

# Reid-Hillview Airport Master Plan

## **FINAL ENVIRONMENTAL IMPACT REPORT**



August 30, 2012

State Clearinghouse #2011052005

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## TABLE OF CONTENTS

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INTRODUCTION .....	1
SUMMARY OF DRAFT EIR CONCLUSIONS .....	3
CEQA REQUIREMENTS AND PUBLIC DECISION-MAKING PROCESS .....	5
COMMENTS AND RESPONSES TO COMMENTS RECEIVED ON THE DRAFT EIR .....	7
APPENDICES .....	19

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## INTRODUCTION

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The County of Santa Clara (County), as lead agency, has prepared this document to be part of the final environmental impact report (Final EIR) for the proposed 2006 Reid-Hillview Airport Master Plan (Plan). This document responds to comments received during the public review period on the contents of the draft environmental impact report (Draft EIR). It contains a list of public agencies that submitted comments; the comments received on the Draft EIR; and responses to significant environmental points raised in those comments, as required by the California Environmental Quality Act (CEQA) (Public Resources Code §§21000 et seq.) and the State CEQA Guidelines (Title 14, California Code of Regulations, §§15000 et seq.). In accordance with Section 15132 of the State CEQA Guidelines, this document and the Draft EIR together constitute the Final EIR.

The proposed Plan would allow for airport operations and growth through 2022. The 179-acre Reid-Hillview Airport is located within the City of San José, within an area of the city commonly referred to as the Evergreen area. The proposed Plan would supersede the 1982 Santa Clara County Airports Master Plan, which currently guides the growth and development of Reid-Hillview Airport.

Proposed airport improvements include realignment of the existing runways to create a Runway Safety Area (RSA) and Object Free Areas (OFA) in conformance with FAA requirements, the addition of one new Taxiway (Twy W) for improved aircraft circulation, improvement of the existing exit taxiways (Twy A-E), formalization of the existing helicopter landing pads, and the construction of an above-ground fuel storage area. The Plan will also allow for the development of 11.08 acres for non-aviation commercial retail uses to increase Airport financial self-sufficiency, and allow for the installation of 6.4 acres of photovoltaic solar arrays to serve the Airport.

Although the Reid-Hillview Airport is located in the City of San José, the County owns the property and is the lead agency under CEQA. The City of San José would review development approvals associated with future non-aviation commercial development (such as planned development rezoning or site development permits).

The County circulated a Notice of Preparation for a Draft EIR for the Plan on April 29, 2011 for a 30-day review period. Public scoping meetings were held on May 19, 2011 and May 24, 2011. On June 29, 2012, the County distributed the Draft EIR to public agencies and the general public and submitted the document to the State Clearinghouse for state agency review. The County held a public workshop on the project on July 26, 2012. The comment period ended on August 13, 2012. The County Board of Supervisors will consider the Final EIR and proposed Plan at its regularly scheduled meeting on September 11, 2012 in the Board of Supervisors' Chambers located at 70 West Hedding Street in San José at 9:00 AM.



## **SUMMARY OF THE DRAFT EIR CONCLUSIONS**

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The following is a brief summary of project impacts and mitigation measures identified in the Draft EIR. Please refer to Draft EIR for detailed discussions for the existing setting, impacts, and mitigation measures.

The project would not result in impacts to the following resources, as discussed in the text of the Draft EIR:

- Energy (operational)
- Land Use
- Geology and Soils/Mineral Resources
- Public Services/Recreation

The project would result in less than significant impacts to the following resources, as discussed in the text of the Draft EIR:

- Aesthetics
- Energy (indirect)
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Utilities and Service Systems

The project would result in less than significant impacts with the incorporation of the identified mitigation to the following resources, as discussed in the Draft EIR:

- Air Quality
- Biological Resources
- Cultural Resources
- Hydrology and Water Quality
- Noise
- Transportation and Circulation

The project would not result in any significant and unavoidable impacts.





