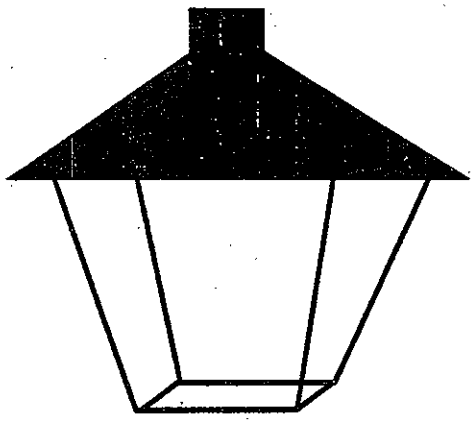
FINAL

ENVIRONMENTAL IMPACT REPORT

TOWN AND COUNTRY VILLAGE



CITY OF SAN JOSE

JUNE 1998

97-036

VOLUME II OF IV : DRAFT EIR APPENDIX A

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APPENDIX A

TRAFFIC ANALYSIS

97-036

SITE TRAFFIC ANALYSIS

TOWN AND COUNTRY REDEVELOPMENT

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Executive Summary

Project Description

This report presents the results of the traffic analysis conducted for the proposed redevelopment of the Town & Country Village located in San Jose, California. The project, as proposed, consists of replacing the existing 285,000-s.f. shopping center with a new 600,000-s.f. shopping center, 1,200 dwelling units of residential, and two 100-room limited-service hotels. Access to the site will be provided by three full-access signalized driveways, one unsignalized right-turn-only driveway, and one unsignalized full-access driveway.

Methodology

The impacts of the project were evaluated following the guidelines set forth by the City of San Jose and the Santa Clara County Congestion Management Program (CMP). Traffic conditions were evaluated for 21 signalized intersections, 16 directional freeway segments, and 10 freeway interchange ramps. All study intersections were evaluated using the City of San Jose methodology. Six of these intersections are designated CMP intersections, and were evaluated using the CMP-approved methodology. Traffic conditions were evaluated for the following scenarios:

Scenario 1: *Existing Conditions.* Existing peak-hour volumes.

Scenario 2: *Background Conditions.* Existing peak-hour volumes plus growth plus traffic from approved but not yet constructed developments in the area.

Scenario 3: *Project Conditions.* Background peak-hour volumes plus traffic generated by the proposed redevelopment of Town & Country Village.

Scenario 4: *Cumulative Conditions.* Background peak-hour volumes plus traffic generated by the proposed redevelopment of Town & Country Village plus traffic generated by the proposed Valley Fair expansion.

Project Trip Generation

The traffic generated by the project was estimated by applying the appropriate vehicular trip generation rates to the proposed development size. The trip generation rates used are those published in the Institute of Transportation Engineers (ITE) *Trip Generation*, Fifth Edition, 1991. A pass-by trip reduction was applied to the PM peak-hour trip generation estimates. With these reductions, the project as proposed is estimated to generate 14,520 net new daily trips with 728 occurring during the AM peak hour (269 inbound/459 outbound) and 1,133 trips occurring during the PM peak hour (647 inbound/486 outbound). These trips were assigned to the roadway system based on locations of complementary land uses and existing and projected travel patterns in the area.

Project Conditions

The results of the intersection level of service analysis based on the San Jose method are shown in Table ES-1. Based on the City of San Jose method, 5 of the 23 intersections are projected to operate at an unacceptable LOS E or worse during one or both peak hours under project conditions. According to the city policy a project has a significant impact if the addition of project traffic causes a signalized intersection operating at LOS D or better under background conditions to operate at LOS E or F, or if the addition of project traffic increases the critical volume by one percent or more at an intersection already operating at LOS E or F under background conditions. According to this definition, the project would have a significant impact on weekday peak-hour conditions at the intersection of Winchester and Stevens Creek and at the intersection of Winchester and Moorpark. An analysis of Saturday peak-hour conditions did reveal that the project would also impact the intersection of Stevens Creek and Monroe during the Saturday peak hour (2:30 PM to 3:30 PM).

The results of the intersection level of service analysis based on the CMP method are shown in Table ES-2. The results of the analysis indicate that all of the CMP intersections will operate at an acceptable LOS E or better during both peak hours under project conditions. According to the CMP policy, a project has a significant impact if the addition of project traffic causes a signalized intersection operating at LOS E or better under background conditions to operate at LOS F, or if the addition of project traffic increases the critical delay by four or more seconds at an intersection already operating at LOS F under background conditions. According to CMP standards, the project will not have an impact on weekday peak-hour traffic under project conditions.

The analysis showed that the project would significantly impact 6 of the 16 directional freeway segments in the peak hours under project conditions. The results indicate that the project would cause no significant impact on any of the 10 freeway ramps in the peak hours under project conditions. The freeway and ramp level of service analyses are summarized in Table ES-3 and ES-4.

Cumulative Conditions

The potential impacts of the project were also evaluated relative to cumulative conditions. Based on the City of San Jose method, 6 of the 23 intersections are projected to operate at an unacceptable LOS E or worse during one or both peak hours under cumulative conditions. According to the city policy, the project will have a significant impact under cumulative conditions at three of these intersections: Morrpark Avenue and Winchester Boulevard, and Monroe Street and Stevens Creek Boulevard, and Winchester Boulevard and Stevens Creek Boulevard.

The results of the CMP analysis indicate that all of the CMP intersections will operate at an acceptable LOS E or better during both weekday peak hours under cumulative conditions. Based on CMP standards, the project will not have an impact on weekday peak-hour traffic under cumulative conditions.

The analysis showed that the project would significantly impact 6 of the16 directional freeway segments in the peak hours under cumulative conditions. The results indicate that the project would cause no significant impact on any of the 10 freeway ramps in the peak hours under cumulative conditions.

Level of Service Mitigation Measures

Project and cumulative conditions at the intersection of Winchester Boulevard and Moorpark Avenue would be restored to LOS D with the addition of a second eastbound left-turn lane, the conversion of the existing eastbound shared through-left-turn lane to an exclusive through lane, and the addition of a second westbound left-turn lane.

Project and cumulative conditions at the intersection of Winchester Boulevard and Stevens Creek Boulevard would be restored to LOS D with the addition of a second northbound left-turn lane and a second southbound left-turn lane.

Project and cumulative conditions at the intersection of Stevens Creek Boulevard and Monroe Street would be restored to LOS D with the addition of a fourth eastbound through lane that would transition into the second lane of the existing single-lane southbound on-ramp to I-880. The southbound on-ramp will need to be widened from one lane to two.

Project and cumulative conditions on the impacted segments of I-280 and I-880 would be restored to an acceptable LOS E or better with the installation of additional lanes on each impacted segment. However, the addition of freeway lanes would entail widening the I-280 and I-880 freeways over the length of the impacted segments, improvements that are considered to be infeasible.

Site Access

A site access analysis was performed in order to ensure the smooth and efficient flow of traffic into and out of the site. The site access analysis comprised several different components: an evaluation of the proposed access at Redwood Avenue and three site access alternatives, in terms of impacts on local

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streets and impacts on level of service; and an assessment of the adequacy of existing vehicle storage capacity at the signalized intersections accessing the site. The traffic analysis was also expanded to include the Saturday peak hour for intersections adjacent to the site.

The site access analysis showed that, although none of the access alternatives would significantly impact intersection operations, the proposed project access and two of the site access alternatives could contribute to considerable increases in traffic on adjacent local streets.

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Table ES-1
Intersection Levels of Service—SJ Method

Intersection	Peak Hour	Count Date	Existing V/C	Existing LOS	Background V/C	Background LOS	Project Conditions V/C	Project Conditions LOS	Project Conditions % INC.	Cumulative Conditions V/C	Cumulative Conditions LOS
I-280/Moorpark	AM	4/9/97	0.357	A	0.363	A	0.379	A	4.52	0.380	A
	PM	10/96	0.439	A	0.457	A	0.493	A	8.26	0.498	A
I-880/Stevens Creek	AM	4/15/97	0.228	A	0.254	A	0.269	A	5.91	0.273	A
	PM	10/96	0.343	A	0.386	A	0.421	A	9.00	0.434	A
Bascom/Moorpark	AM	4/17/97	0.799	C	0.804	D	0.804	D	0.11	0.805	D
	PM	4/17/97	0.744	C	0.747	C	0.747	C	0.00	0.747	C
Bascom/Naglee	AM	10/31/95	0.746	C	0.804	D	0.803	D	0.17	0.805	D
	PM	4/17/97	0.639	B	0.646	B	0.654	B	1.12	0.659	B
Bascom/San Carlos	AM	4/15/97	0.849	D	0.861	D	0.865	D	0.28	0.867	D
	PM	4/15/97	0.784	C	0.827	D	0.835	D	0.72	0.843	D
Bellerose/Stevens Creek	AM	6/23/95	0.409	A	0.454	A	0.457	A	1.00	0.459	A
	PM	4/17/97	0.598	A	0.628	B	0.641	B	2.29	0.646	B
Hamilton/Winchester	AM	4/17/97	0.740	C	0.740	C	0.740	C	0.04	0.742	C
	PM	4/17/97	0.913	E	0.913	E	0.913	E	0.06	0.914	E
Hedding/Monroe	AM	4/17/97	0.486	A	0.486	A	0.487	A	0.24	0.488	A
	PM	4/17/97	0.532	A	0.532	A	0.545	A	2.24	0.550	A
Hedding/Winchester	AM	4/17/97	0.534	A	0.536	A	0.540	A	0.53	0.541	A
	PM	4/17/97	0.647	B	0.647	B	0.660	B	1.69	0.669	B
Monroe/Stevens Creek	AM	4/9/97	0.488	A	0.467	A	0.528	A	14.40	0.533	A
	PM	7/8/97	0.757	C	0.819	D	0.899	D	10.76	**0.924**	**E**
Moorpark/San Tomas	AM	4/17/97	0.914	E	0.914	E	0.914	E	0.00	0.915	E
	PM	10/96	1.003	F	1.033	F	1.036	F	0.22	1.040	F
San Tomas/Stevens Creek	AM	4/17/97	0.831	D	0.831	D	0.842	D	1.31	0.838	D
	PM	7/9/97	1.032	F	1.035	F	1.040	F	0.98	1.046	F
Moorpark/Winchester	AM	10/1/97	0.893	D	0.909	E	**0.924**	**E**	**1.68**	**0.928**	**E**
	PM	7/10/97	0.771	C	0.798	C	0.832	D	4.63	0.839	D
Saratoga/Stevens Creek	AM	5/21/96	0.578	A	0.606	B	0.613	B	1.23	0.613	B
	PM	10/96	0.786	C	0.813	D	0.822	D	1.48	0.826	D
Stevens Creek/Emporium	AM	4/15/97	0.417	A	0.420	A	0.420	A	0.00	0.423	A
	PM	4/15/97	0.496	A	0.519	A	0.589	A	11.78	0.602	B
Stevens Creek/Redwood	AM	4/10/97	0.395	A	0.396	A	0.416	A	5.31	0.422	A
	PM	4/10/97	0.475	A	0.546	A	0.596	A	9.37	0.609	B
Stevens Creek/Winchester	AM	4/16/97	0.640	B	0.651	B	0.654	B	0.25	0.659	B
	PM	7/10/97	0.850	D	0.860	D	**0.915**	**E**	**3.41**	**0.939**	**E**
Tisch/Winchester	AM	4/16/97	0.371	A	0.414	A	0.447	A	9.14	0.449	A
	PM	4/16/97	0.675	B	0.718	C	0.745	C	4.60	0.755	C
Williams/Winchester	AM	4/16/97	0.752	C	0.752	C	0.754	C	0.26	0.757	C
	PM	4/16/97	0.502	A	0.502	A	0.507	A	0.84	0.511	A
Winchester/Olsen	AM	4/17/97	0.424	A	0.428	A	0.490	A	11.23	0.493	A
	PM	4/17/97	0.476	A	0.480	A	0.529	A	6.67	0.534	A
Winchester/Olin	AM	4/16/97	0.427	A	0.431	A	0.451	A	3.42	0.454	A
	PM	4/16/97	0.440	A	0.444	A	0.435	A	0.00	0.442	A

*Note: Significant impacts indicated in **bold**.

