	843	186	176	364	303	369	868	54	361	1235	354
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	142	843	186	176	364	303	369	868	54	361	1235	354
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	142	843	186	176	364	303	369	868	54	361	1235	354
Saturation Flow Module:												
Sat/Lane:	1900	1900	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:	0.08	0.22	0.11	0.10	0.10	0.17	0.12	0.15	0.03	0.11	0.22	0.20
Crit Moves:		****		****			****				****	
Green Time:	18.5	39.9	39.9	18.1	39.5	39.5	21.1	34.2	34.2	25.8	39.0	39.0
Volume/Cap:	0.57	0.72	0.35	0.72	0.32	0.57	0.72	0.58	0.12	0.58	0.72	0.67
Delay/Veh:	55.2	42.4	35.3	63.8	35.0	39.6	56.8	42.2	36.5	48.5	42.2	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:	55.2	42.4	35.3	63.8	35.0	39.6	56.8	42.2	36.5	48.5	42.2	43.4
LOS by Move:	E	D	D	E	D	D	E	D	D	D	D	D
HCM2kAvgQ:	6	16	6	9	6	11	8	10	2	7	14	13

Note: Queue reported is the number of cars per lane.

Downtown College Prep
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative (PM)

Intersection #3683: McLAUGHLIN/STORY



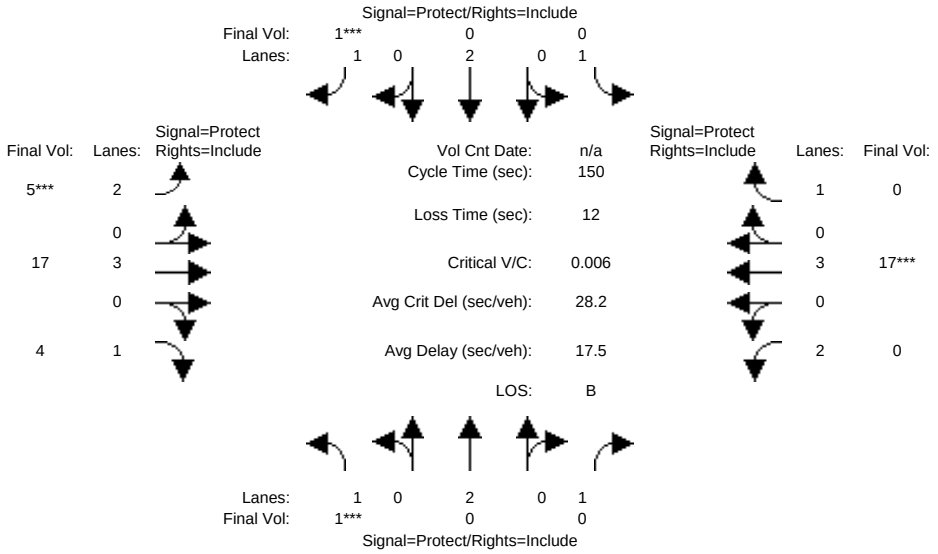
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:4:00-5:00PM												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	5	0	0	5	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	5	0	0	5	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	0	0	0	0	5	0	0	5	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	5	0	0	5	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	0	0	0	0	5	0	0	5	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	0.83	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:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:							****				****	
Green Time:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	138	0.0	0.0	138	0.0
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.5	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	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.5	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

Downtown College Prep
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative + P (PM)

Intersection #3683: McLAUGHLIN/STORY



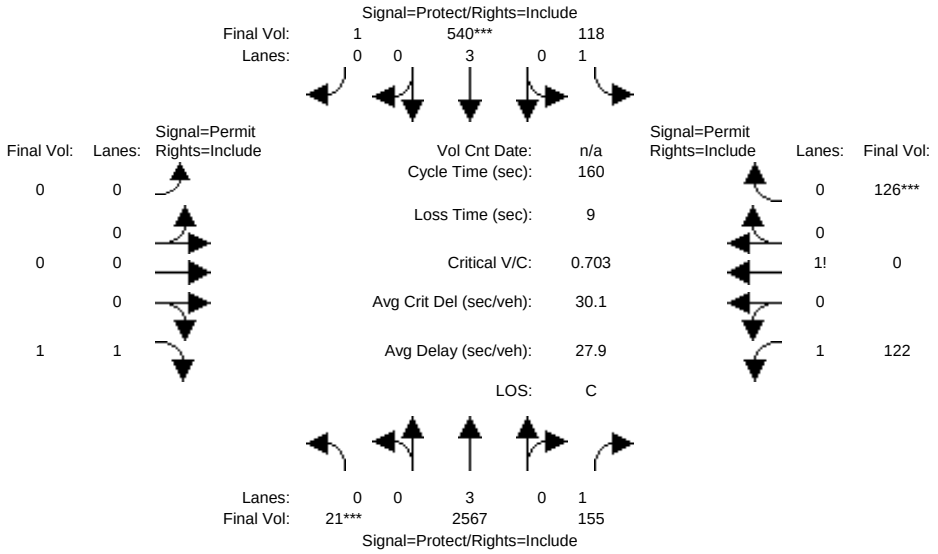
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:4:00-5:00PM												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	1	0	0	0	0	1	5	17	4	0	17	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	0	0	0	0	1	5	17	4	0	17	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:	1	0	0	0	0	1	5	17	4	0	17	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	0	0	0	0	1	5	17	4	0	17	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	0	0	0	0	1	5	17	4	0	17	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	0.83	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:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****					****	****				****	
Green Time:	13.8	0.0	0.0	0.0	0.0	13.8	38.3	110	110.4	0.0	72.0	0.0
Volume/Cap:	0.01	0.00	0.00	0.00	0.00	0.01	0.01	0.00	0.00	0.00	0.01	0.00
Delay/Veh:	61.9	0.0	0.0	0.0	0.0	61.9	41.6	5.2	5.2	0.0	20.3	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:	61.9	0.0	0.0	0.0	0.0	61.9	41.6	5.2	5.2	0.0	20.3	0.0
LOS by Move:	E	A	A	A	A	E	D	A	A	A	C	A
HCM2kAvgQ:	0	0	0	0	0	0	0	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

Downtown College Prep
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative (AM)

Intersection #3704: MONTEREY/PHELAN



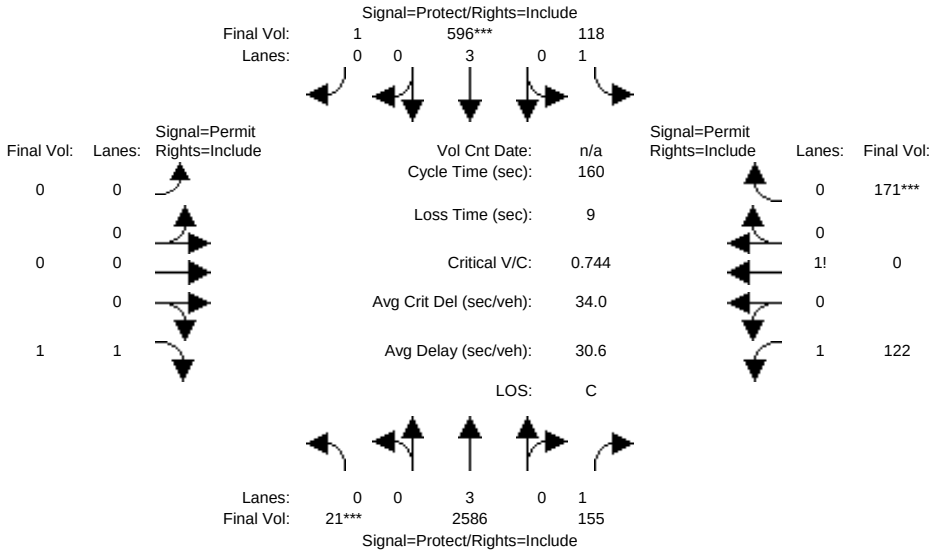
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	21	2549	155	118	527	1	0	0	1	122	0	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	2549	155	118	527	1	0	0	1	122	0	120
Added Vol:	0	18	0	0	13	0	0	0	0	0	0	6
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	2567	155	118	540	1	0	0	1	122	0	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	2567	155	118	540	1	0	0	1	122	0	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	2567	155	118	540	1	0	0	1	122	0	126
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	21	2567	155	118	540	1	0	0	1	122	0	126
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.95
Lanes:	0.03	2.97	1.00	1.00	2.99	0.01	0.00	0.00	1.00	1.33	0.00	0.67
Final Sat.:	45	5554	1750	1750	5590	10	0	0	1750	2332	0	1202
Capacity Analysis Module:												
Vol/Sat:	0.46	0.46	0.09	0.07	0.10	0.10	0.00	0.00	0.00	0.05	0.00	0.10
Crit Moves:	****				****							****
Green Time:	105.2	111	111.0	16.2	22.0	22.0	0.0	0.0	23.9	23.9	0.0	23.9
Volume/Cap:	0.70	0.67	0.13	0.67	0.70	0.70	0.00	0.00	0.00	0.35	0.00	0.70
Delay/Veh:	18.1	14.4	8.3	78.6	68.8	68.8	0.0	0.0	58.0	61.4	0.0	71.0
User DelAdj:	1.00	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	14.4	8.3	78.6	68.8	68.8	0.0	0.0	58.0	61.4	0.0	71.0
LOS by Move:	B	B	A	E	E	E	A	A	E	E	A	E
HCM2kAvgQ:	27	24	3	6	9	9	0	0	0	4	0	9

Note: Queue reported is the number of cars per lane.

Downtown College Prep
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative + P (AM)

Intersection #3704: MONTEREY/PHELAN



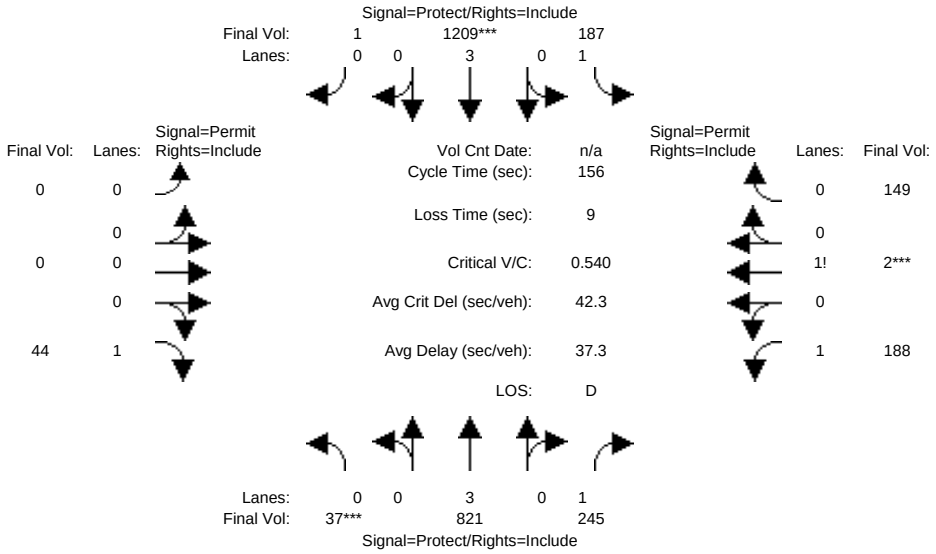
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	21	2549	155	118	527	1	0	0	1	122	0	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	2549	155	118	527	1	0	0	1	122	0	120
Added Vol:	0	37	0	0	69	0	0	0	0	0	0	51
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	2586	155	118	596	1	0	0	1	122	0	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:	21	2586	155	118	596	1	0	0	1	122	0	171
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	2586	155	118	596	1	0	0	1	122	0	171
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	21	2586	155	118	596	1	0	0	1	122	0	171
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.95
Lanes:	0.03	2.97	1.00	1.00	2.99	0.01	0.00	0.00	1.00	1.27	0.00	0.73
Final Sat.:	45	5555	1750	1750	5591	9	0	0	1750	2220	0	1317
Capacity Analysis Module:												
Vol/Sat:	0.47	0.47	0.09	0.07	0.11	0.11	0.00	0.00	0.00	0.05	0.00	0.13
Crit Moves:	****				****							****
Green Time:	100.1	107	107.5	15.6	22.9	22.9	0.0	0.0	27.9	27.9	0.0	27.9
Volume/Cap:	0.74	0.69	0.13	0.69	0.74	0.74	0.00	0.00	0.00	0.31	0.00	0.74
Delay/Veh:	21.8	16.7	9.5	81.5	69.5	69.5	0.0	0.0	54.5	57.9	0.0	70.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.8	16.7	9.5	81.5	69.5	69.5	0.0	0.0	54.5	57.9	0.0	70.1
LOS by Move:	C	B	A	F	E	E	A	A	D	E	A	E
HCM2kAvgQ:	30	26	3	6	10	10	0	0	0	4	0	12

Note: Queue reported is the number of cars per lane.

Downtown College Prep
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative (PM)

Intersection #3704: MONTEREY/PHELAN



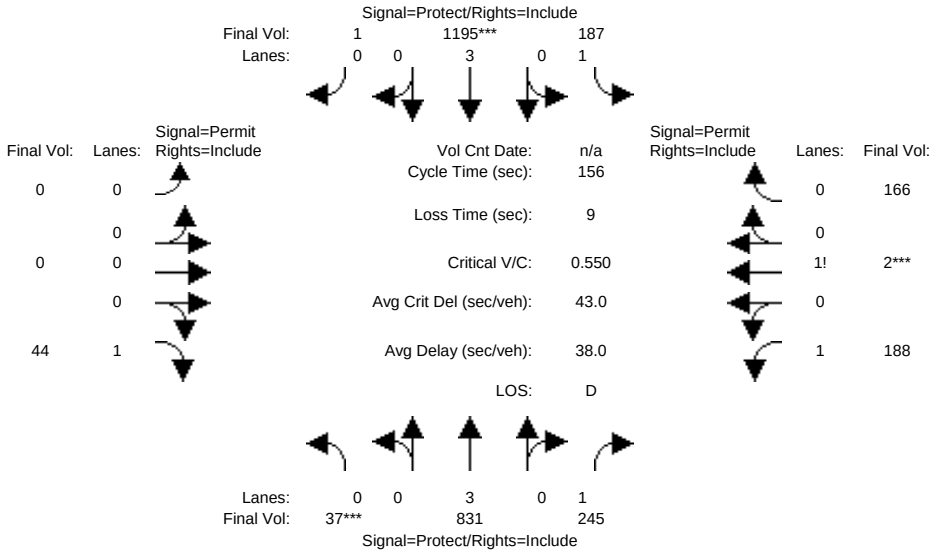
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	37	787	245	187	1177	1	0	0	44	188	2	137
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37	787	245	187	1177	1	0	0	44	188	2	137
Added Vol:	0	34	0	0	32	0	0	0	0	0	0	12
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	37	821	245	187	1209	1	0	0	44	188	2	149
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	37	821	245	187	1209	1	0	0	44	188	2	149
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	821	245	187	1209	1	0	0	44	188	2	149
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	37	821	245	187	1209	1	0	0	44	188	2	149
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	0.13	2.87	1.00	1.00	2.99	0.01	0.00	0.00	1.00	1.38	0.01	0.61
Final Sat.:	241	5358	1750	1750	5595	5	0	0	1750	2421	14	1064
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.14	0.11	0.22	0.22	0.00	0.00	0.03	0.08	0.14	0.14
Crit Moves:	****				****						****	
Green Time:	44.2	62.8	62.8	43.8	62.4	62.4	0.0	0.0	40.4	40.4	40.4	40.4
Volume/Cap:	0.54	0.38	0.35	0.38	0.54	0.54	0.00	0.00	0.10	0.30	0.54	0.54
Delay/Veh:	47.7	33.0	32.7	45.7	36.1	36.1	0.0	0.0	44.0	46.6	50.8	50.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.7	33.0	32.7	45.7	36.1	36.1	0.0	0.0	44.0	46.6	50.8	50.8
LOS by Move:	D	C	C	D	D	D	A	A	D	D	D	D
HCM2kAvgQ:	12	10	9	7	14	14	0	0	2	5	11	11

Note: Queue reported is the number of cars per lane.