## **CEQA REQUIREMENTS AND PROJECT DECISION-MAKING PROCESS**

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This document is being made available to the public agencies and members of the public that commented on the Draft EIR and will be published on the County's Web site upon completion. As required by Section 15088(b) of the State CEQA Guidelines, the County is providing public agencies that commented on the Draft EIR at least 10 days to review proposed responses prior to considering the Final EIR for certification.

The County Board of Supervisors will consider the Final EIR and project at its regularly scheduled meeting on September 11, 2012 in the Board of Supervisors' Chambers located at 70 West Hedding Street in San José at 9:00 AM. If the County Board of Supervisors certifies the Final EIR, it will make findings that (1) the Final EIR has been completed in compliance with CEQA, (2) the County Board of Supervisors has reviewed and considered the information in the Final EIR, and (3) the Final EIR reflects the County's independent judgment and analysis. After certification, the County Board of Supervisors may consider whether to approve the proposed Plan, approve it with conditions, or deny the proposed Plan, in accordance with Section 15092 of the State CEQA Guidelines.

If the County approves the proposed Plan, it will be required to make findings regarding the disposition of each significant environmental impact, including whether feasible mitigation measures or alternatives are available to substantially reduce or avoid these effects (CEQA Guidelines Section 15091). The County would, upon taking an approval action, then file a notice of determination with the County Clerk and the California Governor's Office of Planning and Research, as directed by Section 15094 of the State CEQA Guidelines.

In accordance with CEQA and the CEQA Guidelines, the Final EIR will be made available prior to certification. All documents referenced are available for public review at the Santa Clara County Planning Office located at 70 West Hedding Street, 7th Floor, East Wing, San José, CA 95110 on weekdays during normal business hours. The Final EIR will be posted on the County Planning Office web site – [www.sccplanning.org](http://www.sccplanning.org).



## **COMMENTS AND RESPONSES TO COMMENTS RECEIVED ON THE DRAFT EIR**

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Three letters were received on the Draft EIR during the public review period:

1. Valley Transportation Authority, Roy Molseed, Senior Environmental Planner
2. Department of Transportation, Erik Alm, District Branch Chief, Local Development – Intergovernmental Review
3. State of California Governor's Office of Planning and Research, State Clearinghouse and Planning Unit

Each comment letter is reproduced in its entirety and is followed by the response(s) to the letter. Where a commenter has provided multiple comments, each comment is indicated by a line bracket and an identifying number in the margin of the comment letter.



August 13, 2012

County of Santa Clara  
Planning Office  
70 West Hedding Street  
San Jose, CA 95110

Attention: Kim Rook

Subject: Reid-Hillview Airport Master Plan

Dear Ms. Rook:

Santa Clara Valley Transportation Authority (VTA) staff have reviewed the Draft EIR for the Reid-Hillview Airport Master Plan. We have the following comments.

Coordination with Capitol Expressway Transit Improvements

The project site is in proximity to transit improvements that are being undertaken by VTA along Capitol Expressway. As a result, the County of Santa Clara should coordinate with VTA during the Airport Master Plan process concerning Bus Rapid Transit, Light Rail Transit, and pedestrian improvements planned for Capitol Expressway as well as planned improvements for the Eastridge Transit Center. In particular, the DEIR and TIA do not mention the Santa Clara-Alum Rock Bus Rapid Transit project. VTA requests that the Transportation and Circulation section of this EIR be modified to address the relationship between the Airport Master Plan process and the Santa Clara-Alum Rock Bus Rapid Transit project. The FEIR for the Santa Clara-Alum Rock Transit Improvement Project can be downloaded from [http://www.vta.org/projects/dtev/final\\_eir.html](http://www.vta.org/projects/dtev/final_eir.html).

1-1

Impacts and Mitigation Measures: General

The TIA finds that five study intersections would have significant impacts due to increased automobile traffic, including three CMP Intersections (Capitol Expressway/Story Road, Capitol Expressway/Tully Road, and Capitol Expressway/Quimby Road). The TIA recommends mitigation measures involving additional turn lanes for the five intersections.

1-2

The TIA also notes that the City of San Jose may choose to modify the Evergreen-East Hills Development Plan to designate one or more of the above intersections as a protected intersection. In that case, the proposed development would be required to construct improvements to other segments of the citywide transportation system to improve overall person-trip capacity and/or enhance non-auto travel modes.