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Table ES-2

Intersection Levels of Service—CMP Method

Intersection	Peak Hour	Count Date	Existing Average Intersection Delay[a]	Existing LOS	Background Average Intersection Delay[a]	Background LOS	Project Conditions Average Intersection Delay[a]	Project Conditions LOS	Project Conditions Increase in Critical Movement[b]	Cumulative Conditions Average Intersection Delay[a]	Cumulative Conditions LOS
I-280/Moorpark	AM	4/9/97	16	C	16	C	16	C	0	16	C
	PM	10/96	17	C	17	C	17	C	0	17	C
I-880/Stevens Creek	AM	4/15/97	14	B	16	C	17	C	1	17	C
	PM	10/96	16	C	17	C	19	C	2	20	C
San Tomas/Stevens Creek	AM	4/17/97	37	D	37	D	38	D	1	38	D
	PM	7/9/97	53	E	54	E	55	E	2	56	E
San Tomas/Moorpark	AM	4/17/97	37	D	37	D	37	D	0	37	D
	PM	10/96	35	D	37	D	37	D	0	37	D
Saratoga/Stevens Creek	AM	5/21/96	31	D	32	D	32	D	0	32	D
	PM	10/96	36	D	36	D	36	D	0	36	D
Stevens Creek/Winchester	AM	4/16/97	29	D	29	D	29	D	0	29	D
	PM	10/96	37	D	40	D	41	E	8	42	E

[a] Whole intersection average delay expressed in seconds per vehicle.
[b] Increase in critical movement delay.

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Table ES-3
Freeway Segment Levels of Service—Cumulative Conditions

Freeway	Segment	Direction	Peak Hour	Cumulative With Project[a] Mixed-Flow Lane Traffic Volumes Capacity	Volume	V/C	LOS	HOV Lane Traffic Volumes Capacity	Volume	V/C	LOS	Town & Country Project Traffic Total Volume	Mixed-Flow Lane Volume	Mixed-Flow Lane % Capacity	HOV Lane Volume	HOV Lane % Capacity
I-280	Lawrence to Saratoga	SB	AM	7,000	7,013	1.00	F	2,000	461	0.23	A	55	52	0.7%	3	0.2%
			PM		7,550	1.08	F		783	0.39	B	124	112	1.5%	12	1.5%
I-280	Saratoga to Winchester	SB	AM	7,000	7,213	1.03	F	2,000	399	0.20	A	55	52	0.7%	3	0.8%
			PM		7,383	1.05	F		649	0.32	A	124	114	1.5%	10	1.5%
I-280	Winchester to I-880	SB	AM	6,000	4,251	0.71	C	2,000	336	0.17	A	0	0	0.0%	0	0.0%
			PM		4,284	0.71	C		564	0.28	A	0	0	0.0%	0	0.0%
I-280	I-880 to Bascom	SB	AM	8,000	6,946	0.87	D	2,000	481	0.24	A	69	65	0.9%	4	0.8%
			PM		7,262	0.91	D		672	0.34	A	73	67	0.9%	6	0.8%
I-280	Bascom to Meridian	SB	AM	8,000	7,430	0.93	D	N/A	N/A	N/A	N/A	69	69	0.9%	N/A	N/A
			PM		7,934	0.99	E		N/A	N/A	N/A	73	73	0.9%	N/A	N/A
I-280	Meridian to Bascom	NB	AM	9,000	7,762	0.86	D	N/A	N/A	N/A	N/A	40	40	0.5%	N/A	N/A
			PM		7,399	0.82	D		N/A	N/A	N/A	97	97	1.3%	N/A	N/A
I-280	Bascom to I-880	NB	AM	9,000	8,482	0.94	E	2,000	441	0.22	A	40	38	0.4%	2	0.4%
			PM		8,015	0.89	D		514	0.26	A	97	91	1.1%	6	1.2%
I-280	I-880 to Winchester	NB	AM	6,000	5,572	0.93	D	2,000	465	0.23	A	0	0	0.0%	0	0.0%
			PM		5,059	0.84	D		580	0.29	A	0	0	0.0%	0	0.0%
I-280	Winchester to Saratoga	NB	AM	7,000	7,635	1.09	F	2,000	495	0.25	A	108	101	1.3%	7	1.4%
			PM		7,300	1.04	F		525	0.26	A	83	77	1.1%	6	1.1%
I-280	Saratoga to Lawrence	NB	AM	7,000	7,144	1.02	F	2,000	472	0.24	A	108	101	1.4%	7	1.5%
			PM		6,811	0.97	E		507	0.25	A	83	77	1.1%	6	1.2%
I-880	Bascom to Stevens Creek	SB	AM	7,000	5,063	0.72	C	N/A	N/A	N/A	N/A	87	87	1.7%	N/A	N/A
			PM		7,698	1.10	F		N/A	N/A	N/A	96	96	1.2%	N/A	N/A
I-880	Stevens Creek to I-280	SB	AM	6,000	3,477	0.58	C	N/A	N/A	N/A	N/A	25	25	0.7%	N/A	N/A
			PM		6,157	1.03	F		N/A	N/A	N/A	31	31	0.5%	N/A	N/A
SR 17	I-280 to Hamilton	SB	AM	8,000	5,261	0.66	C	N/A	N/A	N/A	N/A	25	25	0.5%	N/A	N/A
			PM		8,556	1.07	F		N/A	N/A	N/A	31	31	0.4%	N/A	N/A
SR 17	Hamilton to I-280	NB	AM	7,000	7,541	1.08	F	N/A	N/A	N/A	N/A	16	16	0.2%	N/A	N/A
			PM		5,386	0.77	C		N/A	N/A	N/A	39	39	0.7%	N/A	N/A
I-880	I-280 to Stevens Creek	NB	AM	6,000	6,018	1.00	F	N/A	N/A	N/A	N/A	16	16	0.3%	N/A	N/A
			PM		3,682	0.61	C		N/A	N/A	N/A	39	39	1.0%	N/A	N/A
I-880	Stevens Creek to Bascom	NB	AM	7,000	7,063	1.01	F	N/A	N/A	N/A	N/A	171	171	2.4%	N/A	N/A
			PM		5,252	0.75	C		N/A	N/A	N/A	131	131	2.5%	N/A	N/A

[a]Cumulative traffic volumes and HOVL proportions are based on 2010 CUA model projections with estimated Town & Country and Valley Fair trips added.

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Table ES-4
Interchange Ramp Levels of Service

					Existing Conditions			Background Conditions			Project Conditions			Cumulative Conditions		
Interchange	Ramp	Type	Capacity	Period	Volume	V/C	LOS	Volume	V/C	LOS	Volume	V/C	LOS	Volume	V/C	LOS
I-880/Stevens Creek	SB to WB	Diagonal	2,000	AM	493	0.247	A	639	0.320	A	726	0.363	A	732	0.366	A
			2,000	PM	628	0.314	A	682	0.341	A	878	0.439	A	904	0.452	A
			2,000	Sat	850	0.425	A	904	0.452	A	1,100	0.550	A	1,132	0.566	A
I-880/Stevens Creek	SB to EB	Loop	1,800	AM	136	0.076	A	136	0.076	A	136	0.076	A	136	0.076	A
			1,800	PM	168	0.093	A	168	0.093	A	168	0.093	A	168	0.093	A
			1,800	Sat	179	0.099	A	179	0.099	A	179	0.099	A	179	0.099	A
I-880/Stevens Creek	WB to NB	Diagonal	2,000	AM	218	0.109	A	218	0.109	A	218	0.109	A	218	0.109	A
			2,000	PM	179	0.090	A	179	0.090	A	179	0.090	A	179	0.090	A
			2,000	Sat	234	0.117	A	234	0.117	A	234	0.117	A	234	0.117	A
I-880/Stevens Creek	WB to SB	Loop	1,800	AM	160	0.089	A	160	0.089	A	160	0.089	A	160	0.089	A
			1,800	PM	354	0.197	A	354	0.197	A	354	0.197	A	354	0.197	A
			1,800	Sat	270	0.150	A	270	0.150	A	270	0.150	A	270	0.150	A
I-880/Stevens Creek	NB to EB	Diagonal	2,000	AM	272	0.136	A	272	0.136	A	272	0.136	A	272	0.136	A
			2,000	PM	272	0.136	A	272	0.136	A	272	0.136	A	272	0.136	A
			2,000	Sat	501	0.251	A	501	0.251	A	501	0.251	A	501	0.251	A
I-880/Stevens Creek	NB to WB	Loop	1,800	AM	1,004	0.558	A	1,101	0.612	B	1,157	0.643	B	1,171	0.651	B
			1,800	PM	1,051	0.584	A	1,144	0.636	B	1,280	0.711	C	1,329	0.738	C
			1,800	Sat	1,245	0.692	B	1,338	0.743	C	1,474	0.819	D	1,534	0.852	D
I-880/Stevens Creek	EB to SB	Diagonal	2,000	AM	483	0.242	A	527	0.264	A	621	0.311	A	629	0.315	A
			2,000	PM	1,374	0.687	B	1,513	0.757	C	1,617	0.809	D	1,666	0.833	D
			2,000	Sat	1,364	0.682	B	1,503	0.752	C	1,607	0.804	D	1,667	0.834	D
I-880/Stevens Creek	EB to NB	Loop	1,800	AM	252	0.140	A	318	0.177	A	489	0.272	A	493	0.274	A
			1,800	PM	504	0.280	A	531	0.295	A	662	0.368	A	688	0.382	A
			1,800	Sat	750	0.417	A	777	0.432	A	908	0.504	A	940	0.522	A
I-280/Winchester	to NB	Diagonal	2,000	AM	713	0.357	A	757	0.379	A	865	0.433	A	868	0.434	A
			2,000	PM	729	0.365	A	768	0.384	A	851	0.426	A	869	0.435	A
			2,000	Sat	689	0.345	A	728	0.364	A	811	0.406	A	833	0.417	A
I-280/Winchester	from SB	Diagonal	2,000	AM	769	0.385	A	785	0.393	A	840	0.420	A	845	0.423	A
			2,000	PM	1,068	0.534	A	1,080	0.540	A	1,204	0.602	B	1,222	0.611	B
			2,000	Sat	865	0.433	A	877	0.439	A	1,001	0.501	A	1,023	0.512	A