Downtown College Prep
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative + P (PM)

Intersection #3704: MONTEREY/PHELAN



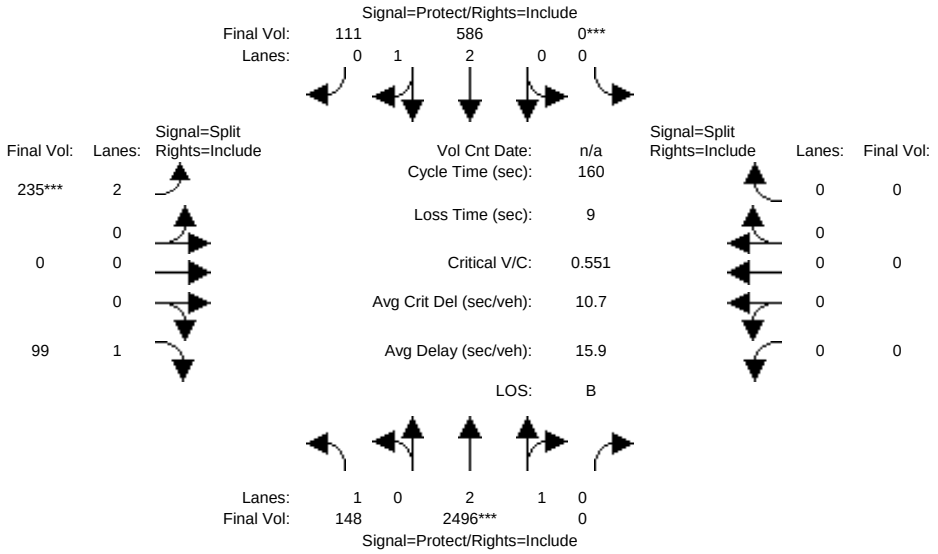
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	7	10	0	0	0	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	37	787	245	187	1177	1	0	0	44	188	2	137
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37	787	245	187	1177	1	0	0	44	188	2	137
Added Vol:	0	44	0	0	18	0	0	0	0	0	0	29
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	37	831	245	187	1195	1	0	0	44	188	2	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:	37	831	245	187	1195	1	0	0	44	188	2	166
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	831	245	187	1195	1	0	0	44	188	2	166
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	37	831	245	187	1195	1	0	0	44	188	2	166
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	0.13	2.87	1.00	1.00	2.99	0.01	0.00	0.00	1.00	1.36	0.01	0.63
Final Sat.:	239	5361	1750	1750	5595	5	0	0	1750	2378	13	1109
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.14	0.11	0.21	0.21	0.00	0.00	0.03	0.08	0.15	0.15
Crit Moves:	****				****						****	
Green Time:	44.0	61.9	61.9	42.7	60.6	60.6	0.0	0.0	42.5	42.5	42.5	42.5
Volume/Cap:	0.55	0.39	0.35	0.39	0.55	0.55	0.00	0.00	0.09	0.29	0.55	0.55
Delay/Veh:	48.0	33.7	33.3	46.6	37.4	37.4	0.0	0.0	42.5	45.0	49.6	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:	48.0	33.7	33.3	46.6	37.4	37.4	0.0	0.0	42.5	45.0	49.6	49.6
LOS by Move:	D	C	C	D	D	D	A	A	D	D	D	D
HCM2kAvgQ:	12	10	9	8	15	15	0	0	2	5	11	11

Note: Queue reported is the number of cars per lane.

Downtown College Prep
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative (AM)

Intersection #3705: MONTEREY/SAN JOSE



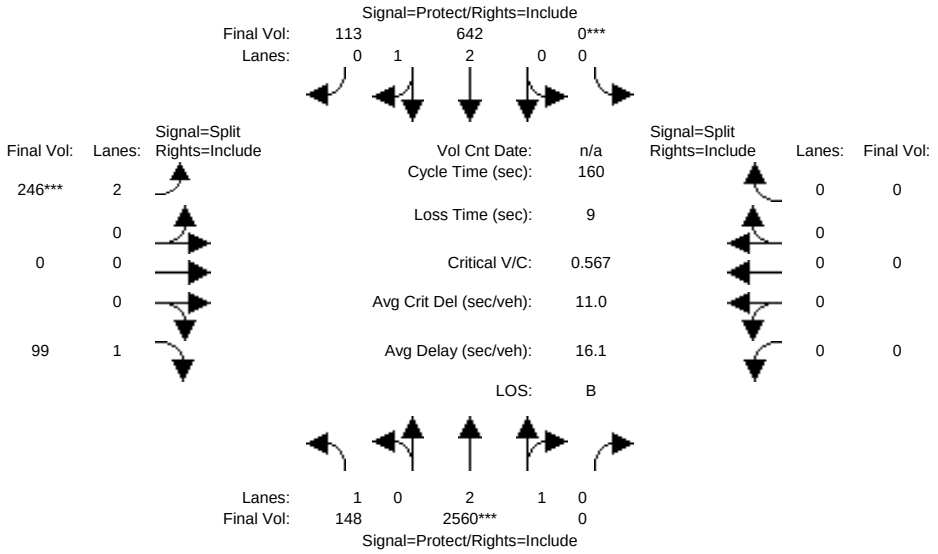
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	148	2472	0	0	573	111	235	0	99	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	148	2472	0	0	573	111	235	0	99	0	0	0
Added Vol:	0	24	0	0	13	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	148	2496	0	0	586	111	235	0	99	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:	148	2496	0	0	586	111	235	0	99	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	148	2496	0	0	586	111	235	0	99	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:	148	2496	0	0	586	111	235	0	99	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.92	0.92	0.99	0.95	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	0.00	0.00	2.50	0.50	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	5600	0	0	4707	892	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.08	0.45	0.00	0.00	0.12	0.12	0.07	0.00	0.06	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green Time:	52.3	129	0.0	0.0	77.0	77.0	21.7	0.0	21.7	0.0	0.0	0.0
Volume/Cap:	0.26	0.55	0.00	0.00	0.26	0.26	0.55	0.00	0.42	0.00	0.00	0.00
Delay/Veh:	39.8	5.4	0.0	0.0	24.6	24.6	66.2	0.0	64.6	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:	39.8	5.4	0.0	0.0	24.6	24.6	66.2	0.0	64.6	0.0	0.0	0.0
LOS by Move:	D	A	A	A	C	C	E	A	E	A	A	A
HCM2kAvgQ:	5	14	0	0	7	7	7	0	5	0	0	0

Note: Queue reported is the number of cars per lane.

Downtown College Prep
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative + P (AM)

Intersection #3705: MONTEREY/SAN JOSE



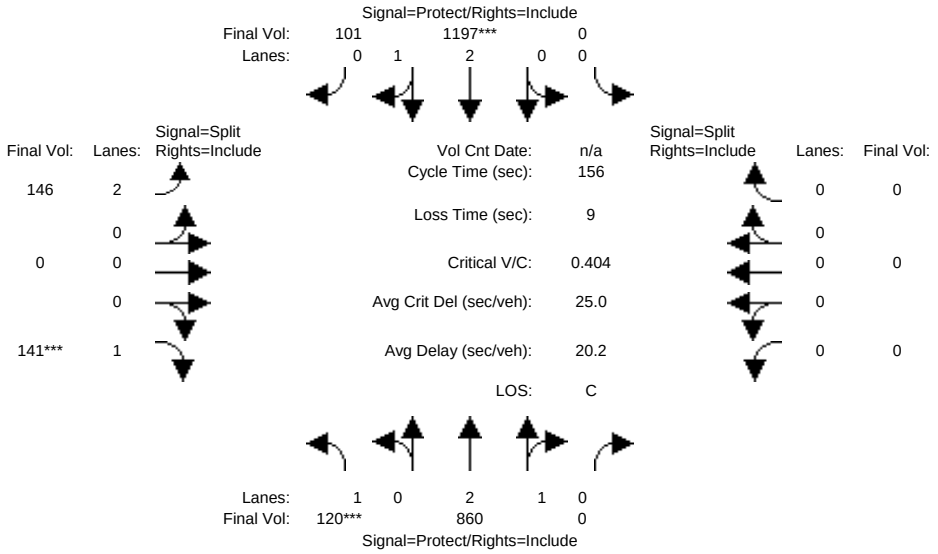
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	148	2472	0	0	573	111	235	0	99	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	148	2472	0	0	573	111	235	0	99	0	0	0
Added Vol:	0	88	0	0	69	2	11	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	148	2560	0	0	642	113	246	0	99	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:	148	2560	0	0	642	113	246	0	99	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	148	2560	0	0	642	113	246	0	99	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:	148	2560	0	0	642	113	246	0	99	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.92	0.92	0.99	0.95	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	0.00	0.00	2.53	0.47	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	5600	0	0	4761	838	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.08	0.46	0.00	0.00	0.13	0.13	0.08	0.00	0.06	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green Time:	49.7	129	0.0	0.0	79.3	79.3	22.0	0.0	22.0	0.0	0.0	0.0
Volume/Cap:	0.27	0.57	0.00	0.00	0.27	0.27	0.57	0.00	0.41	0.00	0.00	0.00
Delay/Veh:	41.8	5.7	0.0	0.0	23.6	23.6	66.3	0.0	64.2	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:	41.8	5.7	0.0	0.0	23.6	23.6	66.3	0.0	64.2	0.0	0.0	0.0
LOS by Move:	D	A	A	A	C	C	E	A	E	A	A	A
HCM2kAvgQ:	6	15	0	0	7	7	7	0	5	0	0	0

Note: Queue reported is the number of cars per lane.

Downtown College Prep
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative (PM)

Intersection #3705: MONTEREY/SAN JOSE



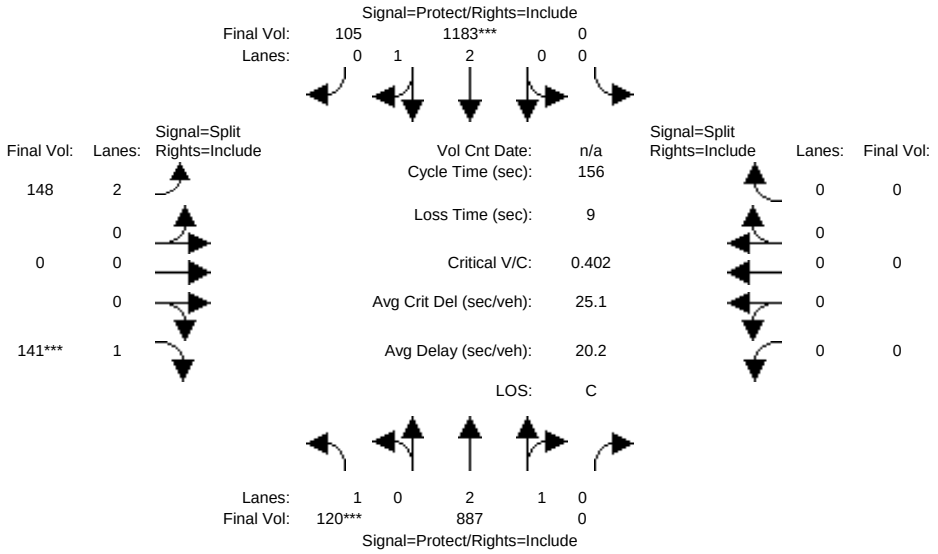
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	120	814	0	0	1165	101	146	0	141	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	814	0	0	1165	101	146	0	141	0	0	0
Added Vol:	0	46	0	0	32	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	120	860	0	0	1197	101	146	0	141	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	860	0	0	1197	101	146	0	141	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	860	0	0	1197	101	146	0	141	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	120	860	0	0	1197	101	146	0	141	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.92	0.92	0.99	0.95	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	0.00	0.00	2.76	0.24	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	5600	0	0	5164	436	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.15	0.00	0.00	0.23	0.23	0.05	0.00	0.08	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green Time:	26.5	116	0.0	0.0	89.4	89.4	31.1	0.0	31.1	0.0	0.0	0.0
Volume/Cap:	0.40	0.21	0.00	0.00	0.40	0.40	0.23	0.00	0.40	0.00	0.00	0.00
Delay/Veh:	58.6	6.1	0.0	0.0	18.6	18.6	52.6	0.0	55.2	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:	58.6	6.1	0.0	0.0	18.6	18.6	52.6	0.0	55.2	0.0	0.0	0.0
LOS by Move:	E	A	A	A	B	B	D	A	E	A	A	A
HCM2kAvgQ:	5	4	0	0	11	11	4	0	6	0	0	0

Note: Queue reported is the number of cars per lane.

Downtown College Prep
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative + P (PM)

Intersection #3705: MONTEREY/SAN JOSE



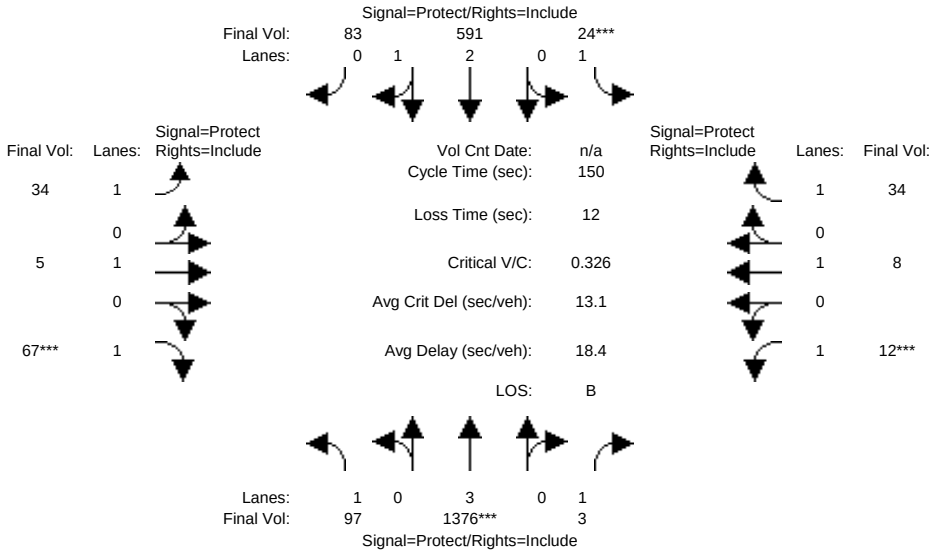
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	120	814	0	0	1165	101	146	0	141	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	814	0	0	1165	101	146	0	141	0	0	0
Added Vol:	0	73	0	0	18	4	2	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	120	887	0	0	1183	105	148	0	141	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	887	0	0	1183	105	148	0	141	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	887	0	0	1183	105	148	0	141	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	120	887	0	0	1183	105	148	0	141	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.92	0.92	0.99	0.95	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	0.00	0.00	2.75	0.25	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	5600	0	0	5143	456	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.16	0.00	0.00	0.23	0.23	0.05	0.00	0.08	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green Time:	26.6	116	0.0	0.0	89.2	89.2	31.2	0.0	31.2	0.0	0.0	0.0
Volume/Cap:	0.40	0.21	0.00	0.00	0.40	0.40	0.23	0.00	0.40	0.00	0.00	0.00
Delay/Veh:	58.5	6.2	0.0	0.0	18.7	18.7	52.5	0.0	55.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.5	6.2	0.0	0.0	18.7	18.7	52.5	0.0	55.0	0.0	0.0	0.0
LOS by Move:	E	A	A	A	B	B	D	A	E	A	A	A
HCM2kAvgQ:	5	4	0	0	11	11	4	0	6	0	0	0

Note: Queue reported is the number of cars per lane.