VTA requests that the County coordinate with VTA on all proposed mitigation measures on Capitol Expressway. VTA has several specific areas of concern related to potential mitigation measures, as follows:

1-2  
cont..

*Impacts and Mitigation Measures: Coordination with Santa Clara-Alum Rock Bus Rapid Transit Project*

The recommended mitigation measures “Capitol Expressway/Story Road—add a second westbound left-turn lane” and “Capitol Expressway/Ocala Avenue—add an eastbound right-turn lane” may be incompatible and/or infeasible with the planned VTA Bus Rapid Transit stations at these locations. VTA requests that the County coordinate with VTA regarding any planned improvements to these intersections.

1-3

*Impacts and Mitigation Measures: Impacts to CMP Intersections*

The intersections listed were analyzed according to City of San Jose criteria. Additionally, Capitol Expressway/Story Road is a CMP Intersection that would be impacted according to CMP criteria in the Background Plus Project scenario. This intersection would see an increase in average control delay greater than four seconds and an increase in critical v/c of greater than 0.01, which is the impact threshold for CMP Intersections already at LOS F under Background Conditions (see TIA Guidelines Section 9.1.1, pg. 40). Under CMP policy, a project with impacts to a CMP Intersection must either mitigate the impact or prepare a Deficiency Plan when such mitigations are infeasible. In light of VTA’s planned multimodal improvements at this intersection, VTA would support the identification of options to avoid or mitigate this impact without making physical changes to the intersection. VTA requests that the County coordinate with VTA on any improvements proposed to mitigate these CMP impacts.

1-4

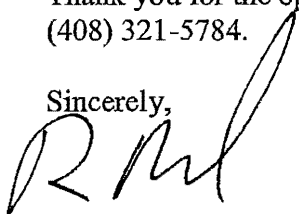
*Impacts and Mitigation Measures: Pedestrian, Bicycle and Transit Access*

VTA recommends that any roadway improvements be designed in a way that does not unreasonably degrade bicycle, pedestrian or transit access, and circulation. Please see Chapter 10, pg. 46 of the VTA TIA Guidelines for a list of potential impacts to these modes that should be disclosed by the Lead Agency.

1-5

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

Sincerely,



Roy Molseed  
Senior Environmental Planner  
CO1101

- 1-1 Santa Clara County acknowledges future development of Santa Clara-Alum Rock Bus Rapid Transit project and has modified the first paragraph under “Transit, Bicycle and Pedestrian Facilities” (page 166 of the Draft EIR) as follows:

The Eastridge Transit Center is located approximately 1,200 feet southwest of the Airport, and is served by seven (7) local bus routes, one (1) community bus route, one (1) express bus route, and one (1) rapid bus route. Future transit services (included as part of Background Conditions) include the extension of the Capitol light rail line to the Eastridge Transit Center as well as the Santa Clara-Alum Rock Bus Rapid Transit project. Due to its proximity, it is assumed that some customers and employees of the future commercial development would utilize existing bus and future bus rapid transit and light rail transit services. Applying a 2% transit mode share, it is estimated that the commercial development will generate a demand of up to seven (7) new transit riders during the AM peak hour and 13 new transit riders during the PM peak hour. Both existing bus and future light rail and bus rapid transit services could accommodate this increased demand without the need for expanded facilities or improvements.

- 1-2 Santa Clara County, as owner and operator of both Capitol Expressway and Reid-Hillview Airport, and VTA, as sponsor of the Capitol LRT project and Santa Clara-Alum Rock Bus Rapid-Transit (BRT) project, would continue to coordinate their respective projects’ modifications to Capitol Expressway. Should the County relinquish all or any part of Capitol Expressway to the City of San Jose concurrent with the start of construction of the Capitol LRT project, as currently envisioned, the relinquishment agreement will specify the need for the City to coordinate with VTA.