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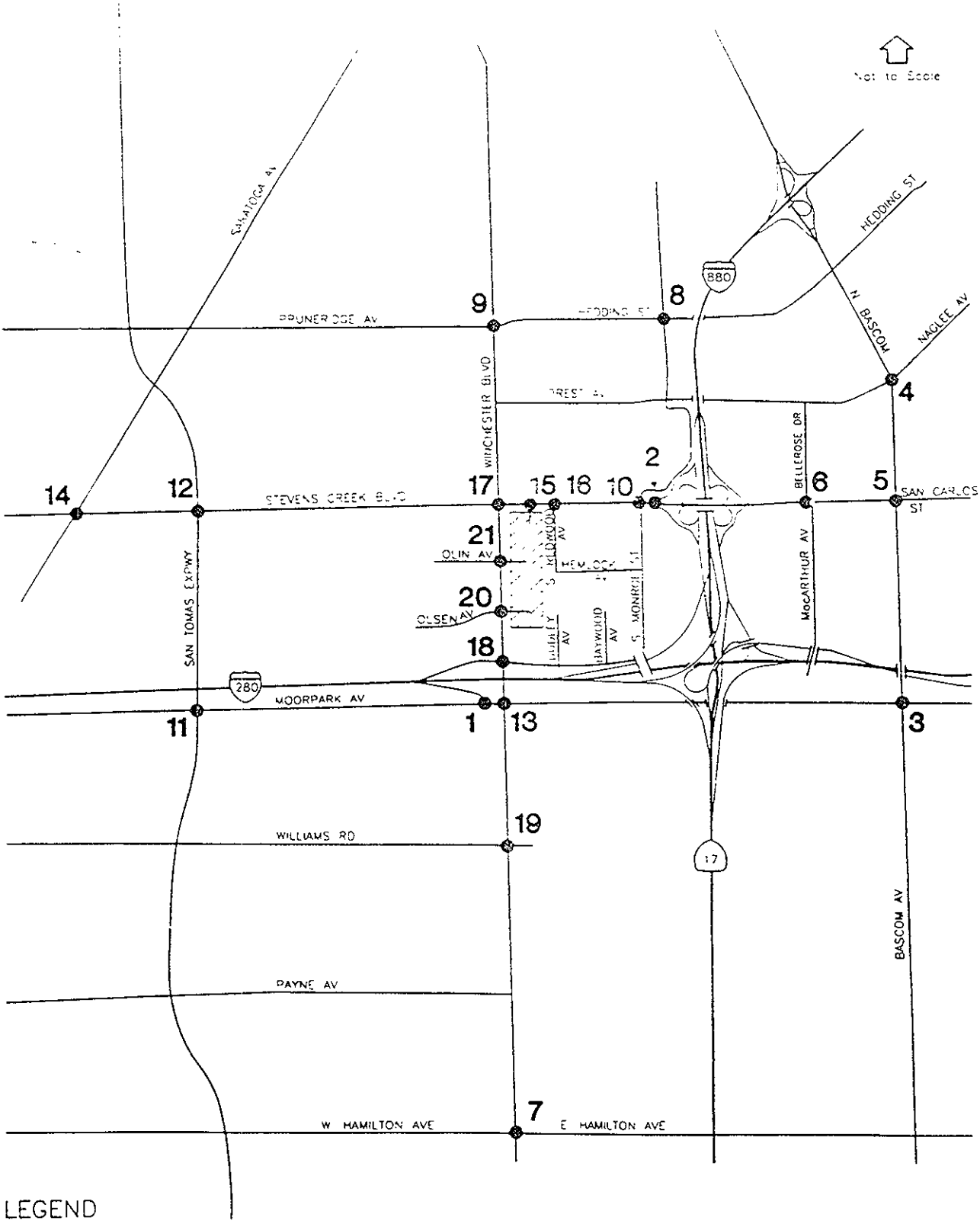
1. Introduction

This report presents the results of the traffic impact analysis conducted for the proposed redevelopment of the Town & Country Village in San Jose, California. The impacts of the proposed project were estimated following the guidelines set forth by the City of San Jose and the Santa Clara County Congestion Management Program (CMP).

The proposed project consists of replacing the existing 285,000-s.f. shopping center with a new 600,000-s.f. shopping center, 1,200 dwelling units of residential, and two 100-room limited-service hotels. The project site is generally bounded by Stevens Creek Boulevard to the north, Winchester Boulevard to the west, and Tisch Way to the south. The site location and the surrounding roadway network are presented on Figure 1. As shown on the site plan, direct access to the project site will be provided via three full-access signalized driveways at Winchester Boulevard and Olsen Drive, Winchester Boulevard and Olin Avenue, and Stevens Creek Boulevard and Emporium, at Redwood Avenue and Hemlock Avenue (see Figure 2). There is also the possibility of additional access at the unsignalized driveway on Dudley Avenue.

The purpose of the traffic analysis is to estimate the traffic impacts of the proposed development on the transportation system in the vicinity of the site. Twenty-one signalized intersections were evaluated in the study. These are identified on Figure 1. All 21 study intersections were evaluated using the City of San Jose methodology. Six of the 21 study intersections are designated CMP intersections and accordingly were evaluated also using the methodology approved by the CMP. The intersections are identified below. CMP intersections are denoted with an asterisk (*):

I-280 eastbound off-ramp and Moorpark Avenue*
I-880 southbound off-ramp and Stevens Creek Boulevard*
Bascom Avenue and Moorpark Avenue
Bascom Avenue and Naglee Avenue
Bascom Avenue and San Carlos Street
Bellerose Drive and Stevens Creek Boulevard
Hamilton Avenue and Winchester Boulevard



LEGEND

= STUDY INTERSECTION

= PROJECT SITE

Figure 1

STUDY AREA

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Figure 2

97-036 **SITE PLAN**

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Hedding Street and Monroe Street
Hedding Street and Winchester Boulevard
Monroe Street and Stevens Creek Boulevard
Moorpark Avenue and San Tomas Expressway*
San Tomas Expressway and Stevens Creek Boulevard*
Moorpark Avenue and Winchester Boulevard
Saratoga Avenue and Stevens Creek Boulevard*
Stevens Creek Boulevard and Emporium
Stevens Creek Boulevard and Redwood Avenue
Stevens Creek Boulevard and Winchester Boulevard*
Tisch Way and Winchester Boulevard
Williams Road and Winchester Boulevard
Winchester Boulevard and Olsen Drive
Winchester Boulevard and Olin Avenue

The study intersections were selected based on a previous study completed by the City of San Jose (*Stevens Creek/Winchester Area Traffic Study, August 1993*). Traffic conditions at the study intersections were evaluated for the following scenarios:

Scenario 1: *Existing Conditions.* Existing peak-hour volumes.

Scenario 2: *Background Conditions.* Existing peak-hour volumes plus growth plus traffic from approved but not yet constructed developments in the area.

Scenario 3: *Project Conditions.* Background peak-hour volumes plus traffic generated by the proposed redevelopment of Town & Country Village.

Scenario 4: *Cumulative Conditions.* Background peak-hour volumes plus traffic generated by the proposed redevelopment of Town & Country Village plus traffic generated by the proposed Valley Fair expansion.

The analysis also included an evaluation of traffic conditions on several segments of freeway and on several freeway interchange ramps. These segments and ramps are identified below.

Freeway Segments

I-280 between Lawrence Expressway and Saratoga Avenue
I-280 between Saratoga Avenue and Winchester Boulevard
I-280 between Winchester Boulevard and I-880
I-280 between I-880 and Bascom Avenue
I-280 between Bascom Avenue and Meridian Avenue
I-880 between Bascom Avenue and Stevens Creek Boulevard
I-880 between Stevens Creek Boulevard and I-280
SR 17 between I-280 and Hamilton Avenue

Interchange Ramps

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I-880 at Stevens Creek Boulevard—eight ramps
I-280 at Winchester Boulevard—two ramps

Traffic conditions on the freeway segments are analyzed for each direction of traffic separately.

Chapter 2 describes existing conditions in the study area. Chapter 3 describes future background conditions. Chapter 4 presents project conditions. Scenarios 4 and 5, Cumulative Conditions, are presented in Chapter 5. Chapter 6 describes site access conditions. Chapter 7 describes impacts and recommended mitigation measures.

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2.
Existing Conditions

This chapter provides a description of existing conditions in terms of the roadway network facilities and operations, transit services, and pedestrian/bicycle access.

Roadway Network

Regional access to the project site is provided by I-880 and I-280:

I-880 is a six-lane freeway with no high-occupancy vehicle (HOV) lanes. I-880 extends northward to Oakland and southward, as SR 17 south of I-280, to Santa Cruz. Access to the site is provided via a full interchange at Stevens Creek Boulevard.

I-280 is an eight-lane freeway (three mixed-flow lanes and one high-occupancy vehicle (HOV) lane in each direction). I-280 runs in a predominately north/south direction from San Francisco through the peninsula to its junction with I-680 in San Jose. In the South Bay, however, I-280 generally runs in an east/west direction. Access to the site is provided via a partial interchange at Winchester Boulevard.

Local access to the site is provided by Stevens Creek Boulevard, Winchester Boulevard, Moorpark Avenue, and San Tomas Expressway. These roadways are described below:

Stevens Creek Boulevard is a six-lane divided arterial that runs in an east/west direction. The roadway begins as a transition from San Carlos Street west of I-880. Stevens Creek Boulevard provides direct access to the project site via three full-access signalized driveways at the Stevens Creek Boulevard/Emporium, Stevens Creek Boulevard/Redwood Avenue, and Stevens Creek Boulevard/Monroe Street intersections.

Winchester Boulevard is generally a six-lane divided arterial that runs in a north/south direction. South of Stevens Creek Boulevard, Winchester Boulevard is a six-lane facility. North of Stevens Creek

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Boulevard, the roadway narrows to four lanes. This facility provides access to the project site via one full-access signalized driveway at the intersection of Winchester Boulevard and Dorcich Avenue.

Moorpark Avenue is a four-lane roadway which runs in an east/west direction. This facility provides access to the site via Winchester Boulevard.

San Tomas Expressway is a six-lane divided expressway which generally runs in a north/south direction. This facility provides access to the site via Moorpark Avenue and Stevens Creek Boulevard.

Existing Bicycle and Pedestrian Facilities

The project site is relatively isolated from any bicycle routes designated by the Santa Clara County Bikeways Network. Sidewalks are available along both sides of Stevens Creek Boulevard and Winchester Boulevard, with pedestrian crossings provided at signalized intersections.

Transit Service

Existing bus service on the surrounding roadway network is provided by the Santa Clara Valley Transportation Authority (VTA). Under existing conditions four bus routes (Routes 60, 23, 24, and 36) provide service within one-quarter mile of the project site. The bus routes directly serving the site are described below.

Route 60 provides service between Los Gatos and Great America Parkway. This line operates on a 15- to 30-minute headway and provides service along Winchester Boulevard adjacent to the site.

Route 23 provides service between Downtown San Jose and San Antonio Shopping Center in Mountain View. This line operates on a 30-minute headway and provides service along Stevens Creek Boulevard near the site.

Route 24 provides service between Downtown San Jose and the California Avenue (Palo Alto) Train Station. This line operates on a 30-minute headway and provides service along Stevens Creek Boulevard near the site.

Route 36 provides service between East San Jose and Vallco Fashion Park. This line operates on a 30-minute headway and provides service along Winchester Boulevard near the site.

Figure 3 illustrates the transit service provided in the vicinity of the site, including the locations of transit stops.