Downtown College Prep
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative (AM)

Intersection #3739: PHELAN/SENTER



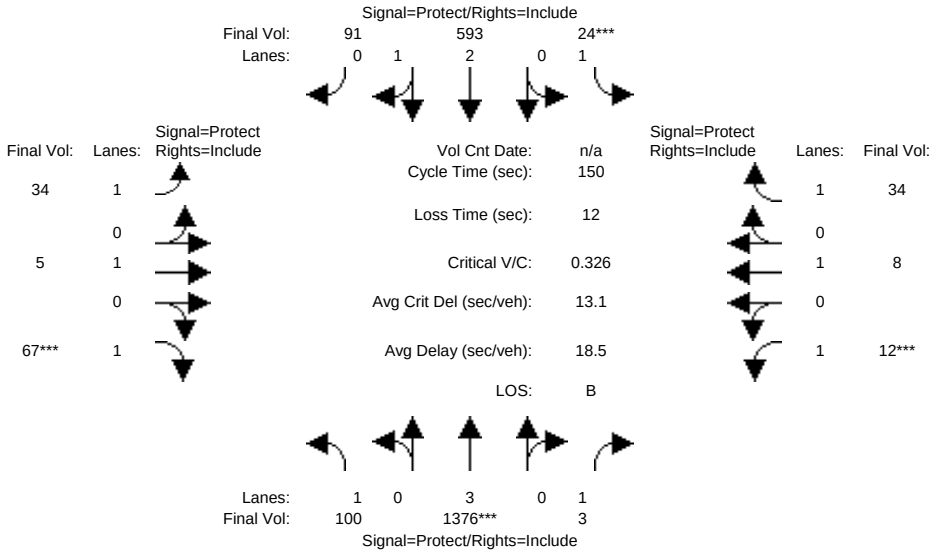
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	97	1376	3	24	591	82	34	5	67	12	8	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	97	1376	3	24	591	82	34	5	67	12	8	34
Added Vol:	0	0	0	0	0	1	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	97	1376	3	24	591	83	34	5	67	12	8	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:	97	1376	3	24	591	83	34	5	67	12	8	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	97	1376	3	24	591	83	34	5	67	12	8	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	97	1376	3	24	591	83	34	5	67	12	8	34
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	2.62	0.38	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	1750	4909	689	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.24	0.00	0.01	0.12	0.12	0.02	0.00	0.04	0.01	0.00	0.02
Crit Moves:		****		****					****	****		
Green Time:	35.1	104	104.4	7.0	76.3	76.3	13.3	16.6	16.6	10.0	13.3	13.3
Volume/Cap:	0.24	0.35	0.00	0.29	0.24	0.24	0.22	0.02	0.35	0.10	0.05	0.22
Delay/Veh:	46.9	9.2	6.9	71.1	20.6	20.6	64.3	59.6	62.8	66.2	62.7	64.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.9	9.2	6.9	71.1	20.6	20.6	64.3	59.6	62.8	66.2	62.7	64.3
LOS by Move:	D	A	A	E	C	C	E	E	E	E	E	E
HCM2kAvgQ:	4	8	0	1	6	6	2	0	3	1	0	2

Note: Queue reported is the number of cars per lane.

Downtown College Prep
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative + P (AM)

Intersection #3739: PHELAN/SENTER



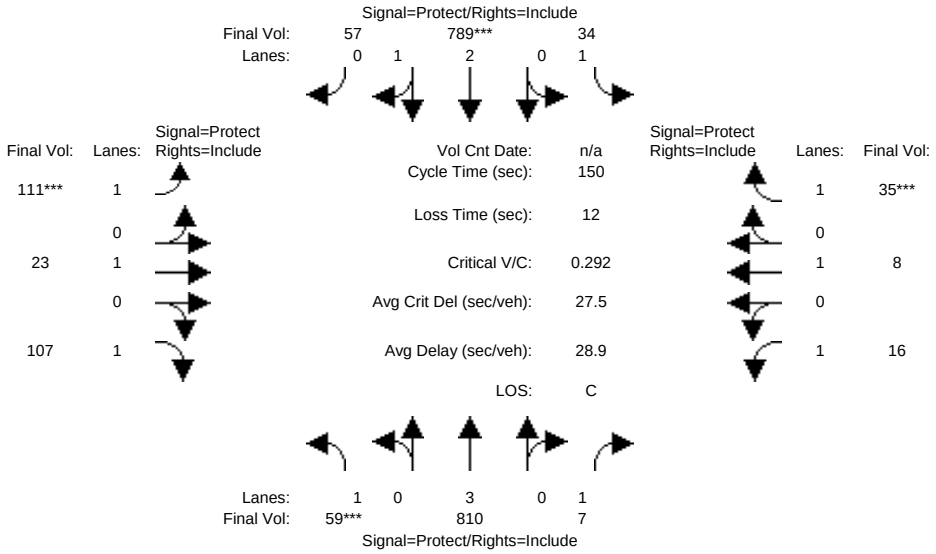
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	97	1376	3	24	591	82	34	5	67	12	8	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	97	1376	3	24	591	82	34	5	67	12	8	34
Added Vol:	3	0	0	0	2	9	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	1376	3	24	593	91	34	5	67	12	8	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:	100	1376	3	24	593	91	34	5	67	12	8	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	1376	3	24	593	91	34	5	67	12	8	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	1376	3	24	593	91	34	5	67	12	8	34
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	2.59	0.41	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	1750	4854	745	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.24	0.00	0.01	0.12	0.12	0.02	0.00	0.04	0.01	0.00	0.02
Crit Moves:		****		****					****	****		
Green Time:	35.5	104	104.4	7.0	75.9	75.9	13.3	16.6	16.6	10.0	13.3	13.3
Volume/Cap:	0.24	0.35	0.00	0.29	0.24	0.24	0.22	0.02	0.35	0.10	0.05	0.22
Delay/Veh:	46.6	9.2	6.9	71.1	20.9	20.9	64.3	59.6	62.8	66.2	62.7	64.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.6	9.2	6.9	71.1	20.9	20.9	64.3	59.6	62.8	66.2	62.7	64.3
LOS by Move:	D	A	A	E	C	C	E	E	E	E	E	E
HCM2kAvgQ:	4	8	0	1	6	6	2	0	3	1	0	2

Note: Queue reported is the number of cars per lane.

Downtown College Prep
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative (PM)

Intersection #3739: PHELAN/SENTER



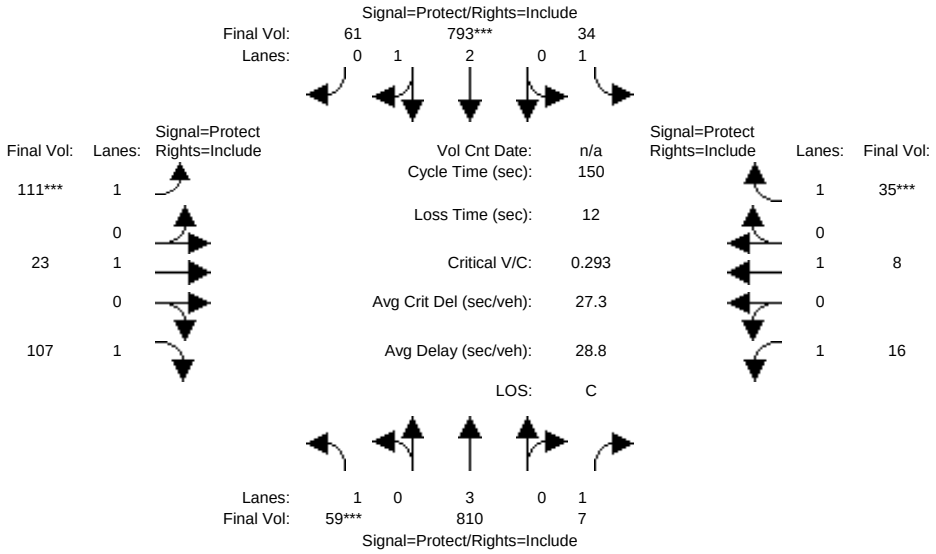
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	59	810	7	34	789	56	111	23	107	16	8	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	59	810	7	34	789	56	111	23	107	16	8	35
Added Vol:	0	0	0	0	0	1	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	59	810	7	34	789	57	111	23	107	16	8	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:	59	810	7	34	789	57	111	23	107	16	8	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	810	7	34	789	57	111	23	107	16	8	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	59	810	7	34	789	57	111	23	107	16	8	35
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	2.79	0.21	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	1750	5222	377	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.14	0.00	0.02	0.15	0.15	0.06	0.01	0.06	0.01	0.00	0.02
Crit Moves:	****				****		****					****
Green Time:	17.3	71.6	71.6	23.5	77.7	77.7	32.6	21.5	21.5	21.5	10.3	10.3
Volume/Cap:	0.29	0.30	0.01	0.12	0.29	0.29	0.29	0.08	0.43	0.06	0.06	0.29
Delay/Veh:	61.5	24.0	20.6	54.6	20.6	20.6	49.5	55.9	59.8	55.7	65.5	67.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.5	24.0	20.6	54.6	20.6	20.6	49.5	55.9	59.8	55.7	65.5	67.7
LOS by Move:	E	C	C	D	C	C	D	E	E	E	E	E
HCM2kAvgQ:	3	7	0	1	7	7	4	1	5	1	0	2

Note: Queue reported is the number of cars per lane.

Downtown College Prep
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative + P (PM)

Intersection #3739: PHELAN/SENTER



Approach:	North Bound			South Bound			East 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:	59	810	7	34	789	56	111	23	107	16	8	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:	59	810	7	34	789	56	111	23	107	16	8	35
Added Vol:	0	0	0	0	4	5	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	59	810	7	34	793	61	111	23	107	16	8	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:	59	810	7	34	793	61	111	23	107	16	8	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	810	7	34	793	61	111	23	107	16	8	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	59	810	7	34	793	61	111	23	107	16	8	35
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	2.78	0.22	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	1750	5199	400	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.14	0.00	0.02	0.15	0.15	0.06	0.01	0.06	0.01	0.00	0.02
Crit Moves:	****				****		****					****
Green Time:	17.3	71.7	71.7	23.6	78.1	78.1	32.5	21.3	21.3	21.3	10.2	10.2
Volume/Cap:	0.29	0.30	0.01	0.12	0.29	0.29	0.29	0.09	0.43	0.06	0.06	0.29
Delay/Veh:	61.6	23.9	20.5	54.5	20.4	20.4	49.6	56.0	60.0	55.8	65.6	67.8
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:	61.6	23.9	20.5	54.5	20.4	20.4	49.6	56.0	60.0	55.8	65.6	67.8
LOS by Move:	E	C	C	D	C	C	D	E	E	E	E	E
HCM2kAvgQ:	3	7	0	1	7	7	4	1	5	1	0	2

Note: Queue reported is the number of cars per lane.

Downtown College Prep
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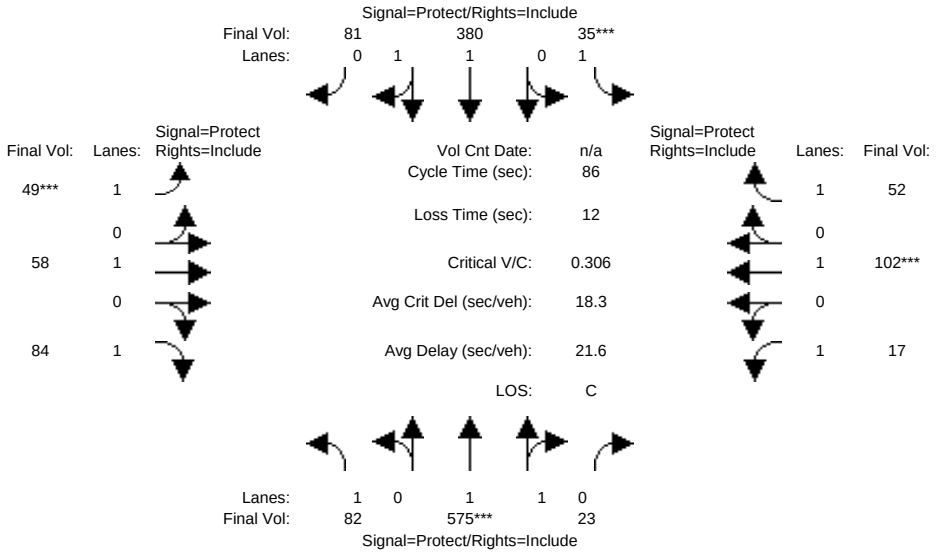
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative (AM)

Intersection #3740: PHELAN/10TH



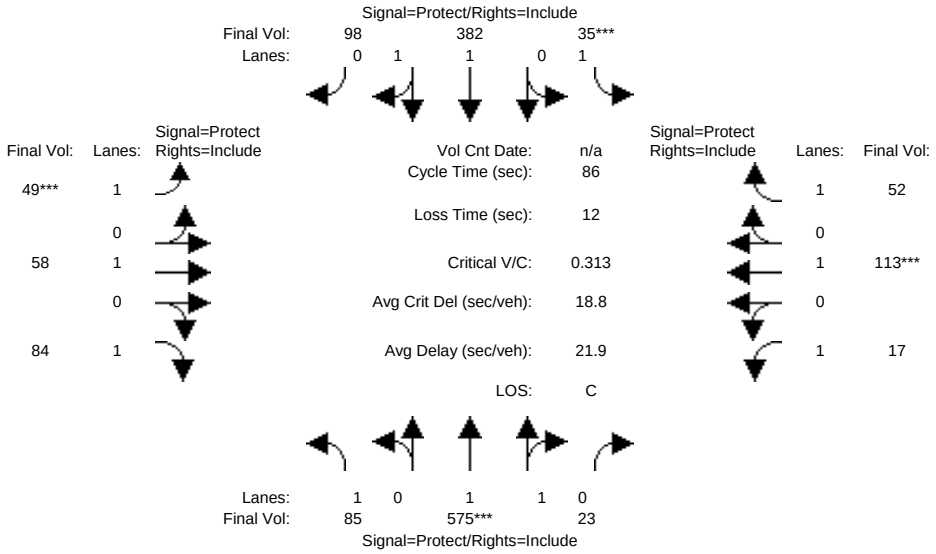
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:7:45-8:45AM												
Base Vol:	82	575	23	35	380	81	49	58	84	17	101	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	82	575	23	35	380	81	49	58	84	17	101	52
Added Vol:	0	0	0	0	0	0	0	0	0	0	1	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	82	575	23	35	380	81	49	58	84	17	102	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	575	23	35	380	81	49	58	84	17	102	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	575	23	35	380	81	49	58	84	17	102	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	82	575	23	35	380	81	49	58	84	17	102	52
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	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.92	0.08	1.00	1.64	0.36	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3558	142	1750	3049	650	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.16	0.16	0.02	0.12	0.12	0.03	0.03	0.05	0.01	0.05	0.03
Crit Moves:		****		****			****				****	
Green Time:	20.4	44.5	44.5	7.0	31.2	31.2	7.7	13.2	13.2	9.3	14.8	14.8
Volume/Cap:	0.20	0.31	0.31	0.25	0.34	0.34	0.31	0.20	0.31	0.09	0.31	0.17
Delay/Veh:	27.4	12.4	12.4	41.1	20.7	20.7	41.8	33.3	35.3	35.5	33.6	31.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.4	12.4	12.4	41.1	20.7	20.7	41.8	33.3	35.3	35.5	33.6	31.6
LOS by Move:	C	B	B	D	C	C	D	C	D	D	C	C
HCM2kAvgQ:	2	5	5	1	5	5	1	1	2	0	2	1

Note: Queue reported is the number of cars per lane.