- 1-3 Hexagon Transportation Consultants, Inc. (see letter dated August 15, 2012 in Appendix A) reviewed the Santa Clara-Alum Rock Transit Improvement Project Final EIR available on the VTA’s website ([http://www.vta.org/projects/dtev/final\\_eir.html](http://www.vta.org/projects/dtev/final_eir.html)), including plan sheets BRT-18 and BRT-19, which show the planned lane configuration at Capitol/Story and Capitol/Ocala. Hexagon determined that the plans are consistent with the future lane configuration assumptions contained in the Reid-Hillview Airport Draft EIR. Furthermore, the BRT plans include the second westbound left-turn lane at Capitol Expressway/Story Road, which was recommended as a mitigation measure in the Reid-Hillview Airport Draft EIR.

The recommended mitigation measure at Capitol Expressway/Ocala Avenue is the addition of an exclusive eastbound right-turn lane. The BRT plan sheet shows that the outer through lane on eastbound Ocala Avenue would have sufficient width to accommodate an exclusive right-turn lane for a short distance (about 70 feet). It is recommended that the curb along the south side of Ocala Avenue be

moved to allow the right-turn lane to be extended to ensure it operates effectively. The recommended improvement may require the dedication of additional right-of-way. This improvement on Ocala Avenue would have no impact on the planned BRT stations shown on Capitol Expressway.

- 1-4 As noted in Response 1-3 above, the proposed mitigation measures are feasible and would not conflict with VTA's planned multimodal improvements. In any event, as noted in Response 1-2 above, Santa Clara County supports continued coordination with VTA regarding the agencies' respective projects on Capitol Expressway, including any improvements proposed to mitigate Reid-Hillview Airport Master Plan impacts per the Congestion Management Plan.
- 1-5 Pedestrian, bicycle, and transit access are addressed on pages 166-167 of the Draft EIR. Impacts on these facilities were found to be less than significant. Detailed site plans for the proposed non-aviation commercial uses, including adjacent roadway improvements, have not yet been developed. However, roadway improvements would be designed to avoid unreasonably degrading bicycle, pedestrian or transit access, and circulation.

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

ROADS & AIRPORTS  
DEPARTMENT  
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*Flex your power!  
Be energy efficient!*

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July 26, 2012

COUNTY OF  
SANTA CLARA

SCL280365  
SCH#2011052005

Mr. Michael Murdter  
Santa Clara County Roads and Airports  
101 Skyport Drive  
San Jose, CA 95110

Dear Mr. Murdter:

**Reid-Hillview Airport 2006 Master Plan— Draft Environmental Impact Report**

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the project referenced above. The following comments are based on review of the Draft Environmental Impact Report (DEIR) provided on June 29, 2012.

***Traffic Operations***

The Transportation Impact Analysis within the DEIR does not analyze the traffic impacts to US 101 and Interstate 680. Please update your analysis to include these freeways. Furthermore, please submit the date when you observed existing traffic conditions. Also, please explain the current parking conditions, and clarify if you are planning on changing the amount of parking.

2-1

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

Sincerely,

A handwritten signature in black ink, appearing to read "Erik Alm".

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



- 2-1 As noted in the Draft EIR on page 67 and in the Hexagon Transportation Impact Analysis (Appendix G, page 7), according to Congestion-Management Plan (CMP) guidelines, an analysis of freeway segment levels of service is required if a project is estimated to add trips to a freeway segment equal to or greater than one percent of the capacity of that segment. Because the number of peak hour project trips added to the freeways in the study area is estimated to be well below the one-percent threshold, a detailed analysis of freeway segment levels of service was not performed. The freeway segment evaluation table in Appendix B demonstrates that the project trips are well below the 1% threshold on all freeway segments.

Existing parking conditions are described on page 20 of the Draft EIR under “B. Aircraft Basing Capacity, 1. Existing Conditions,” and shown on Figure 4. Existing airport parking would not be affected by implementation of the Reid-Hillview Airport Master Plan, and no additional parking would be added for aviation uses. Site plans for the proposed non-aviation commercial uses have not been developed. However, this development would require land use approvals and permits from the City of San José and would be subject to the City of San José development standards, including requirements for off-street parking.