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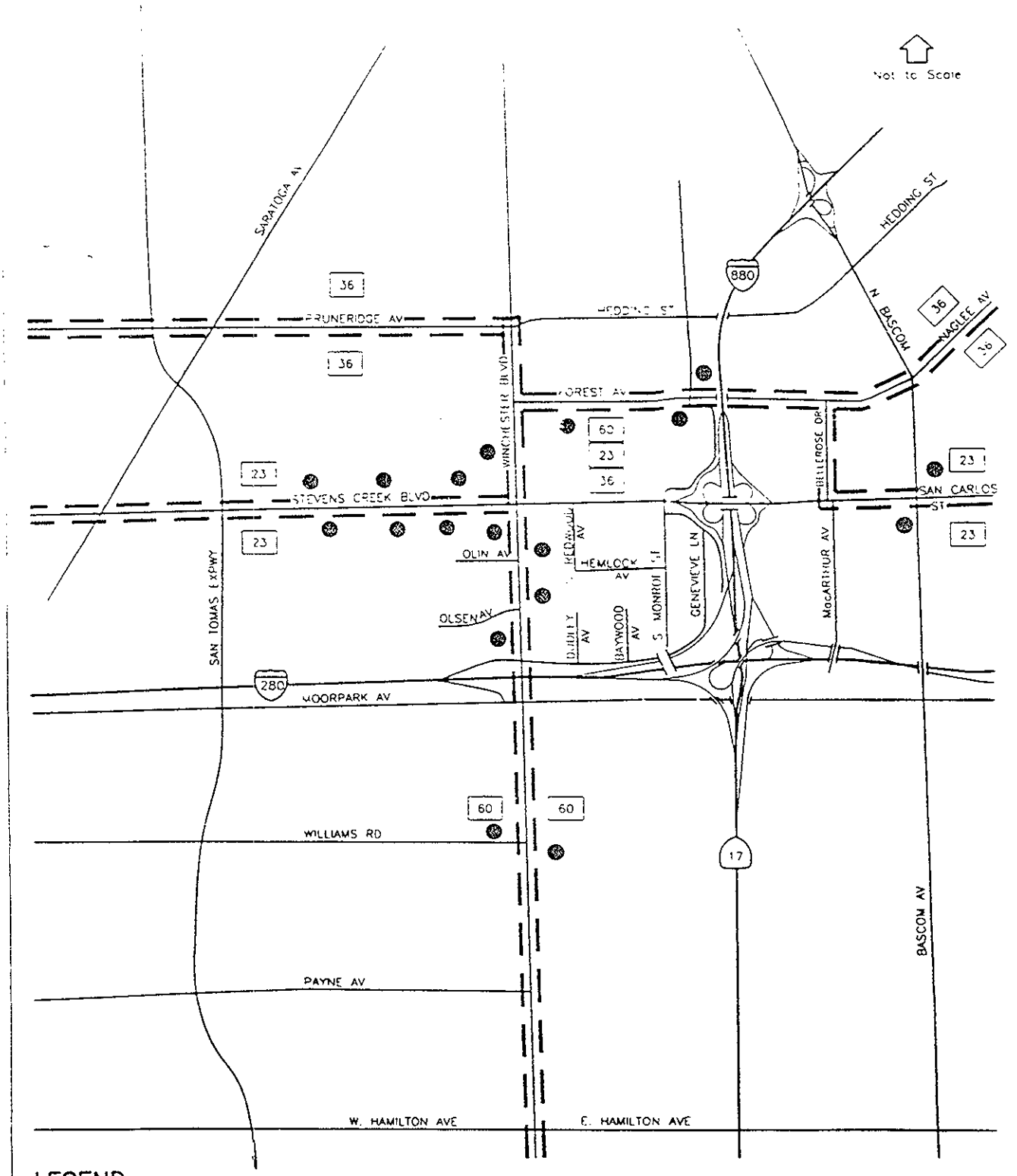

Figure 3

97 - 03 TRANSIT ROUTES

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Existing Intersection Levels of Service

Traffic conditions at the study intersections were evaluated with level of service (LOS) calculations. *Level of service* is a qualitative description of intersection operation, ranging from LOS A, or free-flow conditions, to LOS F, or jammed conditions. Two different level of service methodologies were used in this analysis: the City of San Jose method and the CMP method.

The San Jose method (SJ91) estimates the level of service based on critical volume-to-capacity (V/C) ratios. The volumes of the vehicles in the turning movements that dictate the operation of the intersection are divided by the capacity of those movements. The individual ratios are added to obtain the intersection V/C ratio. The V/C ratio is correlated to a level of service (see Table 1). An acceptable level in the City of San Jose is defined as LOS D or better.

Table 1
Signalized Intersection Level of Service Definitions Using Volume-to-Capacity Ratios

Level of Service	Interpretation	V/C Ratio
A	Uncongested operations; all queues clear in a single signal cycle.	Less Than 0.600
B	Very light congestion; an occasional approach phase is fully utilized.	0.600-0.699
C	Light congestion; occasional backups on critical approaches.	0.700-0.799
D	Significant congestion on critical approaches, but intersection functional. Cars required to wait through more than one cycle during short peaks. No long-standing queues formed.	0.800-0.899
E	Severe congestion with some long-standing queues on critical approaches. Blockage of intersection may occur if traffic signal does not provide for protected turning movements. Traffic queue may block nearby intersections(s) upstream of critical approach(es).	0.900-0.999
F	Total breakdown, stop-and-go operation.	1.000 and Greater

The CMP level of service method evaluates intersection operations based on the average stopped vehicular delay. The City of San Jose also uses this method to evaluate CMP intersections. The average delay is calculated using CAPSSI-11 software and is then correlated to a level of service (see Table 2). The CMP has established LOS E as the minimum acceptable level of service.

Table 2
Intersection Level of Service Definitions Using Average Stopped Vehicular Delay

Level of Service	Description	Average Stopped Delay Per Vehicle (Sec.)
A	Operations with very low delay occurring with favorable progression and/or short cycle lengths.	≤ than 5.0
B	Operations with low delay occurring with good progression and/or short cycle lengths.	5.1 to 15.0
C	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	15.1 to 25.0
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.	25.1 to 40.0
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.	40.1 to 60.0
F	Operation with delays unacceptable to most drivers occurring due to oversaturation, poor progression, or very long cycle lengths.	> 60.0

Existing Average Daily Traffic (ADT) volumes in the study area are shown on Figure 4. Existing peak-hour traffic volumes were obtained from previous studies and supplemented with new intersection turning-movement counts (see Appendix B). The analysis is based on peak-hour (worst-case) volumes; the ADT volumes are provided for information only.

City of San Jose Analysis

The results of the existing conditions analysis using the San Jose method are shown in Table 3. The results show that three of the study intersections currently operate at an unacceptable LOS E or worse during at least one of the peak-hours. The intersection of Hamilton Avenue and Winchester Boulevard operates at LOS E in the PM peak-hour. The intersection of Moorpark Avenue and San Tomas Expressway operates at LOS E in the AM peak-hour and at LOS F in the PM peak hour. The intersection of San Tomas Expressway and Stevens Creek Boulevard operates at LOS F in the PM peak hour. All other study intersections currently operate at an acceptable LOS D or better in both of the peak hours. The intersection level of service calculation sheets for the San Jose method are included in Appendix D.

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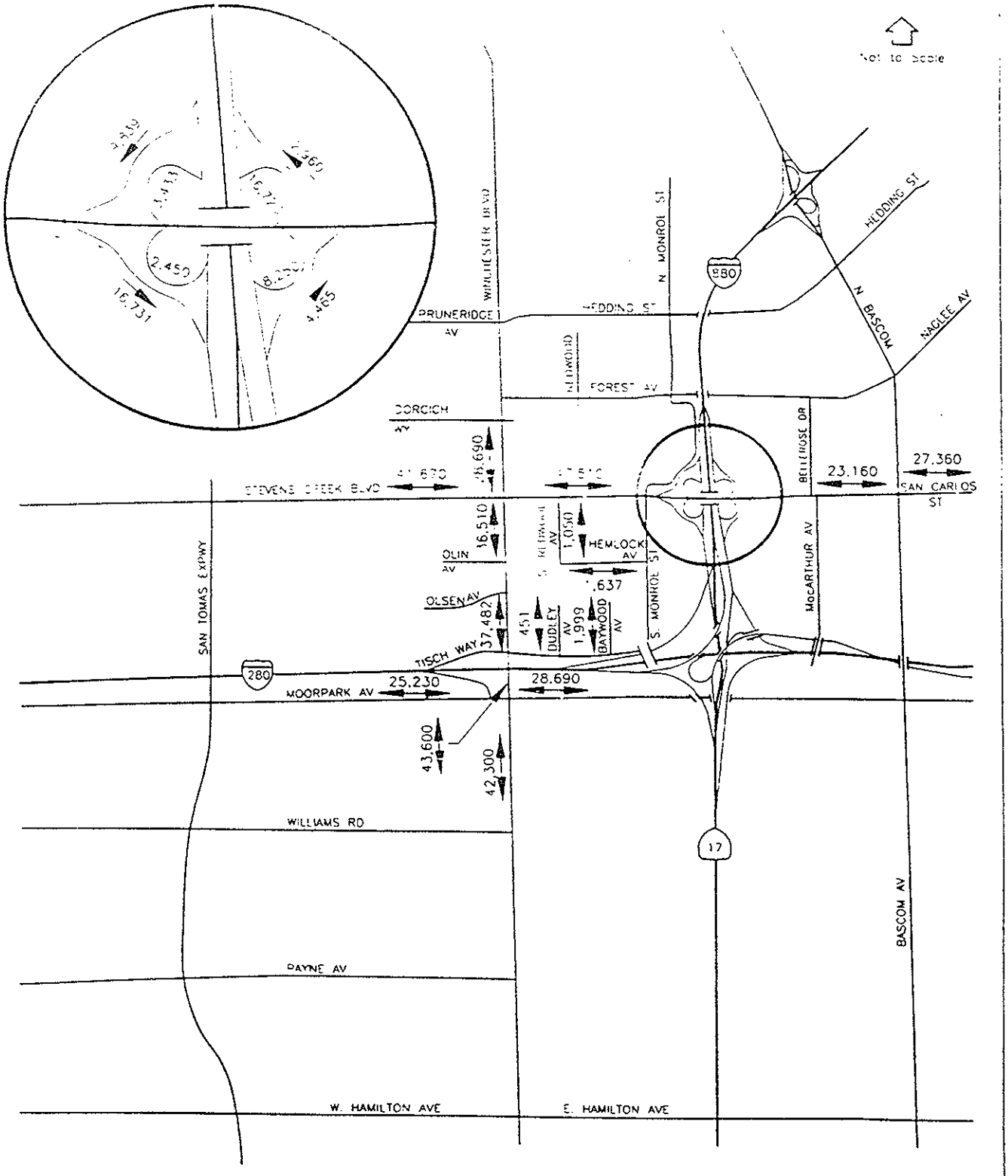

Figure 4

EXISTING AVERAGE DAILY TRIPS (ADT)

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Table 3
Existing Intersection Levels of Service—SJ Method

Intersection	Peak Hour	Count Date	V/C	LOS
I-280/Moorpark	AM	4/9/97	0.357	A
	PM	10/96	0.439	A
I-880/Stevens Creek	AM	4/15/97	0.228	A
	PM	10/96	0.343	A
Bascom/Moorpark	AM	4/17/97	0.799	C
	PM	4/17/97	0.744	C
Bascom/Naglee	AM	10/31/95	0.746	C
	PM	4/17/97	0.639	B
Bascom/San Carlos	AM	4/15/97	0.849	D
	PM	4/15/97	0.784	C
Bellerose/Stevens Creek	AM	6/23/95	0.409	A
	PM	4/17/97	0.598	A
Hamilton/Winchester	AM	4/17/97	0.740	C
	PM	4/17/97	0.913	E
Hedding/Monroe	AM	4/17/97	0.486	A
	PM	4/17/97	0.532	A
Hedding/Winchester	AM	4/17/97	0.534	A
	PM	4/17/97	0.647	B
Monroe/Stevens Creek	AM	4/9/97	0.488	A
	PM	7/8/97	0.757	C
Moorpark/San Tomas	AM	4/17/97	0.914	E
	PM	10/96	1.003	F
San Tomas/Stevens Creek	AM	4/17/97	0.826	D
	PM	7/9/97	1.032	F
Moorpark/Winchester	AM	10/1/97	0.893	D
	PM	7/10/97	0.771	C
Saratoga/Stevens Creek	AM	5/21/96	0.578	A
	PM	10/96	0.786	C
Stevens Creek/Emporium	AM	4/15/97	0.417	A
	PM	4/15/97	0.496	A
Stevens Creek/Redwood	AM	4/10/97	0.395	A
	PM	4/10/97	0.475	A
Stevens Creek/Winchester	AM	4/16/97	0.640	B
	PM	7/10/97	0.850	D
Tisch/Winchester	AM	4/16/97	0.371	A
	PM	4/16/97	0.675	B
Williams/Winchester	AM	4/16/97	0.752	C
	PM	4/16/97	0.502	A
Winchester/Olsen	AM	4/17/97	0.424	A
	PM	4/17/97	0.476	A
Winchester/Olin	AM	4/16/97	0.427	A
	PM	4/16/97	0.440	A

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CMP Analysis

The results of the existing conditions analysis using the CMP method are shown in Table 4. The results show that all of the CMP study intersections currently operate at an acceptable LOS E or better during both peak-hours. The intersection level of service calculation sheets for the CMP method are included in Appendix E.