Downtown College Prep
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative + P (AM)

Intersection #3740: PHELAN/10TH



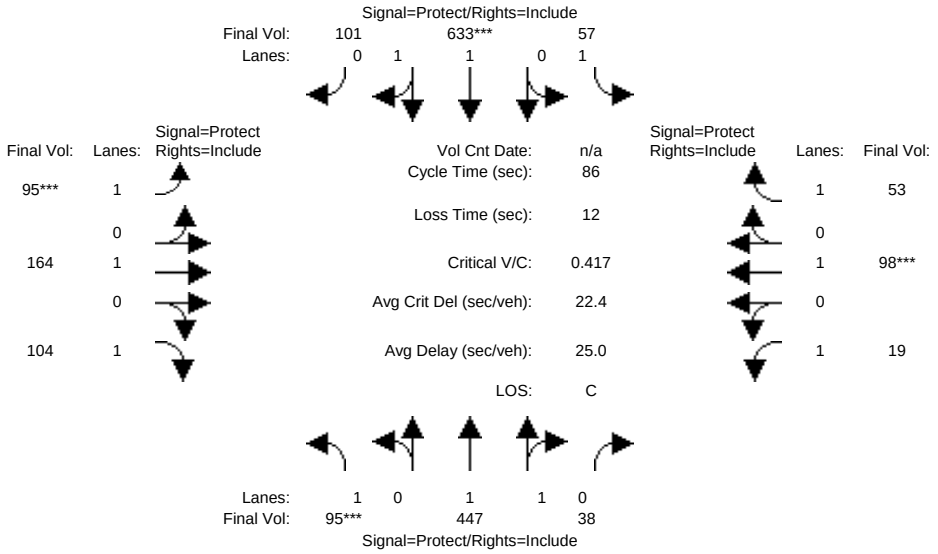
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:7:45-8:45AM												
Base Vol:	82	575	23	35	380	81	49	58	84	17	101	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	82	575	23	35	380	81	49	58	84	17	101	52
Added Vol:	3	0	0	0	2	17	0	0	0	0	12	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	85	575	23	35	382	98	49	58	84	17	113	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	575	23	35	382	98	49	58	84	17	113	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	575	23	35	382	98	49	58	84	17	113	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	85	575	23	35	382	98	49	58	84	17	113	52
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	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.92	0.08	1.00	1.58	0.42	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3558	142	1750	2944	755	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.16	0.16	0.02	0.13	0.13	0.03	0.03	0.05	0.01	0.06	0.03
Crit Moves:		****		****			****				****	
Green Time:	19.5	43.5	43.5	7.0	31.0	31.0	7.5	13.8	13.8	9.7	16.0	16.0
Volume/Cap:	0.21	0.32	0.32	0.25	0.36	0.36	0.32	0.19	0.30	0.09	0.32	0.16
Delay/Veh:	28.3	13.0	13.0	41.1	21.0	21.0	42.3	32.6	34.5	35.0	32.7	30.4
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:	28.3	13.0	13.0	41.1	21.0	21.0	42.3	32.6	34.5	35.0	32.7	30.4
LOS by Move:	C	B	B	D	C	C	D	C	C	D	C	C
HCM2kAvgQ:	2	5	5	1	5	5	1	1	2	0	3	1

Note: Queue reported is the number of cars per lane.

Downtown College Prep
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative (PM)

Intersection #3740: PHELAN/10TH



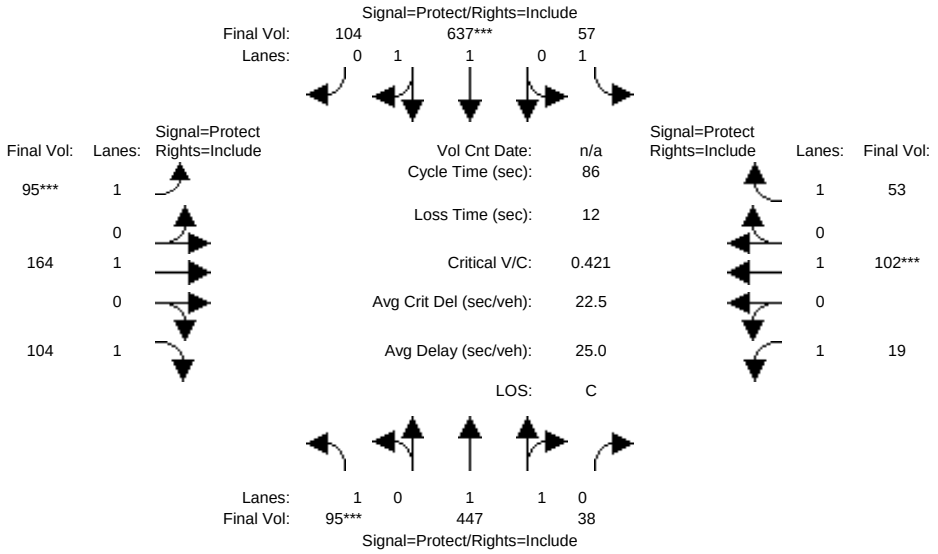
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	95	447	38	57	633	101	95	164	104	19	97	53
Growth Adj:	1.00	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	447	38	57	633	101	95	164	104	19	97	53
Added Vol:	0	0	0	0	0	0	0	0	0	0	1	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	95	447	38	57	633	101	95	164	104	19	98	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	447	38	57	633	101	95	164	104	19	98	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	447	38	57	633	101	95	164	104	19	98	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	95	447	38	57	633	101	95	164	104	19	98	53
Saturation Flow 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	1.00	0.92
Lanes:	1.00	1.84	0.16	1.00	1.72	0.28	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3410	290	1750	3190	509	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.13	0.13	0.03	0.20	0.20	0.05	0.09	0.06	0.01	0.05	0.03
Crit Moves:	****				****		****				****	
Green Time:	11.2	32.2	32.2	20.0	40.9	40.9	11.2	12.9	12.9	9.0	10.6	10.6
Volume/Cap:	0.42	0.35	0.35	0.14	0.42	0.42	0.42	0.58	0.40	0.10	0.42	0.24
Delay/Veh:	39.9	20.1	20.1	26.9	15.4	15.4	39.9	42.4	37.5	36.0	40.2	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:	39.9	20.1	20.1	26.9	15.4	15.4	39.9	42.4	37.5	36.0	40.2	36.7
LOS by Move:	D	C	C	C	B	B	D	D	D	D	D	D
HCM2kAvgQ:	3	5	5	1	7	7	3	4	3	0	2	1

Note: Queue reported is the number of cars per lane.

Downtown College Prep
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative + P (PM)

Intersection #3740: PHELAN/10TH



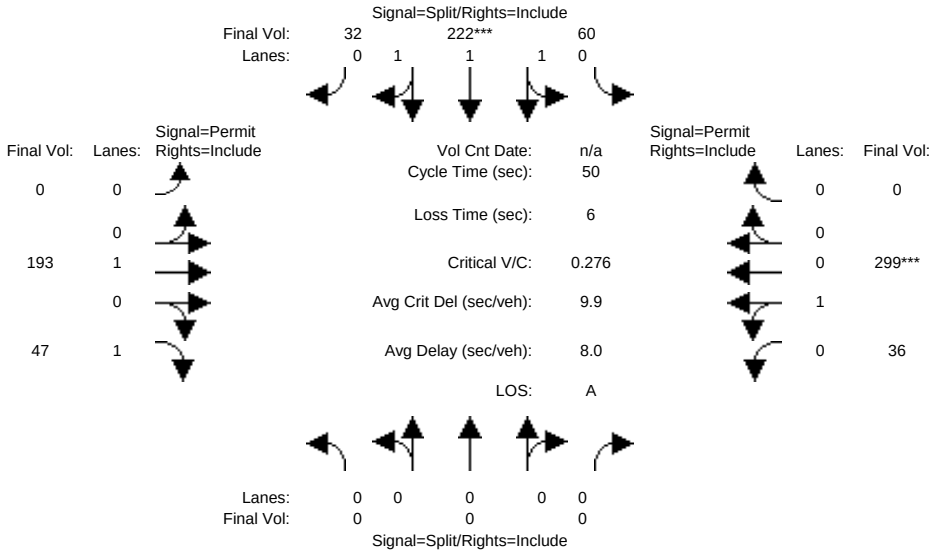
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	95	447	38	57	633	101	95	164	104	19	97	53
Growth Adj:	1.00	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	447	38	57	633	101	95	164	104	19	97	53
Added Vol:	0	0	0	0	4	3	0	0	0	0	5	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	95	447	38	57	637	104	95	164	104	19	102	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	447	38	57	637	104	95	164	104	19	102	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	447	38	57	637	104	95	164	104	19	102	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	95	447	38	57	637	104	95	164	104	19	102	53
Saturation Flow 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	1.00	0.92
Lanes:	1.00	1.84	0.16	1.00	1.71	0.29	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3410	290	1750	3180	519	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.13	0.13	0.03	0.20	0.20	0.05	0.09	0.06	0.01	0.05	0.03
Crit Moves:	****				****		****				****	
Green Time:	11.1	32.1	32.1	19.9	40.9	40.9	11.1	13.0	13.0	9.1	11.0	11.0
Volume/Cap:	0.42	0.35	0.35	0.14	0.42	0.42	0.42	0.57	0.39	0.10	0.42	0.24
Delay/Veh:	40.2	20.2	20.2	27.0	15.5	15.5	40.2	42.0	37.3	35.9	39.9	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:	40.2	20.2	20.2	27.0	15.5	15.5	40.2	42.0	37.3	35.9	39.9	36.3
LOS by Move:	D	C	C	C	B	B	D	D	D	D	D	D
HCM2kAvgQ:	3	5	5	1	7	7	3	4	3	0	3	1

Note: Queue reported is the number of cars per lane.

Downtown College Prep
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative (AM)

Intersection #3835: VINE/WILLOW



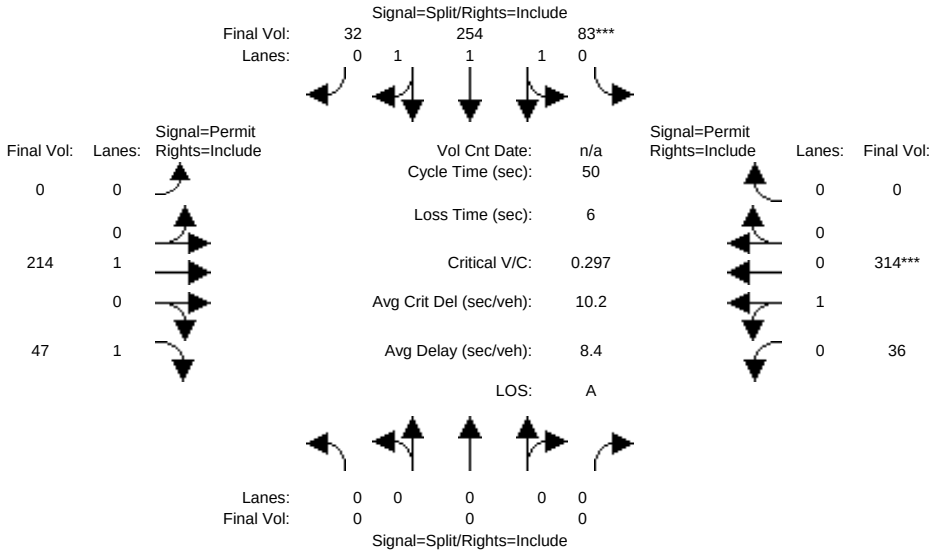
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	0	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	60	222	32	0	189	47	36	296	0
Growth Adj:	1.00	1.00	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	60	222	32	0	189	47	36	296	0
Added Vol:	0	0	0	0	0	0	0	4	0	0	3	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	60	222	32	0	193	47	36	299	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	60	222	32	0	193	47	36	299	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	60	222	32	0	193	47	36	299	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	60	222	32	0	193	47	36	299	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	0.95	0.97	0.95	0.92	1.00	0.92	0.95	0.95	0.92
Lanes:	0.00	0.00	0.00	0.58	2.11	0.31	0.00	1.00	1.00	0.11	0.89	0.00
Final Sat.:	0	0	0	1051	3888	560	0	1900	1750	193	1607	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.06	0.06	0.00	0.10	0.03	0.19	0.19	0.00
Crit Moves:					****						****	
Green Time:	0.0	0.0	0.0	10.3	10.3	10.3	0.0	33.7	33.7	33.7	33.7	0.0
Volume/Cap:	0.00	0.00	0.00	0.28	0.28	0.28	0.00	0.15	0.04	0.28	0.28	0.00
Delay/Veh:	0.0	0.0	0.0	16.8	16.8	16.8	0.0	3.0	2.8	3.4	3.4	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:	0.0	0.0	0.0	16.8	16.8	16.8	0.0	3.0	2.8	3.4	3.4	0.0
LOS by Move:	A	A	A	B	B	B	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	2	2	2	0	1	0	2	2	0

Note: Queue reported is the number of cars per lane.