EDMUND G. BROWN JR.  
GOVERNOR

STATE OF CALIFORNIA  
GOVERNOR'S OFFICE of PLANNING AND RESEARCH  
STATE CLEARINGHOUSE AND PLANNING UNIT



KEN ALEX  
DIRECTOR

August 14, 2012

Michael Murdter  
Santa Clara County Roads & Airports  
101 Skyport Drive  
San Jose, CA 95110

Subject: Reid Hillview Airport 2006 Master Plan  
SCH#: 2011052005

Dear Michael Murdter:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. The review period closed on August 13, 2012, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

3-1

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Sincerely,

Scott Morgan  
Director, State Clearinghouse

ROADS & AIRPORTS  
DEPARTMENT  
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COUNTY OF  
SANTA CLARA

## Document Details Report

### State Clearinghouse Data Base

**SCH#** 2011052005  
**Project Title** Reid Hillview Airport 2006 Master Plan  
**Lead Agency** Santa Clara County

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**Type** EIR Draft EIR

**Description** The proposed 2006 Reid-Hillview Airport Master Plan will allow for the Airport operations and growth through 2022. The 179-acre Reid-Hillview Airport is located in an area of the City of San Jose commonly referred to as the Evergreen area. The proposed Plan would supersede the 1982 Santa Clara County Airports Master Plan, which currently guides the growth and development of Reid-Hillview Airport. Proposed airport improvements include realignment of the existing runways to meet FAA requirements, addition of a new taxiway and improvements to existing exit taxiways, formalization of existing helicopter landing pads, and construction of an above-ground fuel storage area. The Plan would also allow for the development of 11.08 acres for non-aviation commercial retail uses to increase Airport financial self-sufficiency and allow for the installation of 6.4 acres of photovoltaic solar arrays to serve the Airport.

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#### Lead Agency Contact

**Name** Michael Murdter  
**Agency** Santa Clara County Roads & Airports  
**Phone** 408 918 7711 **Fax**  
**email**  
**Address** 101 Skyport Drive  
**City** San Jose **State** CA **Zip** 95110

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#### Project Location

**County** Santa Clara  
**City** San Jose  
**Region**  
**Lat / Long**  
**Cross Streets** Cunningham Avenue/Capitol Expressway  
**Parcel No.** 491-13-001; 491-05-007  
**Township** **Range** **Section** **Base**

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#### Proximity to:

**Highways** Hwy 101  
**Airports** Reid Hillview Municipal  
**Railways**  
**Waterways** Thompson Creek / Lower Silver Creek, Coyote Creek  
**Schools** Meyer/Fisher (ARUSD)  
**Land Use** General Aviation Airport; City of San Jose GP: Neighborhood/Community Commercial and Public/Quasi Public

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**Project Issues** Aesthetic/Visual; Air Quality; Archaeologic-Historic; Biological Resources; Drainage/Absorption; Geologic/Seismic; Noise; Public Services; Recreation/Parks; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Water Quality; Growth Inducing; Landuse; Cumulative Effects

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**Reviewing Agencies** Resources Agency; Department of Fish and Game, Region 3; Department of Parks and Recreation; Department of Water Resources; Caltrans, Division of Aeronautics; California Highway Patrol; Caltrans, District 4; Air Resources Board, Airport/Energy Projects; Regional Water Quality Control Board, Region 2; Department of Toxic Substances Control; California Energy Commission; Native American Heritage Commission; Public Utilities Commission

**Document Details Report**  
**State Clearinghouse Data Base**

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***Date Received*** 06/29/2012

***Start of Review*** 06/29/2012

***End of Review*** 08/13/2012

- 3-1 The comment acknowledges that the County has complied with State Clearinghouse review requirements for draft environmental documents, in accordance with CEQA.

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## **APPENDICES**

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- A. Hexagon Transportation Consultants response to Santa Clara Valley Transportation Authority comments
- B. Hexagon Transportation Consultants: Freeway segment evaluation table.

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# Appendix A

HEXAGON TRANSPORTATION CONSULTANTS, INC.