Table 4
Existing Intersection Levels of Service—CMP Method

Intersection	Peak Hour	Count Date	Average Intersection Delay[a]	LOS
I-280/Moorpark	AM	4/9/97	16	C
	PM	10/96	17	C
I-880/Stevens Creek	AM	4/15/97	14	B
	PM	10/96	16	C
San Tomas/Stevens Creek	AM	4/17/97	37	D
	PM	7/9/97	53	E
San Tomas/Moorpark	AM	4/17/97	37	D
	PM	10/96	35	D
Saratoga/Stevens Creek	AM	5/21/96	31	D
	PM	10/96	36	D
Stevens Creek/Winchester	AM	4/16/97	29	D
	PM	10/96	37	D

[a] Whole intersection average delay expressed in seconds per vehicle.

Existing Freeway Level of Service

The CMP requires an analysis of traffic conditions on freeway segments that could potentially be impacted by project traffic. Traffic conditions were thus evaluated for the previously identified study segments on I-280, I-880, and SR 17. The freeway analysis is based on the volume-to-capacity (V/C) ratio of each directional freeway segment. The range of acceptable conditions for freeways is LOS E or better, which corresponds to a V/C of 0.999 or lower.

The analysis of existing freeway conditions was based on data provided in *1996 Traffic Volumes on California State Highways* and in the *1995 Annual HOVL Report*, both published by Caltrans. The CMP dictates an assumed freeway capacity of 2,000 vehicles per hour per lane and requires that conditions be analyzed separately for high-occupancy-vehicle (HOV) lanes and mixed-flow (non-HOV) lanes. The existing levels of service on the study segments are shown in Table 5. The results show that the mixed-flow lanes of all 16 study segments currently operate at an unacceptable LOS F during at least one of the peak-hours.

The existing conditions reported here warrant some qualification. The validity of the analysis depends on the accuracy and validity of the traffic volumes used. The only traffic volumes made available by Caltrans are the annually published traffic volumes. These volumes are typically shown to be higher than could possibly be sustained by the roadways. Generally, any volumes that produce a V/C over

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1.20 are suspect. As shown in Table 5, the V/C ratio is shown to exceed 1.20 on nine of the sixteen segments, with the V/C ratio reaching nearly 1.70 on one segment. The volumes therefore do not provide meaningful results. The results are reported here because the CMP requires it and because there is no other source for existing freeway traffic volumes.

Existing Interchange Ramp Analysis

Traffic conditions were analyzed for the eight freeway ramps at the I-880/Stevens Creek interchange and for the two freeway ramps at the I-280/Winchester interchange. Existing traffic volumes on the ramps were established from traffic counts conducted specifically for this study (see Appendix B). 24-hour tube counts were conducted on the I-880/Stevens Creek ramps over a continuous period from September 4 to September 12, 1997 and from October 1 to October 6, 1997. The existing volumes on the I-280/Winchester ramps were established from peak-hour intersection turning-movement counts conducted at the adjacent intersections. The ramp volumes are included in Appendix G.

Traffic conditions on the ramps were analyzed for the weekday AM and PM peak hours and also for the Saturday peak hour. There are several reasons to include the Saturday peak hour in the ramp analysis. First, the shopping center use generates the most trips on Saturday, rather than during the weekday commute, so that in the immediate vicinity of Town & Country the total traffic could be greater on Saturday. Second, the I-880/Stevens Creek interchange is located directly adjacent to Town & Country. Third, the ramp counts revealed that on most of the ramps the Saturday peak-hour volumes are higher than the weekday peak-hour volumes. In order to ensure that the analysis does in fact include the worst peak-hour conditions, the Saturday peak hour was therefore included.

The interchange ramps were evaluated on the basis of volume-to-capacity utilization of the ramps. Ramp operations are not addressed by the CMP, but it was assumed for this study that the acceptable range of conditions on ramps is LOS D or better, corresponding to a V/C of 0.899 or less. The ramp capacity varies with design speed of the ramp. Diagonal ramps permit higher speeds than loop ramps and thus have a higher capacity. The assumed ramp capacity is 2,000 vphpl for the diagonal ramps and 1,800 vphpl for the loop ramps, as specified in the Transportation Research Board's *1994 Highway Capacity Manual*. The results of the ramp analysis are summarized in Table 6. The results show that all ten freeway ramps analyzed would operate at an acceptable LOS D or better during all peak hours.

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Table 5
Existing Freeway Segment Levels of Service

Freeway	Segment	Direction	Lanes	Peak Hour	% MFV[a]	Total Volume	Split Volume	Mixed-Flow Lane Traffic Volumes[c] Capacity[b]	Volume	V/C	LOS	HOV Lane Traffic Volumes[d] Capacity[b]	Volume	V/C	LOS
I-280	Lawrence to Saratoga	SB	3+HOV+AUX	AM	0.94	16,000	5,920	7,000	5,565	0.795	D	2,000	355	0.178	A
				PM	0.88		10,080		8,870	1.267	F		1,210	0.605	C
I-280	Saratoga to Winchester	SB	3+HOV+AUX	AM	0.94	20,200	7,474	7,000	7,026	1.004	F	2,000	448	0.224	A
				PM	0.88		12,726		11,199	1.600	F		1,527	0.764	C
I-280	Winchester to I-880	SB	3+HOV	AM	0.94	18,300	6,771	6,000	6,365	1.061	F	2,000	406	0.203	A
				PM	0.88		11,529		10,146	1.691	F		1,383	0.692	C
I-280	I-880 to Bascom	SB	4+HOV	AM	0.94	18,500	8,510	8,000	7,999	1.000	F	2,000	511	0.255	A
				PM	0.88		9,990		8,791	1.099	F		1,199	0.599	C
I-280	Bascom to Meridian	SB	4	AM	1.00	18,400	8,464	8,000	8,464	1.058	F	N/A	N/A	N/A	N/A
				PM	1.00		9,936		9,936	1.242	F				
I-280	Meridian to Bascom	NB	4+AUX	AM	1.00	18,400	10,304	9,000	10,304	1.145	F	N/A	N/A	N/A	N/A
				PM	1.00		8,096		8,096	0.900	D				
I-280	Bascom to I-880	NB	4+HOV+AUX	AM	0.88	18,500	10,360	9,000	9,117	1.013	F	2,000	1,243	0.622	C
				PM	0.94		8,140		7,652	0.850	D		488	0.244	A
I-280	I-880 to Winchester	NB	3+HOV	AM	0.88	18,300	10,614	6,000	9,340	1.557	F	2,000	1,274	0.637	C
				PM	0.94		7,686		7,225	1.204	F		461	0.231	A
I-280	Winchester to Saratoga	NB	3+HOV+AUX	AM	0.88	20,200	11,716	7,000	10,310	1.473	F	2,000	1,406	0.703	C
				PM	0.94		8,484		7,975	1.139	F		509	0.255	A
I-280	Saratoga to Lawrence	NB	3+HOV+AUX	AM	0.88	16,000	9,280	7,000	8,166	1.167	F	2,000	1,114	0.557	C
				PM	0.94		6,720		6,317	0.902	D		403	0.202	A
I-880	Bascom to Stevens Creek	SB	3+AUX	AM	1.00	12,200	4,758	7,000	4,758	0.680	C	N/A	N/A	N/A	N/A
				PM	1.00		7,442		7,442	1.063	F				
I-880	Stevens Creek to I-280	SB	3	AM	1.00	12,200	4,758	6,000	4,758	0.793	D	N/A	N/A	N/A	N/A
				PM	1.00		7,442		7,442	1.240	F				
SR 17	I-280 to Hamilton	SB	3+2AUX	AM	1.00	13,700	5,480	8,000	5,480	0.685	C	N/A	N/A	N/A	N/A
				PM	1.00		8,220		8,220	1.028	F				
SR 17	Hamilton to I-280	NB	3+AUX	AM	1.00	13,700	9,316	7,000	9,316	1.331	F	N/A	N/A	N/A	N/A
				PM	1.00		4,384		4,384	0.626	C				
I-880	I-280 to Stevens Creek	NB	3	AM	1.00	12,200	8,174	6,000	8,174	1.362	F	N/A	N/A	N/A	N/A
				PM	1.00		4,026		4,026	0.671	C				
I-880	Stevens Creek to Bascom	NB	3+AUX	AM	1.00	12,200	8,174	7,000	8,174	1.168	F	N/A	N/A	N/A	N/A
				PM	1.00		4,026		4,026	0.575	C				

[a] Mixed-Flow-Vehicles (MFV) = Percent of all vehicles that are in mixed-flow lanes. Source: Caltrans Annual HOVL Report, December 1995.
[b] Capacity of mixed-flow and HOV lanes, assuming 2,000 vphpl.
[c] Traffic volumes in mixed-flow lanes = total volume x MFV fraction.
[d] Traffic volumes in HOV lanes = total volume - mixed-flow volume.

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Table 6
Existing Interchange Ramp Levels of Service

Interchange	Ramp	Type	Capacity	Period	Volume	V/C	LOS
I-880/Stevens Creek	SB to WB	Diagonal	2,000	AM	493	0.247	A
			2,000	PM	628	0.314	A
			2,000	Sat	850	0.425	A
I-880/Stevens Creek	SB to EB	Loop	1,800	AM	136	0.076	A
			1,800	PM	168	0.093	A
			1,800	Sat	179	0.099	A
I-880/Stevens Creek	WB to NB	Diagonal	2,000	AM	218	0.109	A
			2,000	PM	179	0.090	A
			2,000	Sat	234	0.117	A
I-880/Stevens Creek	WB to SB	Loop	1,800	AM	160	0.089	A
			1,800	PM	354	0.197	A
			1,800	Sat	270	0.150	A
I-880/Stevens Creek	NB to EB	Diagonal	2,000	AM	272	0.136	A
			2,000	PM	272	0.136	A
			2,000	Sat	501	0.251	A
I-880/Stevens Creek	NB to WB	Loop	1,800	AM	1,004	0.558	A
			1,800	PM	1,051	0.584	A
			1,800	Sat	1,245	0.692	B
I-880/Stevens Creek	EB to SB	Diagonal	2,000	AM	483	0.242	A
			2,000	PM	1,374	0.687	B
			2,000	Sat	1,364	0.682	B
I-880/Stevens Creek	EB to NB	Loop	1,800	AM	252	0.140	A
			1,800	PM	504	0.280	A
			1,800	Sat	750	0.417	A
I-280/Winchester	to NB	Diagonal	2,000	AM	713	0.357	A
			2,000	PM	729	0.365	A
			2,000	Sat	689	0.345	A
I-280/Winchester	from SB	Diagonal	2,000	AM	769	0.385	A
			2,000	PM	1,068	0.534	A
			2,000	Sat	865	0.433	A

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3.
Background Conditions

This chapter describes background traffic conditions. Background conditions are defined as conditions just prior to completion of the proposed development. Traffic volumes for background conditions comprise volumes from existing traffic counts plus traffic generated by approved developments in the area. This chapter describes the procedure used to determine background traffic volumes and presents the results of the level of service analysis.