Downtown College Prep
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative + P (AM)

Intersection #3835: VINE/WILLOW



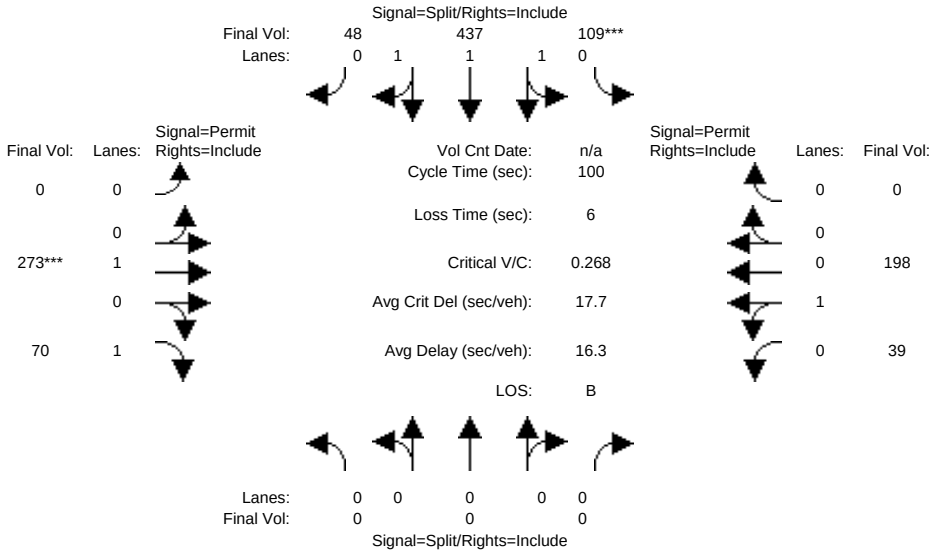
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	60	222	32	0	189	47	36	296	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	60	222	32	0	189	47	36	296	0
Added Vol:	0	0	0	23	32	0	0	25	0	0	18	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	83	254	32	0	214	47	36	314	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	83	254	32	0	214	47	36	314	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	83	254	32	0	214	47	36	314	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	83	254	32	0	214	47	36	314	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	0.95	0.97	0.95	0.92	1.00	0.92	0.95	0.95	0.92
Lanes:	0.00	0.00	0.00	0.69	2.05	0.26	0.00	1.00	1.00	0.10	0.90	0.00
Final Sat.:	0	0	0	1237	3785	477	0	1900	1750	185	1615	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.07	0.07	0.00	0.11	0.03	0.19	0.19	0.00
Crit Moves:				****							****	
Green Time:	0.0	0.0	0.0	11.3	11.3	11.3	0.0	32.7	32.7	32.7	32.7	0.0
Volume/Cap:	0.00	0.00	0.00	0.30	0.30	0.30	0.00	0.17	0.04	0.30	0.30	0.00
Delay/Veh:	0.0	0.0	0.0	16.2	16.2	16.2	0.0	3.4	3.1	3.9	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	16.2	16.2	16.2	0.0	3.4	3.1	3.9	3.9	0.0
LOS by Move:	A	A	A	B	B	B	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	2	2	2	0	1	0	2	2	0

Note: Queue reported is the number of cars per lane.

Downtown College Prep
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative (PM)

Intersection #3835: VINE/WILLOW



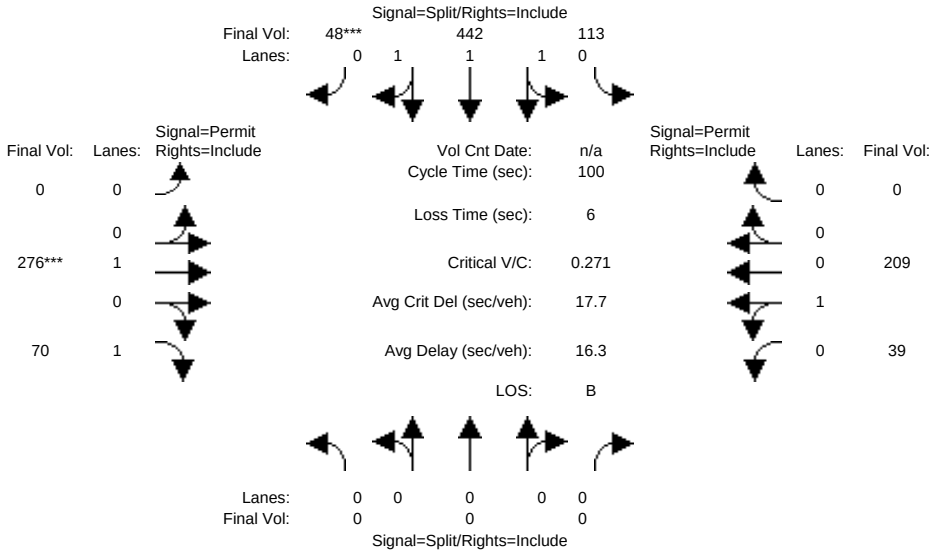
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	0	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	109	437	48	0	266	70	39	192	0
Growth Adj:	1.00	1.00	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	109	437	48	0	266	70	39	192	0
Added Vol:	0	0	0	0	0	0	0	7	0	0	6	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	109	437	48	0	273	70	39	198	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	109	437	48	0	273	70	39	198	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	109	437	48	0	273	70	39	198	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	109	437	48	0	273	70	39	198	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	0.95	0.97	0.95	0.92	1.00	0.92	0.95	0.95	0.92
Lanes:	0.00	0.00	0.00	0.56	2.19	0.25	0.00	1.00	1.00	0.16	0.84	0.00
Final Sat.:	0	0	0	1009	4046	444	0	1900	1750	296	1504	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.11	0.11	0.00	0.14	0.04	0.13	0.13	0.00
Crit Moves:				****				****				
Green Time:	0.0	0.0	0.0	40.3	40.3	40.3	0.0	53.7	53.7	53.7	53.7	0.0
Volume/Cap:	0.00	0.00	0.00	0.27	0.27	0.27	0.00	0.27	0.07	0.25	0.25	0.00
Delay/Veh:	0.0	0.0	0.0	20.0	20.0	20.0	0.0	12.7	11.2	12.5	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:	0.0	0.0	0.0	20.0	20.0	20.0	0.0	12.7	11.2	12.5	12.5	0.0
LOS by Move:	A	A	A	C	C	C	A	B	B	B	B	A
HCM2kAvgQ:	0	0	0	4	4	4	0	4	1	4	4	0

Note: Queue reported is the number of cars per lane.

Downtown College Prep
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative + P (PM)

Intersection #3835: VINE/WILLOW



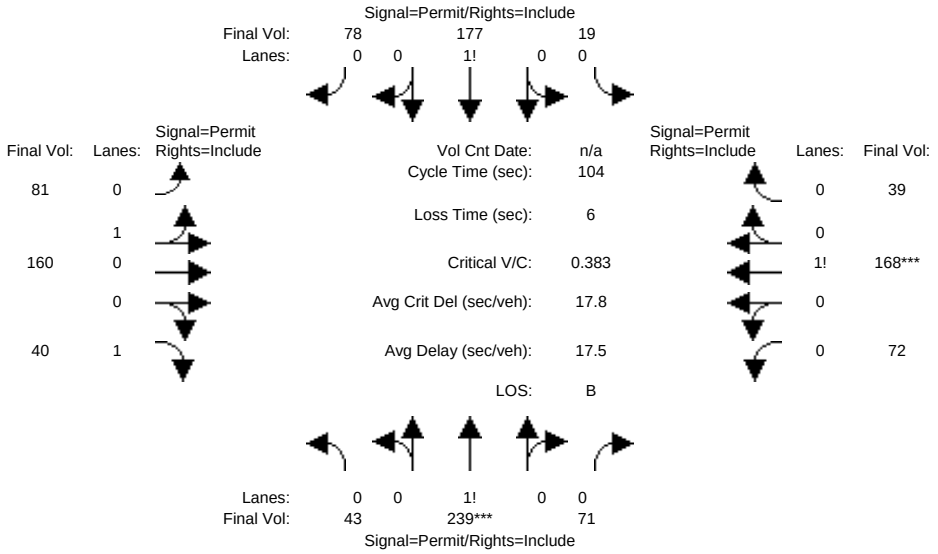
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	109	437	48	0	266	70	39	192	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	109	437	48	0	266	70	39	192	0
Added Vol:	0	0	0	4	5	0	0	10	0	0	17	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	113	442	48	0	276	70	39	209	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	113	442	48	0	276	70	39	209	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	113	442	48	0	276	70	39	209	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	113	442	48	0	276	70	39	209	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	0.95	0.97	0.95	0.92	1.00	0.92	0.95	0.95	0.92
Lanes:	0.00	0.00	0.00	0.57	2.19	0.24	0.00	1.00	1.00	0.16	0.84	0.00
Final Sat.:	0	0	0	1031	4031	438	0	1900	1750	283	1517	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.11	0.11	0.00	0.15	0.04	0.14	0.14	0.00
Crit Moves:						****		****				
Green Time:	0.0	0.0	0.0	40.4	40.4	40.4	0.0	53.6	53.6	53.6	53.6	0.0
Volume/Cap:	0.00	0.00	0.00	0.27	0.27	0.27	0.00	0.27	0.07	0.26	0.26	0.00
Delay/Veh:	0.0	0.0	0.0	20.0	20.0	20.0	0.0	12.8	11.3	12.6	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:	0.0	0.0	0.0	20.0	20.0	20.0	0.0	12.8	11.3	12.6	12.6	0.0
LOS by Move:	A	A	A	B	B	B	A	B	B	B	B	A
HCM2kAvgQ:	0	0	0	4	4	4	0	4	1	4	4	0

Note: Queue reported is the number of cars per lane.

Downtown College Prep
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative (AM)

Intersection #3901: PHELAN/SEVENTH



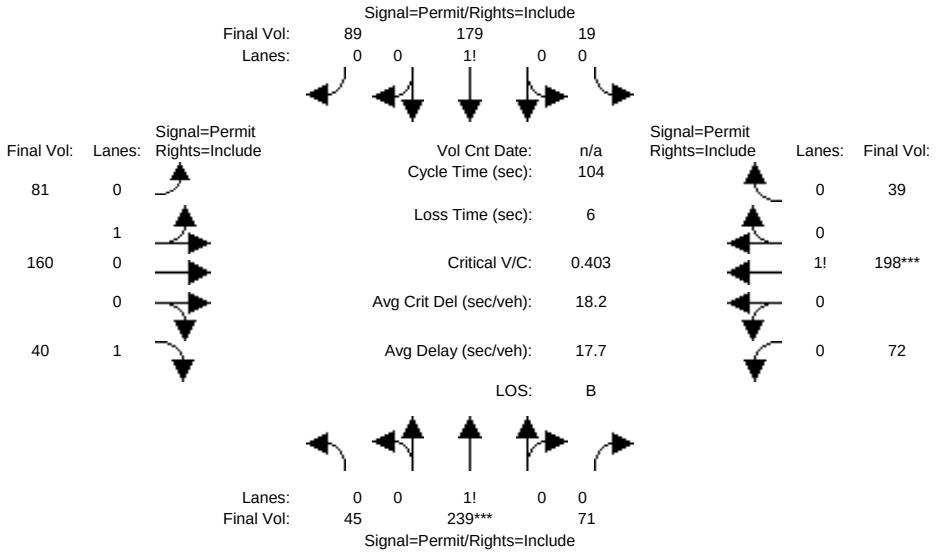
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	43	239	71	19	177	72	81	160	40	72	167	39
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	239	71	19	177	72	81	160	40	72	167	39
Added Vol:	0	0	0	0	0	6	0	0	0	0	1	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	239	71	19	177	78	81	160	40	72	168	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	239	71	19	177	78	81	160	40	72	168	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	239	71	19	177	78	81	160	40	72	168	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	239	71	19	177	78	81	160	40	72	168	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	0.92	0.92	0.92
Lanes:	0.12	0.68	0.20	0.07	0.65	0.28	0.34	0.66	1.00	0.26	0.60	0.14
Final Sat.:	213	1185	352	121	1130	498	605	1195	1750	452	1054	245
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	0.20	0.16	0.16	0.16	0.13	0.13	0.02	0.16	0.16	0.16
Crit Moves:		****									****	
Green Time:	54.7	54.7	54.7	54.7	54.7	54.7	43.3	43.3	43.3	43.3	43.3	43.3
Volume/Cap:	0.38	0.38	0.38	0.30	0.30	0.30	0.32	0.32	0.05	0.38	0.38	0.38
Delay/Veh:	14.9	14.9	14.9	14.0	14.0	14.0	20.7	20.7	18.2	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:	14.9	14.9	14.9	14.0	14.0	14.0	20.7	20.7	18.2	21.4	21.4	21.4
LOS by Move:	B	B	B	B	B	B	C	C	B	C	C	C
HCM2kAvgQ:	7	7	7	5	5	5	5	5	1	6	6	6

Note: Queue reported is the number of cars per lane.

Downtown College Prep
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative + P (AM)

Intersection #3901: PHELAN/SEVENTH



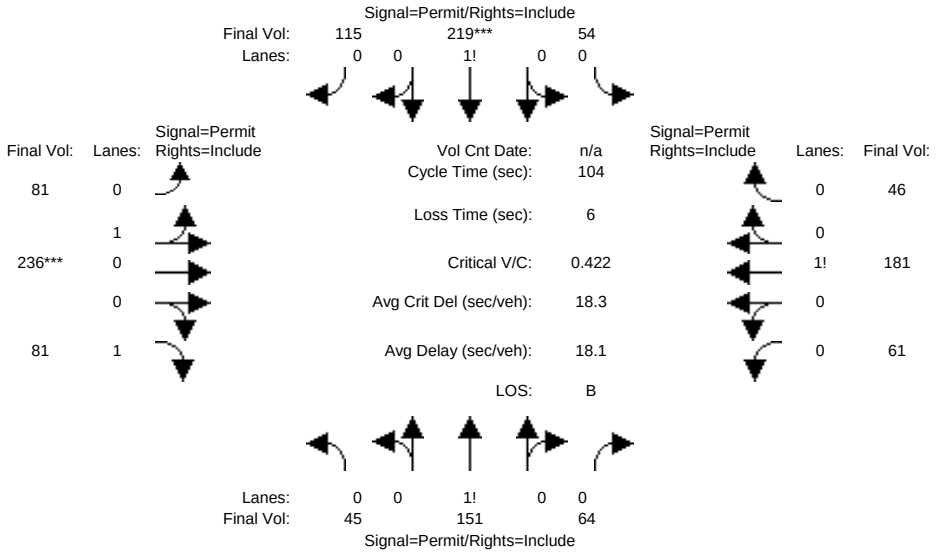
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	43	239	71	19	177	72	81	160	40	72	167	39
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	239	71	19	177	72	81	160	40	72	167	39
Added Vol:	2	0	0	0	2	17	0	0	0	0	31	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	239	71	19	179	89	81	160	40	72	198	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:	45	239	71	19	179	89	81	160	40	72	198	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	239	71	19	179	89	81	160	40	72	198	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:	45	239	71	19	179	89	81	160	40	72	198	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	0.92	0.92	0.92
Lanes:	0.13	0.67	0.20	0.07	0.62	0.31	0.34	0.66	1.00	0.23	0.64	0.13
Final Sat.:	222	1178	350	116	1091	543	605	1195	1750	408	1121	221
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	0.20	0.16	0.16	0.16	0.13	0.13	0.02	0.18	0.18	0.18
Crit Moves:		****									****	
Green Time:	52.4	52.4	52.4	52.4	52.4	52.4	45.6	45.6	45.6	45.6	45.6	45.6
Volume/Cap:	0.40	0.40	0.40	0.33	0.33	0.33	0.31	0.31	0.05	0.40	0.40	0.40
Delay/Veh:	16.4	16.4	16.4	15.5	15.5	15.5	19.1	19.1	16.8	20.3	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:	16.4	16.4	16.4	15.5	15.5	15.5	19.1	19.1	16.8	20.3	20.3	20.3
LOS by Move:	B	B	B	B	B	B	B	B	B	C	C	C
HCM2kAvgQ:	8	8	8	6	6	6	5	5	1	7	7	7

Note: Queue reported is the number of cars per lane.