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August 15, 2012

Mr. Rob Eastwood  
Santa Clara County Planning Office  
70 W. Hedding Street, East Wing, 7<sup>th</sup> Floor  
San Jose, California 95110

**Re: Santa Clara Valley Transportation Authority Comments on Reid-Hillview Airport Master Plan Draft Environmental Impact Report**

Dear Mr. Eastwood:

The Santa Clara Valley Transportation Authority (VTA) submitted a letter dated August 13, 2012 with comments on the Reid-Hillview Airport Master Plan Draft Environmental Impact Report (DEIR). The letter expresses the importance of coordinating with VTA regarding any improvements planned along Capitol Expressway as part of the Airport Master Plan process to ensure they do not conflict with the planned transit improvements being undertaken by the VTA. Of particular concern is the feasibility of recommended mitigations at Capitol Expressway/Story Road and at Capitol Expressway/Ocala Avenue given the planned Santa Clara-Alum Rock Bus Rapid Transit project.

Hexagon reviewed the Santa Clara-Alum Rock Transit Improvement Project FEIR available on the VTA's website ([http://www.vta.org/projects/dtev/final\\_eir.html](http://www.vta.org/projects/dtev/final_eir.html)) including plan sheets BRT-18 and BRT-19, which show the planned lane configuration at Capitol/Story and Capitol/Ocala. The plans are consistent with the future lane configuration assumptions contained in the Reid-Hillview Airport DEIR. Furthermore, the BRT plans include the second westbound left-turn lane at Capitol Expressway/Story Road, which was recommended as a mitigation measure in the Reid-Hillview Airport DEIR.

The recommended mitigation measure at Capitol Expressway/Ocala Avenue is the addition of an exclusive eastbound right-turn lane. The BRT plan sheet shows that the outer through lane on eastbound Ocala Avenue would have sufficient width to accommodate an exclusive right-turn lane for a short distance (about 70 feet). It is recommended that the curb along the south side of Ocala Avenue be moved to allow the right-turn lane to be extended to ensure it operates effectively. The recommended improvement may require the dedication of additional right-of-way from the airport. This improvement on Ocala Avenue would have no effect on the planned BRT stations shown on Capitol Expressway.

In conclusion, the traffic analysis and recommended mitigation measures contained in the Reid-Hillview Airport Master Plan DEIR are consistent with the planned Santa Clara-Alum Rock Bus Rapid Transit project.

Sincerely,

**HEXAGON TRANSPORTATION CONSULTANTS, INC.**

Michelle Hunt  
Vice President and Principal Associate

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# Appendix B

## Freeway Segment Evaluation

Freeway	Segment	Direction	# of Mixed Flow Lanes	Capacity <sup>1</sup> (vph)	1% of Capacity	Peak Hour	Project Trips
US 101	Santa Clara Street to I-280	SB	3	6600	66	AM	2
						PM	4
US 101	I-280 to Story Road	SB	3	6600	66	AM	1
						PM	2
US 101	Story Road to Tully Road	SB	3	6600	66	AM	1
						PM	2
US 101	Tully Road to Capitol Expressway	SB	3	6600	66	AM	2
						PM	3
US 101	Capitol Expressway to Tully Road	NB	3	6600	66	AM	2
						PM	2
US 101	Tully Road to Story Road	NB	3	6600	66	AM	1
						PM	2
US 101	Story Road to I-280	NB	3	6600	66	AM	1
						PM	2
US 101	I-280 to Santa Clara Street	NB	3	6600	66	AM	1
						PM	4
I-680	King Road to Capitol Expressway	NB	4	8800	88	AM	5
						PM	8
I-680	Capitol Expressway to Alum Rock Ave	NB	4	8800	88	AM	2
						PM	5
I-680	Alum Rock Av to Capitol Expressway	SB	4	8800	88	AM	3
						PM	5
I-680	Capitol Expressway to King Road	SB	4	8800	88	AM	2
						PM	8
Note:							
<sup>1</sup> Capacity was based on the ideal capacity cited in the <i>2000 Highway Capacity Manual</i> .							

Source: Hexagon Transportation Consultants