Background Traffic Estimates

The background traffic volumes were estimated by adding existing volumes, growth and Approved Trip Inventory (ATI) volumes (see Appendix C). Specifically, the existing volumes were increased by a growth factor of 0.3 percent per month from the date of the count to September 1997 for any counts over six months old. Traffic from approved but not yet constructed projects included in the city ATI were added to these volumes.

Background Intersection Levels of Service

City of San Jose Analysis

The results of the background conditions analysis using the San Jose method are shown in Table 7. The results show that four of the study intersections would operate at an unacceptable LOS E or worse during at least one of the peak-hours under background conditions. The intersection of Hamilton Avenue and Winchester Boulevard would operate at LOS E in the PM peak-hour. The intersection of Moorpark Avenue and San Tomas Expressway would operate at LOS E in the AM peak-hour and at LOS F in the PM peak-hour. The intersection of San Tomas Expressway and Stevens Creek Boulevard would operate at LOS F in the PM peak-hour. The intersection of Moorpark Avenue and Winchester Boulevard would operate at LOS E in the AM peak-hour. All

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Table 7
Background Intersection Levels of Service—SJ Method

Intersection	Peak Hour	V/C	LOS
I-280/Moorpark	AM	0.363	A
	PM	0.457	A
I-880/Stevens Creek	AM	0.254	A
	PM	0.386	A
Bascom/Moorpark	AM	0.804	D
	PM	0.747	C
Bascom/Naglee	AM	0.804	D
	PM	0.646	B
Bascom/San Carlos	AM	0.861	D
	PM	0.827	D
Bellerose/Stevens Creek	AM	0.454	A
	PM	0.628	B
Hamilton/Winchester	AM	0.740	C
	PM	0.913	E
Hedding/Monroe	AM	0.486	A
	PM	0.532	A
Hedding/Winchester	AM	0.536	A
	PM	0.647	B
Monroe/Stevens Creek	AM	0.467	A
	PM	0.819	D
Moorpark/San Tomas	AM	0.914	E
	PM	1.033	F
San Tomas/Stevens Creek	AM	0.826	D
	PM	1.035	F
Moorpark/Winchester	AM	0.909	E
	PM	0.798	C
Saratoga/Stevens Creek	AM	0.606	B
	PM	0.813	D
Stevens Creek/Emporium	AM	0.420	A
	PM	0.519	A
Stevens Creek/Redwood	AM	0.396	A
	PM	0.546	A
Stevens Creek/Winchester	AM	0.651	B
	PM	0.860	D
Tisch/Winchester	AM	0.414	A
	PM	0.718	C
Williams/Winchester	AM	0.752	C
	PM	0.502	A
Winchester/Olsen	AM	0.428	A
	PM	0.480	A
Winchester/Olin	AM	0.431	A
	PM	0.444	A

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other study intersections would operate at an acceptable LOS D or better in both of the peak-hours under background conditions. The intersection level of service calculation sheets for the San Jose method are included in Appendix D.

CMP Analysis

The results of the background conditions analysis using the CMP method are shown in Table 8. The results show that all of the CMP study intersections would operate at an acceptable LOS E or better during both peak-hours under background conditions. The intersection level of service calculation sheets for the CMP method are included in Appendix E.

Table 8
Background Intersection Levels of Service—CMP Method

Intersection	Peak Hour	Average Intersection Delay[a]	LOS
I-280/Moorpark	AM	16	C
	PM	17	C
I-880/Stevens Creek	AM	16	C
	PM	17	C
San Tomas/Stevens Creek	AM	37	D
	PM	54	E
San Tomas/Moorpark	AM	37	D
	PM	37	D
Saratoga/Stevens Creek	AM	32	D
	PM	36	D
Stevens Creek/Winchester	AM	29	D
	PM	40	D

[a] Whole intersection average delay expressed in seconds per vehicle.

Background Freeway Analysis

The Center for Urban Analysis (CUA) traffic model, which is the Santa Clara County traffic model sanctioned by the CMP, was used to produce forecasts of future background traffic. The model forecasts of background traffic include as a component the existing volume of traffic on the freeways. The forecasts are, however, independent of the existing traffic "counts" on which the existing freeway analysis is based. The background freeway analysis is therefore free from the inaccuracies inherent in the existing freeway analysis. The freeway traffic volumes are included in Appendix F.

As described previously, the assumed freeway capacity is 2,000 vehicles per hour per lane (vphpl), as prescribed by the CMP. The results of the background freeway analysis are summarized in Table 9. The results show that on 9 of the 16 freeway segments the mixed-flow lanes would operate at an unacceptable LOS F during at least one of the peak hours under background conditions.

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Background Interchange Ramp Analysis

Ramp volumes under background conditions were estimated by adding trips from approved projects to existing ramp volumes. The ramp volumes are included in Appendix G. The results of the ramp analysis are summarized in Table 10. The results show that all ten freeway ramps analyzed would operate at an acceptable LOS D or better during all peak hours.

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Table 9

Background Freeway Segment Levels of Service

Freeway	Segment	Direction	Peak Hour	Background Traffic Volumes (a)							
				Mixed-Flow Lane Traffic Volumes				HOV Lane Traffic Volumes			
				Capacity	Volume	V/C	LOS	Capacity	Volume	V/C	LOS
I-280	Lawrence to Saratoga	SB	AM	7,000	6,957	0.99	E	2,000	457	0.23	A
			PM		7,421	1.06	F		770	0.39	B
I-280	Saratoga to Winchester	SB	AM	7,000	7,156	1.02	F	2,000	396	0.20	A
			PM		7,252	1.04	F		638	0.32	A
I-280	Winchester to I-880	SB	AM	6,000	4,251	0.71	C	2,000	336	0.17	A
			PM		4,284	0.71	C		564	0.28	A
I-280	I-880 to Bascom	SB	AM	8,000	6,877	0.86	D	2,000	476	0.24	A
			PM		7,166	0.90	D		663	0.33	A
I-280	Bascom to Meridian	SB	AM	8,000	7,356	0.92	D	N/A	0	N/A	N/A
			PM		7,829	0.98	E		0	N/A	N/A
I-280	Meridian to Bascom	NB	AM	9,000	7,713	0.86	D	N/A	0	N/A	N/A
			PM		7,270	0.81	D		0	N/A	N/A
I-280	Bascom to I-880	NB	AM	9,000	8,435	0.94	E	2,000	439	0.22	A
			PM		7,894	0.88	D		506	0.25	A
I-280	I-880 to Winchester	NB	AM	6,000	5,572	0.93	D	2,000	465	0.23	A
			PM		5,059	0.84	D		580	0.29	A
I-280	Winchester to Saratoga	NB	AM	7,000	7,531	1.08	F	2,000	488	0.24	A
			PM		7,206	1.03	F		518	0.26	A
I-280	Saratoga to Lawrence	NB	AM	7,000	7,040	1.01	F	2,000	465	0.23	A
			PM		6,717	0.96	E		500	0.25	A
I-880	Bascom to Stevens Creek	SB	AM	7,000	4,970	0.71	C	N/A	N/A	N/A	N/A
			PM		7,576	1.08	F		N/A	N/A	N/A
I-880	Stevens Creek to I-280	SB	AM	6,000	3,449	0.57	C	N/A	N/A	N/A	N/A
			PM		6,109	1.02	F		N/A	N/A	N/A
SR 17	I-280 to Hamilton	SB	AM	8,000	5,233	0.65	C	N/A	N/A	N/A	N/A
			PM		8,508	1.06	F		N/A	N/A	N/A
SR 17	Hamilton to I-280	NB	AM	7,000	7,520	1.07	F	N/A	N/A	N/A	N/A
			PM		5,330	0.76	C		N/A	N/A	N/A
I-880	I-280 to Stevens Creek	NB	AM	6,000	5,997	1.00	F	N/A	N/A	N/A	N/A
			PM		3,626	0.60	C		N/A	N/A	N/A
I-880	Stevens Creek to Bascom	NB	AM	7,000	6,888	0.98	E	N/A	N/A	N/A	N/A
			PM		5,095	0.73	C		N/A	N/A	N/A

[a] Background traffic volumes and HOVL proportions are based on 2010 CUA model projections.

Table 10
Background Interchange Ramp Levels of Service

Interchange	Ramp	Type	Capacity	Period	Volume	V/C	LOS
I-880/Stevens Creek	SB to WB	Diagonal	2,000	AM	639	0.320	A
			2,000	PM	682	0.341	A
			2,000	Sat	904	0.452	A
I-880/Stevens Creek	SB to EB	Loop	1,800	AM	136	0.076	A
			1,800	PM	168	0.093	A
			1,800	Sat	179	0.099	A
I-880/Stevens Creek	WB to NB	Diagonal	2,000	AM	218	0.109	A
			2,000	PM	179	0.090	A
			2,000	Sat	234	0.117	A
I-880/Stevens Creek	WB to SB	Loop	1,800	AM	160	0.089	A
			1,800	PM	354	0.197	A
			1,800	Sat	270	0.150	A
I-880/Stevens Creek	NB to EB	Diagonal	2,000	AM	272	0.136	A
			2,000	PM	272	0.136	A
			2,000	Sat	501	0.251	A
I-880/Stevens Creek	NB to WB	Loop	1,800	AM	1,101	0.612	B
			1,800	PM	1,144	0.636	B
			1,800	Sat	1,338	0.743	C
I-880/Stevens Creek	EB to SB	Diagonal	2,000	AM	527	0.264	A
			2,000	PM	1,513	0.757	C
			2,000	Sat	1,503	0.752	C
I-880/Stevens Creek	EB to NB	Loop	1,800	AM	318	0.177	A
			1,800	PM	531	0.295	A
			1,800	Sat	777	0.432	A
I-280/Winchester	to NB	Diagonal	2,000	AM	757	0.379	A
			2,000	PM	768	0.384	A
			2,000	Sat	728	0.364	A
I-280/Winchester	from SB	Diagonal	2,000	AM	785	0.393	A
			2,000	PM	1,080	0.540	A
			2,000	Sat	877	0.439	A

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4.
Project Conditions

This chapter describes traffic conditions with the project. It begins with a description of the method used to estimate the amount of traffic added to the roadway system by the project, and concludes with a summary of the intersection level of service results. Project conditions are defined as the background conditions plus additional traffic generated by the project development.

Project Traffic Estimates

The amount of traffic associated with a project is estimated using a three-step process: (1) trip generation, (2) trip distribution, and (3) trip assignment. In project trip generation, the amount of traffic entering and exiting the site is estimated on both a daily and a peak-hour basis. As part of the project trip distribution, an estimation is made of the directions the project trips would use to approach and depart the site. In the project trip assignment, the trips are assigned to specific streets and intersections. These procedures are described further in the following sections.

Trip Generation

The amount of traffic added to the roadway network by a particular development is estimated by applying the applicable (based on type of land use) trip generation rates to the size of the development. The standard trip generation rates are those published in the Institute of Transportation Engineers (ITE), *Trip Generation*, fifth edition.