Downtown College Prep
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative (PM)

Intersection #3901: PHELAN/SEVENTH



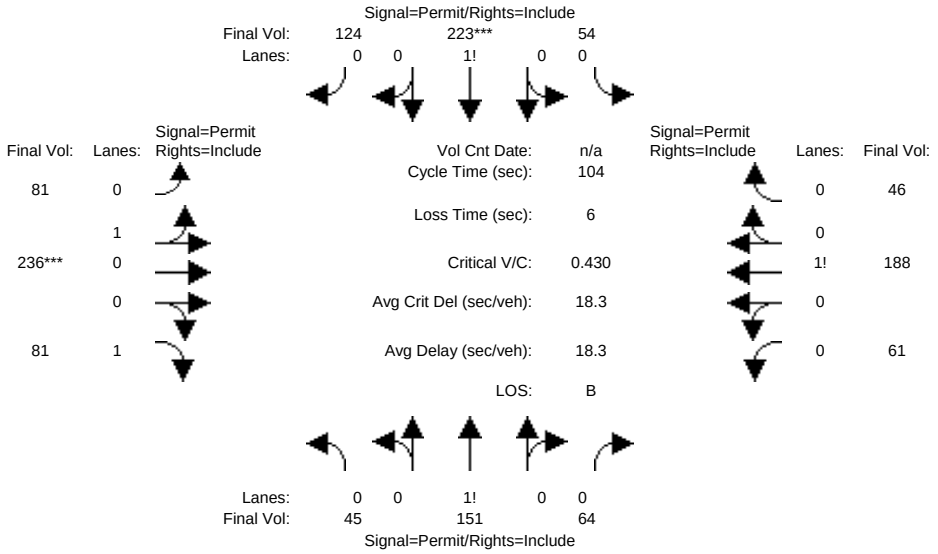
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	45	151	64	54	219	104	81	236	81	61	180	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	151	64	54	219	104	81	236	81	61	180	46
Added Vol:	0	0	0	0	0	11	0	0	0	0	1	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	151	64	54	219	115	81	236	81	61	181	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:	45	151	64	54	219	115	81	236	81	61	181	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	151	64	54	219	115	81	236	81	61	181	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	151	64	54	219	115	81	236	81	61	181	46
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	0.92	0.92	0.92
Lanes:	0.17	0.58	0.25	0.14	0.56	0.30	0.26	0.74	1.00	0.21	0.63	0.16
Final Sat.:	303	1016	431	244	988	519	460	1340	1750	371	1100	280
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.15	0.22	0.22	0.22	0.18	0.18	0.05	0.16	0.16	0.16
Crit Moves:					****			****				
Green Time:	54.6	54.6	54.6	54.6	54.6	54.6	43.4	43.4	43.4	43.4	43.4	43.4
Volume/Cap:	0.28	0.28	0.28	0.42	0.42	0.42	0.42	0.42	0.11	0.39	0.39	0.39
Delay/Veh:	13.9	13.9	13.9	15.4	15.4	15.4	21.8	21.8	18.6	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:	13.9	13.9	13.9	15.4	15.4	15.4	21.8	21.8	18.6	21.5	21.5	21.5
LOS by Move:	B	B	B	B	B	B	C	C	B	C	C	C
HCM2kAvgQ:	5	5	5	8	8	8	7	7	2	7	7	7

Note: Queue reported is the number of cars per lane.

Downtown College Prep
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative + P (PM)

Intersection #3901: PHELAN/SEVENTH



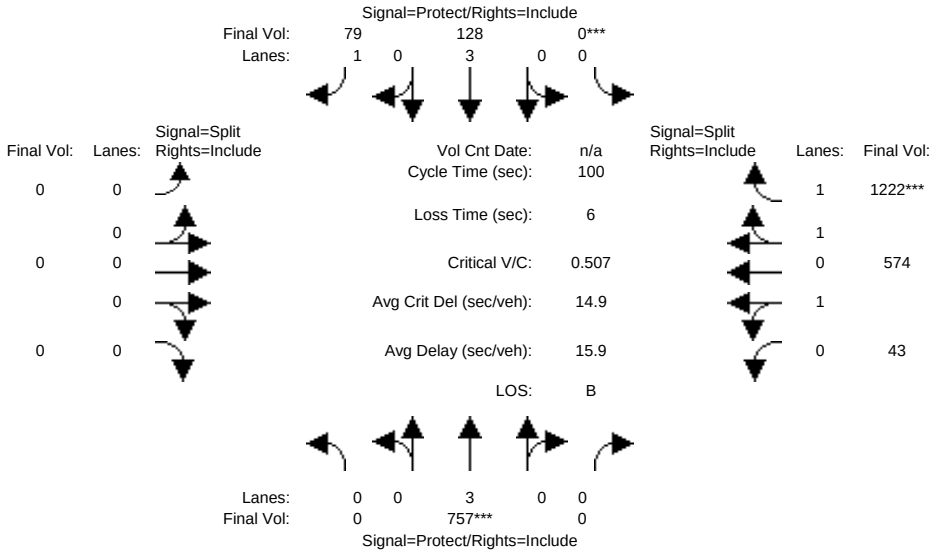
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	45	151	64	54	219	104	81	236	81	61	180	46
Growth Adj:	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:	45	151	64	54	219	104	81	236	81	61	180	46
Added Vol:	0	0	0	0	4	20	0	0	0	0	8	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	151	64	54	223	124	81	236	81	61	188	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:	45	151	64	54	223	124	81	236	81	61	188	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	151	64	54	223	124	81	236	81	61	188	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	151	64	54	223	124	81	236	81	61	188	46
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	0.92	0.92	0.92
Lanes:	0.17	0.58	0.25	0.13	0.56	0.31	0.26	0.74	1.00	0.21	0.64	0.15
Final Sat.:	303	1016	431	236	973	541	460	1340	1750	362	1115	273
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.15	0.23	0.23	0.23	0.18	0.18	0.05	0.17	0.17	0.17
Crit Moves:					****			****				
Green Time:	55.4	55.4	55.4	55.4	55.4	55.4	42.6	42.6	42.6	42.6	42.6	42.6
Volume/Cap:	0.28	0.28	0.28	0.43	0.43	0.43	0.43	0.43	0.11	0.41	0.41	0.41
Delay/Veh:	13.5	13.5	13.5	15.0	15.0	15.0	22.4	22.4	19.1	22.2	22.2	22.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.5	13.5	13.5	15.0	15.0	15.0	22.4	22.4	19.1	22.2	22.2	22.2
LOS by Move:	B	B	B	B	B	B	C	C	B	C	C	C
HCM2kAvgQ:	5	5	5	8	8	8	7	7	2	7	7	7

Note: Queue reported is the number of cars per lane.

Downtown College Prep
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative (AM)

Intersection #3957: 280/ALMADEN



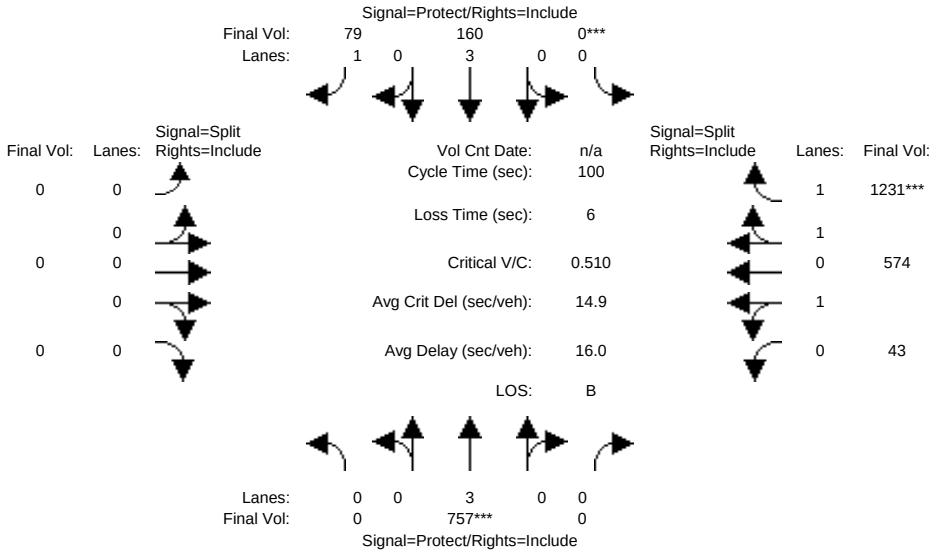
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:7:45-8:45AM												
Base Vol:	0	757	0	0	128	79	0	0	0	43	574	1222
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	757	0	0	128	79	0	0	0	43	574	1222
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	757	0	0	128	79	0	0	0	43	574	1222
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	757	0	0	128	79	0	0	0	43	574	1222
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	757	0	0	128	79	0	0	0	43	574	1222
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	757	0	0	128	79	0	0	0	43	574	1222
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.93
Lanes:	0.00	3.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	0.07	0.93	2.00
Final Sat.:	0	5700	0	0	5700	1750	0	0	0	125	1675	3550
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.00	0.00	0.02	0.05	0.00	0.00	0.00	0.34	0.34	0.34
Crit Moves:		****		****								****
Green Time:	0.0	26.2	0.0	0.0	26.2	26.2	0.0	0.0	0.0	67.8	67.8	67.8
Volume/Cap:	0.00	0.51	0.00	0.00	0.09	0.17	0.00	0.00	0.00	0.51	0.51	0.51
Delay/Veh:	0.0	31.7	0.0	0.0	27.9	28.7	0.0	0.0	0.0	8.0	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:	0.0	31.7	0.0	0.0	27.9	28.7	0.0	0.0	0.0	8.0	8.0	8.0
LOS by Move:	A	C	A	A	C	C	A	A	A	A	A	A
HCM2kAvgQ:	0	6	0	0	1	2	0	0	0	9	9	10

Note: Queue reported is the number of cars per lane.

Downtown College Prep
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative + P (AM)

Intersection #3957: 280/ALMADEN



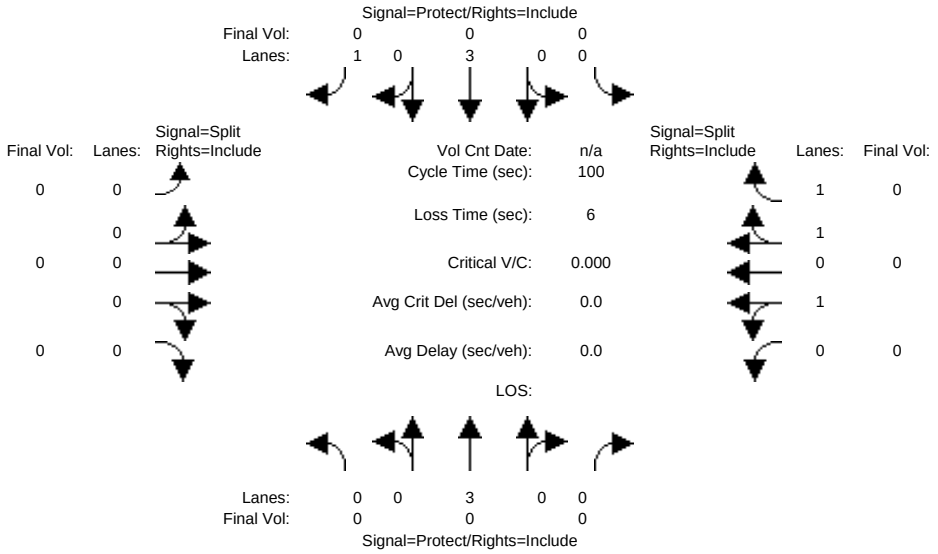
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:7:45-8:45AM												
Base Vol:	0	757	0	0	128	79	0	0	0	43	574	1222
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	757	0	0	128	79	0	0	0	43	574	1222
Added Vol:	0	0	0	0	32	0	0	0	0	0	0	9
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	757	0	0	160	79	0	0	0	43	574	1231
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	757	0	0	160	79	0	0	0	43	574	1231
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	757	0	0	160	79	0	0	0	43	574	1231
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	757	0	0	160	79	0	0	0	43	574	1231
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.93
Lanes:	0.00	3.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	0.07	0.93	2.00
Final Sat.:	0	5700	0	0	5700	1750	0	0	0	125	1675	3550
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.00	0.00	0.03	0.05	0.00	0.00	0.00	0.34	0.34	0.35
Crit Moves:		****		****								****
Green Time:	0.0	26.0	0.0	0.0	26.0	26.0	0.0	0.0	0.0	68.0	68.0	68.0
Volume/Cap:	0.00	0.51	0.00	0.00	0.11	0.17	0.00	0.00	0.00	0.50	0.50	0.51
Delay/Veh:	0.0	31.8	0.0	0.0	28.2	28.8	0.0	0.0	0.0	7.9	7.9	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:	0.0	31.8	0.0	0.0	28.2	28.8	0.0	0.0	0.0	7.9	7.9	8.0
LOS by Move:	A	C	A	A	C	C	A	A	A	A	A	A
HCM2kAvgQ:	0	6	0	0	1	2	0	0	0	9	9	10

Note: Queue reported is the number of cars per lane.