Trip generation for retail uses are typically adjusted to account for pass-by trips. Pass-by trips are trips that would already be on the adjacent roadways (and are therefore already counted in the background traffic) but would turn into the site while passing by. Justification for applying the pass-by trip reduction is founded on the observation that such retail traffic is not actually generated by the retail development, but is already part of the ambient traffic levels. Pass-by trips are therefore excluded from the traffic projections. A pass-by trip reduction of 32 percent was applied to the existing retail uses and

a pass-by trip reduction of 25 percent was applied to the proposed retail uses (note that the reduction decreases with increasing size of the retail use). The trip generation for the proposed retail and residential uses was further reduced by 10 percent to reflect an internalization of trips within the site.

With the trip generation rates and reductions applied to the proposed development as indicated, the project as proposed is estimated to generate a total of 14,520 daily trips with 728 trips occurring during the AM peak-hour (269 inbound and 459 outbound) and 1,133 trips occurring during the PM peak-hour (647 inbound and 486 outbound). The trip generation estimates are presented in Table 11.

Trip Distribution

The trip distribution pattern was estimated based on existing travel patterns on the surrounding roadways and the relative locations of complementary land uses. The actual distribution used in this analysis is based on a previous study by the City of San Jose entitled *Stevens Creek/Winchester Area Traffic Study*, August 1993. A separate distribution was used for the separate project land uses, as follows:

Shopping Center

- 1% to and from the south on Winchester Boulevard
- 7% to and from the north on Winchester Boulevard
- 2% to and from the west on Payne Avenue
- 1% to and from the east on Payne Avenue
- 2% to and from the west on Williams Road
- 2% to and from the east on Williams Road
- 3% to and from the south on San Tomas Expressway
- 7% to and from the north on San Tomas Expressway
- 6% to and from the west on Stevens Creek Boulevard
- 4% to and from the east on Stevens Creek Boulevard
- 1% to and from the west on Dorcich Way
- 5% to and from the north on Monroe Street
- 2% to and from the north on Bascom Avenue
- 3% to and from the south on Bascom Avenue
- 3% to and from the east on Hedding Street
- 7% to and from the east on Naglee Avenue
- 1% to and from the west on Moorpark Avenue
- 8% to and from the west on I-280
- 15% to and from the east on I-280
- 8% to and from the south on I-880
- 12% to and from the north on I-880

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Residential Hotel

25% to and from the west on I-280
15% to and from the east on I-280
5% to and from the south on I-880
40% to and from the north on I-880
5% to and from the west on Stevens Creek Boulevard
10% to and from the north on San Tomas Expressway

The trip distribution pattern is shown graphically on Figure 5.

Table 11
Trip Generation Estimates for Town & Country Redevelopment

Project Description	Size (1,000 s.f.)	Daily Rate	Daily Trips	AM Peak Hour[a] Peak-Hour Rate	Capture Reduction	Pass-By Reduction	In	Out	Total	PM Peak Hour[a] Peak-Hour Rate	Capture Reduction	Pass-By Reduction	In	Out	Total
Shopping Center (Proposed)	600	36.4	19,656	0.78	10%	0%	265	156	421	3.4	10%	25%	663	663	1,326
Less Shopping Center (Existing)	285	48	13,680	1.06	0%	0%	190	112	302	4.51	0%	32%	437	437	874
Added Trips From Shopping Center			5,976				75	44	119				226	226	452
Residential Dwelling Units	1200	6 3	6,804	0.44	10%	0%	114	361	475	0.49	10%	0%	339	191	529
Limited-Service Hotel	200	8.7	1,740	0.67	0%	0%	80	54	134	0.76	0%	0%	82	70	152
Net Added Trips			14,520				269	459	728				647	486	1,133

[a]Peak-hour and daily trip generation totals reflect reductions for internal capture, in addition peak-hour trips reflectreductions for pass-by trips.
Source: Rates per 1,000 s.f. or per d.u., from ITE *Trip Generation*, 5th Edition, 1991.

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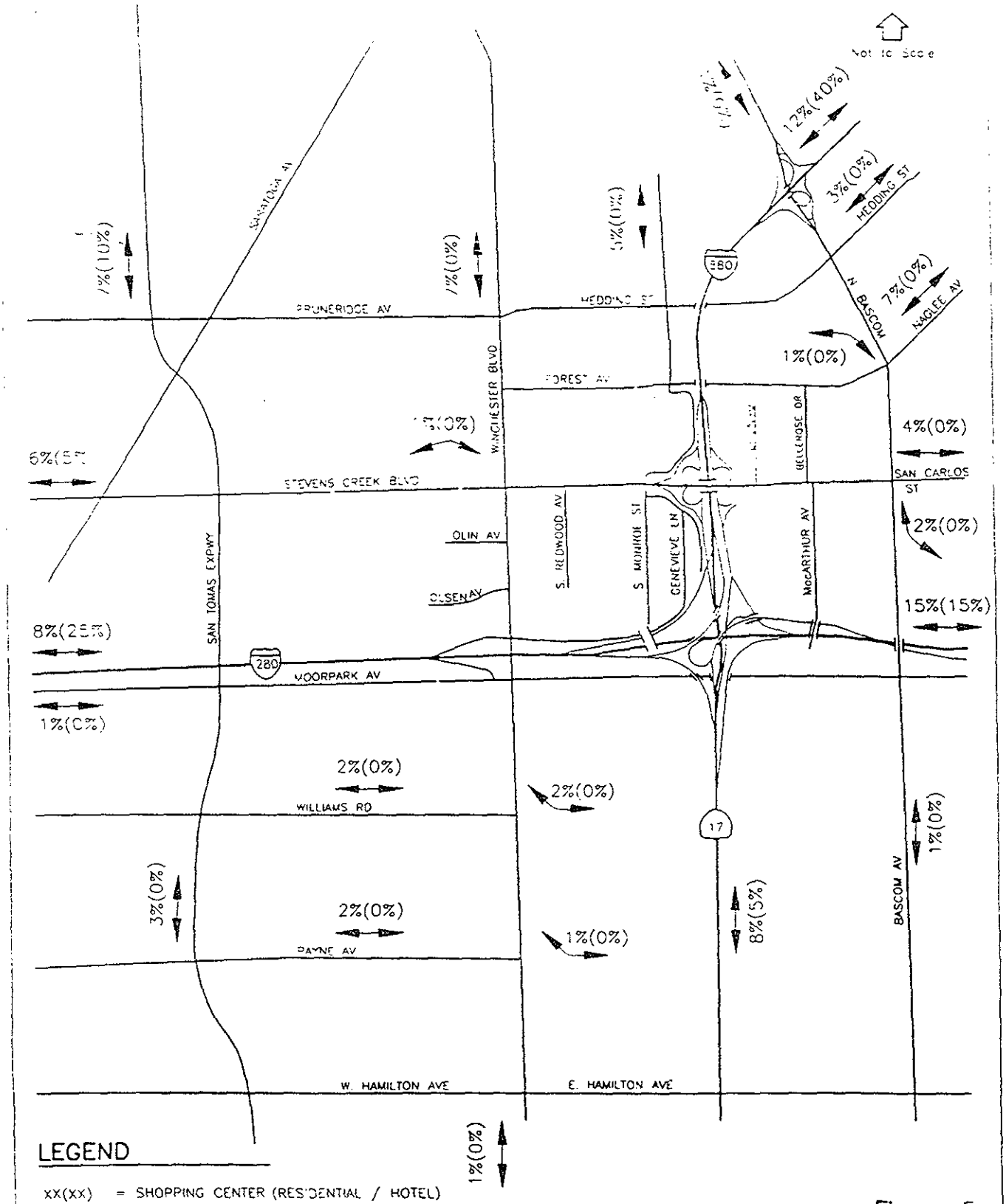

Figure 5

TRIP DISTRIBUTION

Trip Assignment

The trips generated by the proposed development were assigned to the roadway system based on the trip distribution discussed above. Figure 6 presents the trip assignments at the 21 study intersections.

Project Land Use Alternative

In addition to the proposed project land uses described previously, an alternative project land use has been considered. The proposed project land uses include replacement of the existing 285,000 s.f. of retail with 600,000 s.f. of retail, 1,200 units of residential, and two 100-room hotels. The alternative land use would consist of the very same land use changes with, in addition, the conversion of the adjacent auto dealership to 50,000 s.f. of retail use. The dealership is located on the southeast corner of the intersection of Winchester Boulevard and Stevens Creek Boulevard immediately adjacent to the Town & Country site.

A separate analysis of the alternative project land use is not needed because the alternative project land use would create no additional traffic impacts than the proposed project land use. The reasons for this are as follows. First, the trip distribution and the trip assignment for the retail use and the dealership would be the same, because for each of these uses the trips are of the same type, namely home-based shopping. Second, the 50,000 s.f. of retail would generate fewer peak-hour trips than the existing auto dealership. This fact has been established by conducting actual traffic counts during the weekday AM, weekday PM, and Saturday peak hours at the driveways of the dealership, and comparing these counts to the estimated trip generation for an additional 50,000 s.f. of retail. These comparisons are detailed in Appendix I.

In summary, the same trip distribution is applicable to both the proposed project land use and the alternative project land use. The alternative project land use would generate fewer total trips than the proposed project land use. At all study intersections the alternative land use would contribute the same or fewer trips than the project land use. Therefore, the alternative project land use would create no additional traffic impacts than the proposed project land use.

Project Intersection Levels of Service

City of San Jose Analysis

The results of the project conditions analysis using the San Jose method are shown in Table 12. The results show that five of the study intersections would operate at an unacceptable LOS E or worse during at least one of the peak-hours under project conditions. The intersection of Hamilton Avenue and Winchester Boulevard would operate at LOS E in the PM peak hour. The intersection of Moorpark Avenue and San Tomas Expressway would operate at LOS E in the AM peak-hour and at LOS F in the PM peak-hour. The intersection of San Tomas Expressway and Stevens Creek Boulevard would operate at LOS F in the PM peak-hour. The intersection of Moorpark Avenue and Winchester Boulevard would operate at LOS E in the AM peak-hour. The intersection of Stevens Creek Boulevard and Winchester Boulevard would operate at LOS E in the PM peak hour. All other study intersections

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would operate at an acceptable LOS D or better in both of the peak-hours under project conditions. The intersection level of service calculation sheets for the San Jose method are included in Appendix D.

CMP Analysis

The results of the project conditions analysis using the CMP method are shown in Table 13. The results show that all of the CMP study intersections would operate at an acceptable LOS E or better during both peak-hours under project conditions. The intersection level of service calculation sheets for the CMP method are included in Appendix E.

Project Freeway Analysis

Project traffic conditions were analyzed for the 16 previously identified freeway segments. Project traffic volumes were estimated by adding to the base model forecasts the estimated freeway trips from the Town & Country redevelopment project. The freeway traffic volumes are included in Appendix F.

As described previously, the assumed freeway capacity is 2,000 vehicles per hour per lane (vphpl), as prescribed by the CMP. The results of the project freeway analysis are summarized in Table 14. The results show that on 10 of the 16 freeway segments the mixed-flow lanes would operate at an unacceptable LOS F during at least one of the peak hours under project conditions. The results also show that on 6 of these 10 study segments the volume of project traffic would constitute at least one percent of freeway capacity.

Project Interchange Ramp Analysis

Ramp volumes under project conditions were estimated by adding trips from the Town & Country redevelopment project to background ramp volumes. The ramp volumes are included in Appendix G. The results of the ramp analysis are summarized in Table 15. The results show that all ten freeway ramps analyzed would operate at an acceptable LOS D or better during all peak hours.