Downtown College Prep
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative (PM)

Intersection #3957: 280/ALMADEN



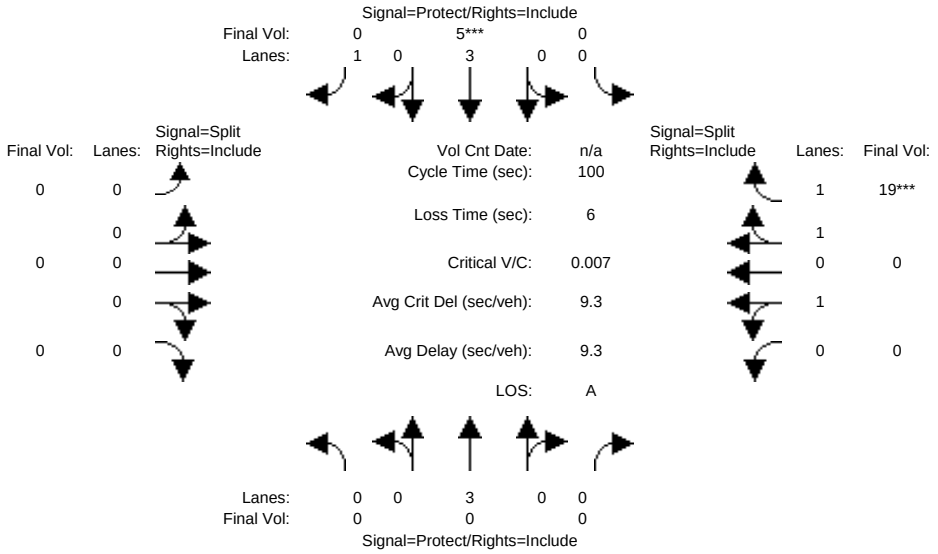
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:4:00-5:00PM												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:												
Green Time:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:												
HCM2kAvgQ:	0	0	0	0	0	0	0	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

Downtown College Prep
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative + P (PM)

Intersection #3957: 280/ALMADEN



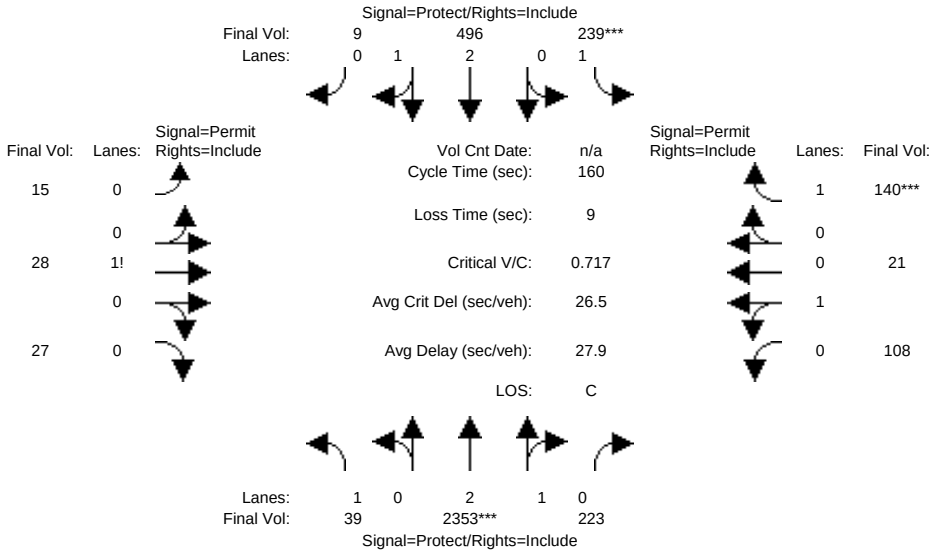
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:4:00-5:00PM												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	5	0	0	0	0	0	0	19
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	5	0	0	0	0	0	0	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:	0	0	0	0	5	0	0	0	0	0	0	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	5	0	0	0	0	0	0	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	5	0	0	0	0	0	0	19
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	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	0.94
Lanes:	0.00	3.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	0.00	1.00	2.00
Final Sat.:	0	5700	0	0	5700	1750	0	0	0	0	1900	3567
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01
Crit Moves:					****							****
Green Time:	0.0	0.0	0.0	0.0	13.3	0.0	0.0	0.0	0.0	0.0	0.0	80.7
Volume/Cap:	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.01
Delay/Veh:	0.0	0.0	0.0	0.0	37.6	0.0	0.0	0.0	0.0	0.0	0.0	1.9
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	0.0	37.6	0.0	0.0	0.0	0.0	0.0	0.0	1.9
LOS by Move:	A	A	A	A	D	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

Downtown College Prep
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative (AM)

Intersection #4104: COTTAGE GROVE/MONTEREY



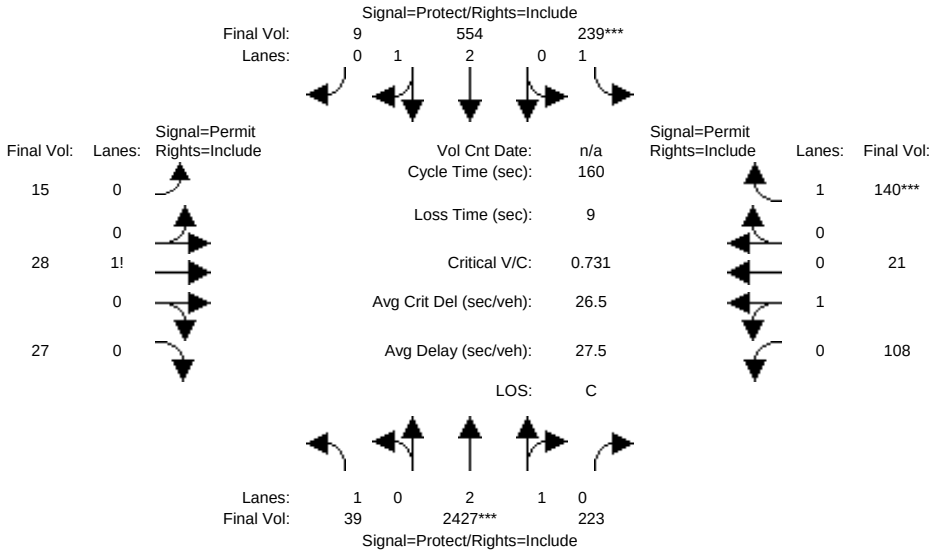
Street Name:	MONTEREY						COTTAGE GROVE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	39	2329	223	239	483	9	15	28	27	108	21	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:	39	2329	223	239	483	9	15	28	27	108	21	140
Added Vol:	0	24	0	0	13	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	39	2353	223	239	496	9	15	28	27	108	21	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:	39	2353	223	239	496	9	15	28	27	108	21	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	2353	223	239	496	9	15	28	27	108	21	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	39	2353	223	239	496	9	15	28	27	108	21	140
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	2.73	0.27	1.00	2.94	0.06	0.21	0.40	0.39	0.84	0.16	1.00
Final Sat.:	1750	5115	485	1750	5500	100	375	700	675	1507	293	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.46	0.46	0.14	0.09	0.09	0.04	0.04	0.04	0.07	0.07	0.08
Crit Moves:		****		****								****
Green Time:	43.5	103	102.7	30.5	89.7	89.7	17.9	17.9	17.9	17.9	17.9	17.9
Volume/Cap:	0.08	0.72	0.72	0.72	0.16	0.16	0.36	0.36	0.36	0.64	0.64	0.72
Delay/Veh:	43.5	19.7	19.7	68.0	17.0	17.0	66.9	66.9	66.9	74.9	74.9	80.7
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:	43.5	19.7	19.7	68.0	17.0	17.0	66.9	66.9	66.9	74.9	74.9	80.7
LOS by Move:	D	B	B	E	B	B	E	E	E	E	E	F
HCM2kAvgQ:	1	28	28	13	4	4	4	4	4	7	7	9

Note: Queue reported is the number of cars per lane.

Downtown College Prep
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative + P (AM)

Intersection #4104: COTTAGE GROVE/MONTEREY



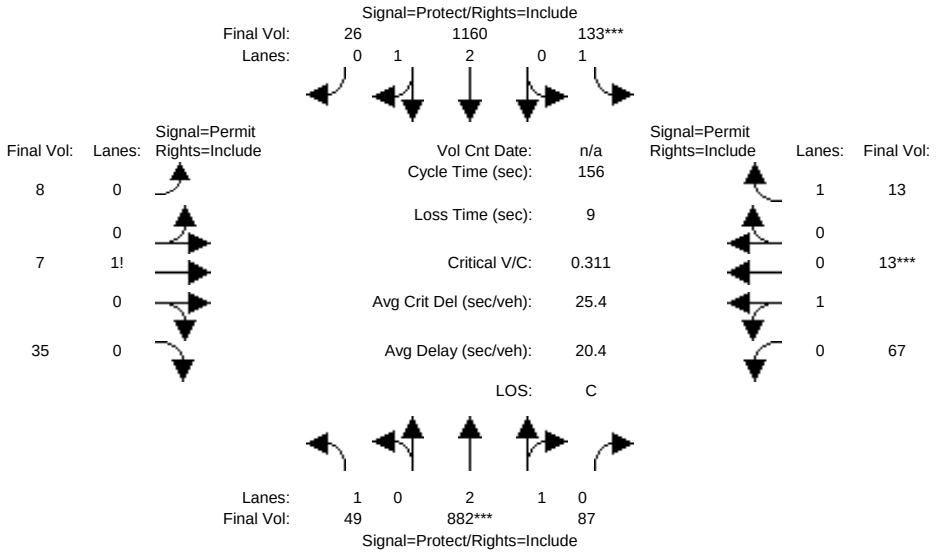
Street Name:	MONTEREY						COTTAGE GROVE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	39	2329	223	239	483	9	15	28	27	108	21	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:	39	2329	223	239	483	9	15	28	27	108	21	140
Added Vol:	0	98	0	0	71	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	39	2427	223	239	554	9	15	28	27	108	21	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:	39	2427	223	239	554	9	15	28	27	108	21	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	2427	223	239	554	9	15	28	27	108	21	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	39	2427	223	239	554	9	15	28	27	108	21	140
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	2.74	0.26	1.00	2.95	0.05	0.21	0.40	0.39	0.84	0.16	1.00
Final Sat.:	1750	5128	471	1750	5510	90	375	700	675	1507	293	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.47	0.47	0.14	0.10	0.10	0.04	0.04	0.04	0.07	0.07	0.08
Crit Moves:		****		****								****
Green Time:	40.5	104	103.6	29.9	93.0	93.0	17.5	17.5	17.5	17.5	17.5	17.5
Volume/Cap:	0.09	0.73	0.73	0.73	0.17	0.17	0.37	0.37	0.37	0.65	0.65	0.73
Delay/Veh:	45.7	19.7	19.7	69.4	15.6	15.6	67.3	67.3	67.3	76.1	76.1	82.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.7	19.7	19.7	69.4	15.6	15.6	67.3	67.3	67.3	76.1	76.1	82.4
LOS by Move:	D	B	B	E	B	B	E	E	E	E	E	F
HCM2kAvgQ:	1	29	29	13	4	4	4	4	4	7	7	9

Note: Queue reported is the number of cars per lane.

Downtown College Prep
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative (PM)

Intersection #4104: COTTAGE GROVE/MONTEREY



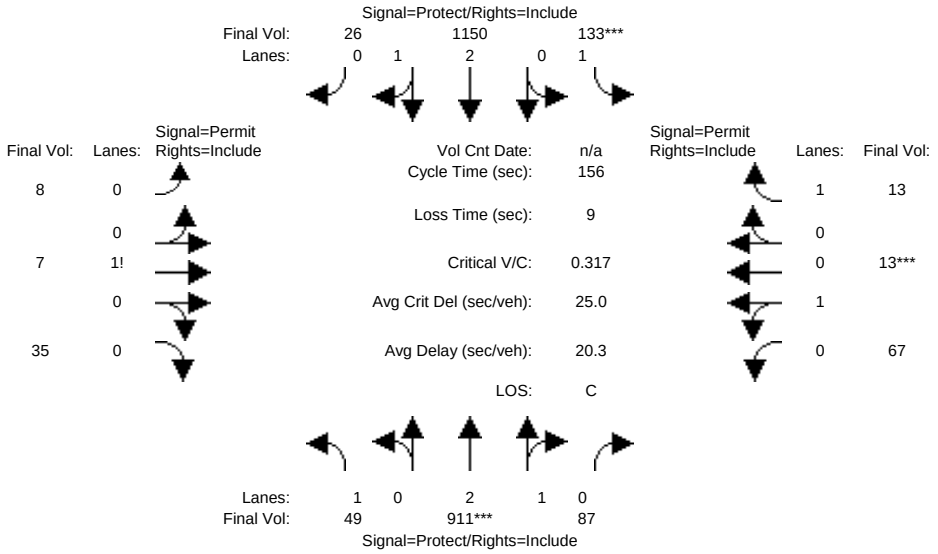
Street Name:	MONTEREY						COTTAGE GROVE					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	49	836	87	133	1128	26	8	7	35	67	13	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	49	836	87	133	1128	26	8	7	35	67	13	13
Added Vol:	0	46	0	0	32	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	49	882	87	133	1160	26	8	7	35	67	13	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	49	882	87	133	1160	26	8	7	35	67	13	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	882	87	133	1160	26	8	7	35	67	13	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	49	882	87	133	1160	26	8	7	35	67	13	13
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	2.72	0.28	1.00	2.93	0.07	0.16	0.14	0.70	0.84	0.16	1.00
Final Sat.:	1750	5097	503	1750	5477	123	280	245	1225	1507	292	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.17	0.17	0.08	0.21	0.21	0.03	0.03	0.03	0.04	0.04	0.01
Crit Moves:		****		****							****	
Green Time:	21.8	86.7	86.7	38.1	103	102.9	22.3	22.3	22.3	22.3	22.3	22.3
Volume/Cap:	0.20	0.31	0.31	0.31	0.32	0.32	0.20	0.20	0.20	0.31	0.31	0.05
Delay/Veh:	61.2	18.9	18.9	50.1	11.7	11.7	60.8	60.8	60.8	63.1	63.1	58.2
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:	61.2	18.9	18.9	50.1	11.7	11.7	60.8	60.8	60.8	63.1	63.1	58.2
LOS by Move:	E	B	B	D	B	B	E	E	E	E	E	E
HCM2kAvgQ:	2	8	8	6	8	8	2	2	2	4	4	1

Note: Queue reported is the number of cars per lane.

Downtown College Prep
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative + P (PM)

Intersection #4104: COTTAGE GROVE/MONTEREY



Street Name:	MONTEREY						COTTAGE GROVE					
Approach:	North Bound			South Bound			East 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:	49	836	87	133	1128	26	8	7	35	67	13	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	49	836	87	133	1128	26	8	7	35	67	13	13
Added Vol:	0	75	0	0	22	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	49	911	87	133	1150	26	8	7	35	67	13	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	49	911	87	133	1150	26	8	7	35	67	13	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	911	87	133	1150	26	8	7	35	67	13	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	49	911	87	133	1150	26	8	7	35	67	13	13
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	2.73	0.27	1.00	2.93	0.07	0.16	0.14	0.70	0.84	0.16	1.00
Final Sat.:	1750	5111	488	1750	5476	124	280	245	1225	1507	292	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.18	0.18	0.08	0.21	0.21	0.03	0.03	0.03	0.04	0.04	0.01
Crit Moves:		****		****							****	
Green Time:	22.0	87.7	87.7	37.4	103	103.1	21.9	21.9	21.9	21.9	21.9	21.9
Volume/Cap:	0.20	0.32	0.32	0.32	0.32	0.32	0.20	0.20	0.20	0.32	0.32	0.05
Delay/Veh:	61.0	18.4	18.4	50.8	11.6	11.6	61.2	61.2	61.2	63.6	63.6	58.5
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:	61.0	18.4	18.4	50.8	11.6	11.6	61.2	61.2	61.2	63.6	63.6	58.5
LOS by Move:	E	B	B	D	B	B	E	E	E	E	E	E
HCM2kAvgQ:	2	9	9	6	8	8	2	2	2	4	4	1

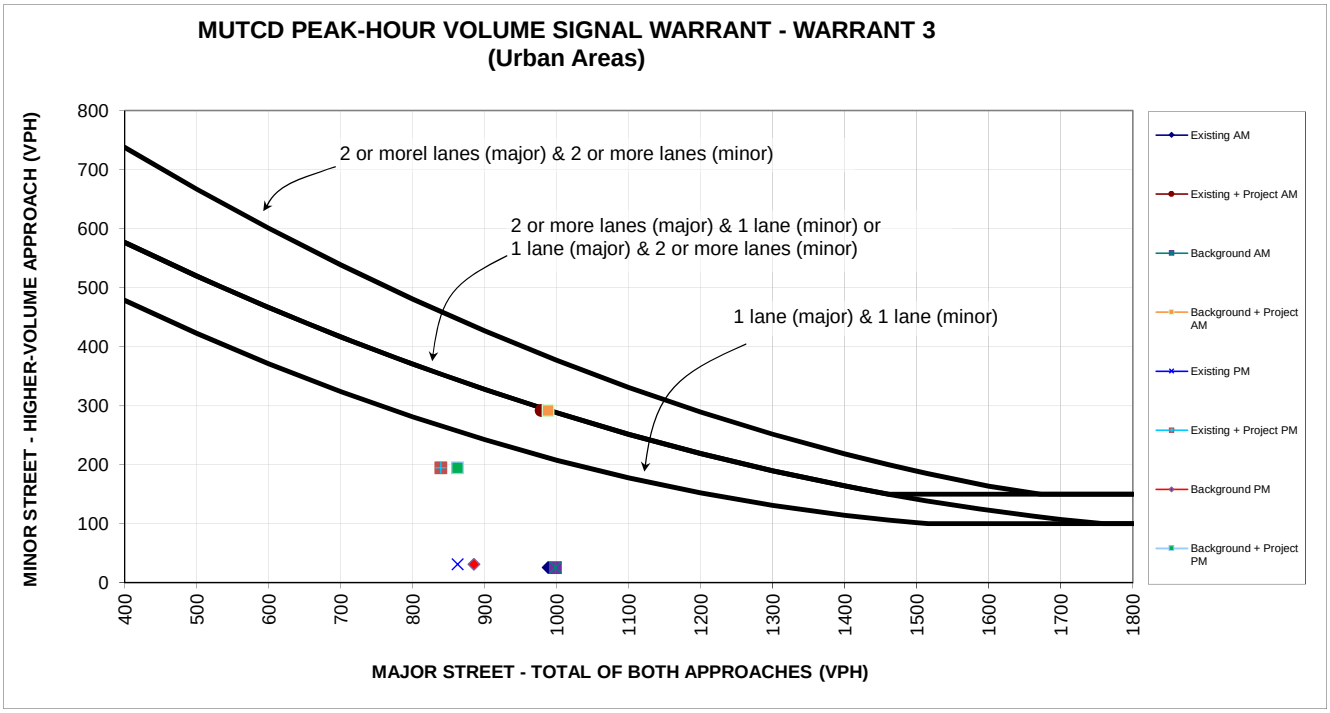
Note: Queue reported is the number of cars per lane.

Appendix E

Signal Warrant Analysis

DCP San Jose

42 . Alma Court & Alma Avenue



Source: Figure 4C-3 of the Manual on Unifrom Traffic Control and Devices (MUTCD) 2014 Edition from California Department of Transportation (Caltrans).
* 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes
and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

AM Peak Hour

		Existing Approach Lanes: One	Existing Approach Lanes: 2 or More	Existing AM	Existing + Project AM	Background AM	Background + Project AM	
Major Street - Both Approaches	Alma Avenue		X	988	978	998	988	
Minor Street - Highest Approach	Alma Court	X		26	292	26	292	
Maximum warrant threshold for minor street volume				292	296	288	292	
Difference between warrant threshold & minor street volume				266	4	262	0	
		Warrant Met?		No	No	No	No	

Afternoon Peak Hour

		Existing Approach Lanes: One	Existing Approach Lanes: 2 or More	Existing PM	Existing + Project PM	Background PM	Background + Project PM	
Major Street - Both Approaches	Alma Avenue		X	862	839	885	862	
Minor Street - Highest Approach	Alma Court	X		31	195	31	195	
Maximum warrant threshold for minor street volume				343	353	333	343	
Difference between warrant threshold & minor street volume				312	158	302	148	
		Warrant Met?		No	No	No	No	

Appendix F

Operations Analysis

Monterey Hwy/Alma Ave
SBL
AM
Existing Conditions
Avg. Queue Per Lane in Veh= 0.9
Percentile = 0.95 3

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.4111	0.4111	0
0.3654	0.7765	1
0.1624	0.9390	2
0.0481	0.9871	3
0.0107	0.9978	4
0.0019	0.9997	5
0.0003	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Monterey Hwy/Alma Ave
SBL
AM
Existing Plus Project Conditions
Avg. Queue Per Lane in Veh= 9.8
Percentile = 0.95 15

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0001	0.0001	0
0.0006	0.0006	1
0.0027	0.0033	2
0.0088	0.0122	3
0.0216	0.0337	4
0.0422	0.0760	5
0.0688	0.1448	6
0.0961	0.2409	7
0.1175	0.3584	8
0.1276	0.4860	9
0.1248	0.6108	10
0.1109	0.7217	11
0.0904	0.8121	12
0.0680	0.8801	13
0.0475	0.9276	14
0.0310	0.9586	15
0.0189	0.9775	16
0.0109	0.9883	17
0.0059	0.9943	18
0.0030	0.9973	19
0.0015	0.9988	20
0.0007	0.9995	21
0.0003	0.9998	22
0.0001	0.9999	23
0.0001	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Monterey Hwy/Alma Ave
SBL
AM
Background Conditions
Avg. Queue Per Lane in Veh= 2.9
Percentile = 0.95 6

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0556	0.0556	0
0.1607	0.2164	1
0.2322	0.4485	2
0.2236	0.6721	3
0.1615	0.8336	4
0.0933	0.9269	5
0.0449	0.9718	6
0.0185	0.9903	7
0.0067	0.9970	8
0.0021	0.9992	9
0.0006	0.9998	10
0.0002	0.9999	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Monterey Hwy/Alma Ave
SBL
AM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 11.8
Percentile = 0.95 18

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0001	0.0001	1
0.0005	0.0006	2
0.0021	0.0027	3
0.0062	0.0089	4
0.0145	0.0234	5
0.0284	0.0518	6
0.0479	0.0997	7
0.0705	0.1701	8
0.0922	0.2623	9
0.1086	0.3709	10
0.1163	0.4872	11
0.1141	0.6014	12
0.1034	0.7048	13
0.0870	0.7917	14
0.0683	0.8601	15
0.0503	0.9103	16
0.0348	0.9452	17
0.0228	0.9680	18
0.0141	0.9821	19
0.0083	0.9904	20
0.0047	0.9951	21
0.0025	0.9976	22
0.0013	0.9988	23
0.0006	0.9995	24
0.0003	0.9998	25
0.0001	0.9999	26
0.0001	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Monterey Hwy/Alma Ave
WB Approach
AM
Existing Conditions
Avg. Queue Per Lane in Veh= 6.5
Percentile = 0.95 11

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0014	0.0014	0
0.0094	0.0108	1
0.0307	0.0415	2
0.0670	0.1086	3
0.1098	0.2183	4
0.1437	0.3621	5
0.1569	0.5190	6
0.1467	0.6657	7
0.1201	0.7858	8
0.0874	0.8732	9
0.0572	0.9304	10
0.0341	0.9645	11
0.0186	0.9831	12
0.0094	0.9925	13
0.0044	0.9968	14
0.0019	0.9988	15
0.0008	0.9995	16
0.0003	0.9998	17
0.0001	0.9999	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Monterey Hwy/Alma Ave
WB Approach
AM
Existing Plus Project Conditions
Avg. Queue Per Lane in Veh= 11.9
Percentile = 0.95 18

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0001	0.0001	1
0.0005	0.0006	2
0.0019	0.0024	3
0.0056	0.0080	4
0.0133	0.0213	5
0.0264	0.0477	6
0.0450	0.0928	7
0.0672	0.1599	8
0.0890	0.2489	9
0.1061	0.3550	10
0.1151	0.4701	11
0.1143	0.5844	12
0.1049	0.6893	13
0.0894	0.7787	14
0.0710	0.8497	15
0.0530	0.9027	16
0.0371	0.9398	17
0.0246	0.9644	18
0.0154	0.9799	19
0.0092	0.9891	20
0.0052	0.9943	21
0.0028	0.9972	22
0.0015	0.9986	23
0.0007	0.9994	24
0.0003	0.9997	25
0.0002	0.9999	26
0.0001	0.9999	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Monterey Hwy/Alma Ave
WB Approach
AM
Background Conditions
Avg. Queue Per Lane in Veh= 9.0
Percentile = 0.95 14

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0001	0.0001	0
0.0011	0.0013	1
0.0051	0.0063	2
0.0152	0.0216	3
0.0342	0.0557	4
0.0613	0.1170	5
0.0918	0.2088	6
0.1177	0.3265	7
0.1321	0.4586	8
0.1318	0.5903	9
0.1183	0.7086	10
0.0965	0.8052	11
0.0722	0.8774	12
0.0499	0.9273	13
0.0320	0.9592	14
0.0191	0.9784	15
0.0107	0.9891	16
0.0057	0.9948	17
0.0028	0.9976	18
0.0013	0.9990	19
0.0006	0.9996	20
0.0003	0.9998	21
0.0001	0.9999	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Monterey Hwy/Alma Ave
WB Approach
AM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 14.4
Percentile = 0.95 21

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0000	0.0000	1
0.0001	0.0001	2
0.0003	0.0004	3
0.0010	0.0014	4
0.0030	0.0043	5
0.0071	0.0114	6
0.0145	0.0260	7
0.0261	0.0520	8
0.0416	0.0936	9
0.0597	0.1533	10
0.0779	0.2312	11
0.0932	0.3244	12
0.1029	0.4273	13
0.1055	0.5328	14
0.1010	0.6338	15
0.0906	0.7244	16
0.0765	0.8009	17
0.0610	0.8619	18
0.0461	0.9080	19
0.0331	0.9411	20
0.0226	0.9638	21
0.0148	0.9785	22
0.0092	0.9877	23
0.0055	0.9932	24
0.0032	0.9964	25
0.0017	0.9982	26
0.0009	0.9991	27
0.0005	0.9996	28
0.0002	0.9998	29
0.0001	0.9999	30
0.0001	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

7th St/Alma Ave
EBL
AM
Existing Conditions
Avg. Queue Per Lane in Veh= 3.9
Percentile = 0.95 7

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0203	0.0203	0
0.0791	0.0994	1
0.1541	0.2536	2
0.2002	0.4538	3
0.1951	0.6489	4
0.1521	0.8010	5
0.0988	0.8998	6
0.0550	0.9548	7
0.0268	0.9815	8
0.0116	0.9931	9
0.0045	0.9977	10
0.0016	0.9993	11
0.0005	0.9998	12
0.0002	0.9999	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

7th St/Alma Ave
EBL
AM
Existing Plus Project Conditions
Avg. Queue Per Lane in Veh= 7.8
Percentile = 0.95 13

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0004	0.0004	0
0.0031	0.0035	1
0.0122	0.0157	2
0.0319	0.0476	3
0.0624	0.1100	4
0.0976	0.2077	5
0.1274	0.3350	6
0.1424	0.4774	7
0.1393	0.6168	8
0.1212	0.7379	9
0.0948	0.8327	10
0.0675	0.9002	11
0.0440	0.9442	12
0.0265	0.9707	13
0.0148	0.9855	14
0.0077	0.9932	15
0.0038	0.9970	16
0.0017	0.9987	17
0.0008	0.9995	18
0.0003	0.9998	19
0.0001	0.9999	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

7th St/Alma Ave
EBL
AM
Background Conditions
Avg. Queue Per Lane in Veh= 4.7
Percentile = 0.95 9

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0091	0.0091	0
0.0429	0.0520	1
0.1007	0.1527	2
0.1576	0.3103	3
0.1850	0.4954	4
0.1738	0.6692	5
0.1360	0.8052	6
0.0912	0.8964	7
0.0536	0.9500	8
0.0279	0.9779	9
0.0131	0.9910	10
0.0056	0.9966	11
0.0022	0.9988	12
0.0008	0.9996	13
0.0003	0.9999	14
0.0001	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

7th St/Alma Ave
EBL
AM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 8.6
Percentile = 0.95 14

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0002	0.0002	0
0.0015	0.0017	1
0.0067	0.0084	2
0.0192	0.0276	3
0.0414	0.0690	4
0.0714	0.1404	5
0.1027	0.2431	6
0.1265	0.3696	7
0.1364	0.5060	8
0.1307	0.6367	9
0.1127	0.7494	10
0.0884	0.8378	11
0.0635	0.9013	12
0.0422	0.9435	13
0.0260	0.9695	14
0.0149	0.9844	15
0.0080	0.9924	16
0.0041	0.9965	17
0.0020	0.9985	18
0.0009	0.9994	19
0.0004	0.9997	20
0.0002	0.9999	21
0.0001	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

10th St/Alma Ave
EBL
AM
Existing Conditions
Avg. Queue Per Lane in Veh= 3.0
Percentile = 0.95 6

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0505	0.0505	0
0.1507	0.2011	1
0.2250	0.4262	2
0.2240	0.6502	3
0.1673	0.8175	4
0.0999	0.9174	5
0.0497	0.9672	6
0.0212	0.9884	7
0.0079	0.9963	8
0.0026	0.9989	9
0.0008	0.9997	10
0.0002	0.9999	11
0.0001	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

10th St/Alma Ave
EBL
AM
Existing Plus Project Conditions
Avg. Queue Per Lane in Veh= 3.5
Percentile = 0.95 7

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0312	0.0312	0
0.1082	0.1395	1
0.1876	0.3271	2
0.2168	0.5438	3
0.1879	0.7317	4
0.1303	0.8620	5
0.0753	0.9373	6
0.0373	0.9745	7
0.0162	0.9907	8
0.0062	0.9969	9
0.0022	0.9991	10
0.0007	0.9997	11
0.0002	0.9999	12
0.0001	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

10th St/Alma Ave
EBL
AM
Background Conditions
Avg. Queue Per Lane in Veh= 3.7
Percentile = 0.95 7

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0246	0.0246	0
0.0910	0.1156	1
0.1687	0.2843	2
0.2085	0.4928	3
0.1932	0.6859	4
0.1432	0.8291	5
0.0885	0.9176	6
0.0468	0.9644	7
0.0217	0.9862	8
0.0089	0.9951	9
0.0033	0.9984	10
0.0011	0.9995	11
0.0003	0.9999	12
0.0001	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

10th St/Alma Ave
EBL
AM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 4.2
Percentile = 0.95 8

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0152	0.0152	0
0.0636	0.0788	1
0.1332	0.2120	2
0.1859	0.3979	3
0.1945	0.5924	4
0.1629	0.7553	5
0.1137	0.8690	6
0.0680	0.9370	7
0.0356	0.9725	8
0.0166	0.9891	9
0.0069	0.9960	10
0.0026	0.9987	11
0.0009	0.9996	12
0.0003	0.9999	13
0.0001	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
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0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45