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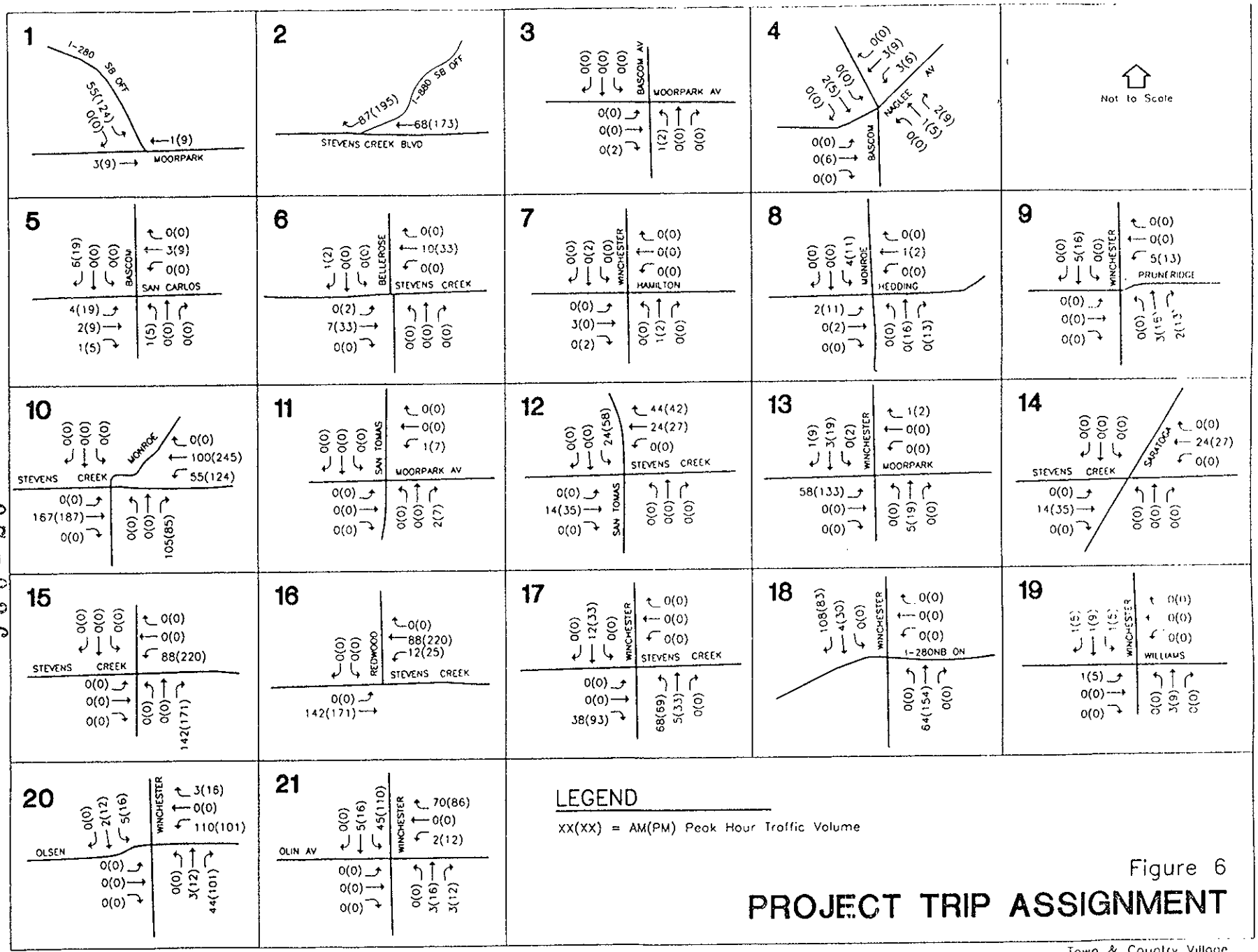

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Figure 6

PROJECT TRIP ASSIGNMENT

Barton-Aschman Associates, Inc.

Town & Country Village

Table 12
Project Intersection Levels of Service—SJ Method

Intersection	Peak Hour	Background V/C	Background LOS	Project Conditions V/C	Project Conditions LOS	% INC.
I-280/Moorpark	AM	0.363	A	0.379	A	4.52
	PM	0.457	A	0.493	A	8.26
I-880/Stevens Creek	AM	0.254	A	0.269	A	5.91
	PM	0.386	A	0.421	A	9.00
Bascom/Moorpark	AM	0.804	D	0.804	D	0.11
	PM	0.747	C	0.747	C	0.00
Bascom/Naglee	AM	0.804	D	0.803	D	0.17
	PM	0.646	B	0.654	B	1.12
Bascom/San Carlos	AM	0.861	D	0.865	D	0.28
	PM	0.827	D	0.835	D	0.72
Bellerose/Stevens Creek	AM	0.454	A	0.457	A	1.00
	PM	0.628	B	0.641	B	2.29
Hamilton/Winchester	AM	0.740	C	0.740	C	0.04
	PM	0.913	E	0.913	E	0.06
Hedding/Monroe	AM	0.486	A	0.487	A	0.24
	PM	0.532	A	0.545	A	2.24
Hedding/Winchester	AM	0.536	A	0.540	A	0.53
	PM	0.647	B	0.660	B	1.69
Monroe/Stevens Creek	AM	0.467	A	0.528	A	14.44
	PM	0.819	D	0.899	D	10.76
Moorpark/San Tomas	AM	0.914	E	0.914	E	0.00
	PM	1.033	F	1.036	F	0.22
San Tomas/Stevens Creek	AM	0.831	D	0.842	D	1.31
	PM	1.035	F	1.040	F	0.98
Moorpark/Winchester	AM	0.909	E	**0.924**	**E**	**1.68**
	PM	0.798	C	0.832	D	4.63
Saratoga/Stevens Creek	AM	0.606	B	0.613	B	1.23
	PM	0.813	D	0.822	D	1.48
Stevens Creek/Emporium	AM	0.420	A	0.420	A	0.00
	PM	0.519	A	0.589	A	11.78
Stevens Creek/Redwood	AM	0.396	A	0.416	A	5.39
	PM	0.546	A	0.596	A	9.37
Stevens Creek/Winchester	AM	0.651	B	0.654	B	0.25
	PM	0.860	D	**0.915**	**E**	**3.41**
Tisch/Winchester	AM	0.414	A	0.447	A	9.14
	PM	0.718	C	0.745	C	4.60
Williams/Winchester	AM	0.752	C	0.754	C	0.26
	PM	0.502	A	0.507	A	0.84
Winchester/Olsen	AM	0.428	A	0.490	A	11.23
	PM	0.480	A	0.529	A	6.67
Winchester/Olin	AM	0.431	A	0.451	A	3.42
	PM	0.444	A	0.435	A	0.00

*Note: Significant impacts indicated in **bold**.

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Table 13
Project Intersection Levels of Service—CMP Method

Intersection	Peak Hour	Background Average Intersection Delay[a]	Background LOS	Project Conditions Average Intersection Delay[a]	Project Conditions LOS	Increase in Critical Movement[b]
I-280/Moorpark	AM	16	C	16	C	0
	PM	17	C	17	C	0
I-880/Stevens Creek	AM	16	C	17	C	1
	PM	17	C	19	C	2
San Tomas/Stevens Creek	AM	37	D	38	D	1
	PM	54	E	55	E	2
San Tomas/Moorpark	AM	37	D	37	D	0
	PM	37	D	37	D	0
Saratoga/Stevens Creek	AM	32	D	32	D	0
	PM	36	D	36	D	0
Stevens Creek/Winchester	AM	29	D	29	D	0
	PM	40	D	41	E	8

[a]Whole intersection average delay expressed in seconds per vehicle.
[b]Increase in critical movement delay.

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Table 14
Project Freeway Segment Levels of Service

Segment	Direction	Peak Hour	Background With Project* Mixed-Flow Lane Traffic Volumes Capacity	Volume	V/C	LOS	HOV Lane Traffic Volumes Capacity	Volume	V/C	LOS	Town & Country Project Traffic Total Volume	Mixed-Flow Lane Volume	Mixed-Flow Lane % Capacity	HOV Lane Volume	HOV Lane % Capacity
Lawrence to Saratoga	SB	AM	7,000	7,009	1.00	F	2,000	460	0.23	A	55	52	0.7%	3	0.0%
		PM		7,533	1.08	F		782	0.39	B	124	112	1.6%	12	0.6%
Saratoga to Winchester	SB	AM	7,000	7,208	1.03	F	2,000	399	0.20	A	55	52	0.7%	3	0.0%
		PM		7,366	1.05	F		648	0.32	A	124	114	1.6%	10	0.5%
Winchester to I-880	SB	AM	6,000	4,251	0.71	C	2,000	336	0.17	A	0	0	0.0%	0	0.0%
		PM		4,284	0.71	C		564	0.28	A	0	0	0.0%	0	0.0%
I-880 to Bascom	SB	AM	8,000	6,942	0.87	D	2,000	480	0.24	A	69	65	0.8%	4	0.2%
		PM		7,233	0.90	D		669	0.33	A	73	67	0.8%	6	0.3%
Bascom to Meridian	SB	AM	8,000	7,425	0.93	D	N/A	0	N/A	N/A	69	69	0.9%	N/A	N/A
		PM		7,902	0.99	E		0	N/A	N/A	73	73	0.9%	N/A	N/A
Meridian to Bascom	NB	AM	9,000	7,753	0.86	D	N/A	0	N/A	N/A	40	40	0.4%	N/A	N/A
		PM		7,367	0.82	D		0	N/A	N/A	97	97	1.1%	N/A	N/A
Bascom to I-880	NB	AM	9,000	8,473	0.94	E	2,000	441	0.22	A	40	38	0.4%	2	0.0%
		PM		7,985	0.89	D		512	0.26	A	97	91	1.0%	6	0.3%
I-880 to Winchester	NB	AM	6,000	5,572	0.93	D	2,000	465	0.23	A	0	0	0.0%	0	0.0%
		PM		5,059	0.84	D		580	0.29	A	0	0	0.0%	0	0.0%
Winchester to Saratoga	NB	AM	7,000	7,632	1.09	F	2,000	495	0.25	A	108	101	1.4%	7	0.3%
		PM		7,283	1.04	F		524	0.26	A	83	77	1.1%	6	0.3%
Saratoga to Lawrence	NB	AM	7,000	7,141	1.02	F	2,000	472	0.24	A	108	101	1.4%	7	0.3%
		PM		6,794	0.97	E		506	0.25	A	83	77	1.1%	6	0.3%
Bascom to Stevens Creek	SB	AM	7,000	5,057	0.72	C	N/A	N/A	N/A	N/A	87	87	1.2%	N/A	N/A
		PM		7,672	1.10	F		N/A	N/A	N/A	96	96	1.4%	N/A	N/A
Stevens Creek to I-280	SB	AM	6,000	3,474	0.58	C	N/A	N/A	N/A	N/A	25	25	0.4%	N/A	N/A
		PM		6,140	1.02	F		N/A	N/A	N/A	31	31	0.5%	N/A	N/A
I-280 to Hamilton	SB	AM	8,000	5,258	0.66	C	N/A	N/A	N/A	N/A	25	25	0.3%	N/A	N/A
		PM		8,539	1.07	F		N/A	N/A	N/A	31	31	0.4%	N/A	N/A
Hamilton to I-280	NB	AM	7,000	7,536	1.08	F	N/A	N/A	N/A	N/A	16	16	0.2%	N/A	N/A
		PM		5,369	0.77	C		N/A	N/A	N/A	39	39	0.6%	N/A	N/A
I-280 to Stevens Creek	NB	AM	6,000	6,013	1.00	F	N/A	N/A	N/A	N/A	16	16	0.3%	N/A	N/A
		PM		3,665	0.61	C	N/A	N/A	N/A	N/A	39	39	0.7%	N/A	N/A
Stevens Creek to Bascom	NB	AM	7,000	7,059	1.01	F		N/A	N/A	N/A	171	171	2.4%	N/A	N/A
		PM		5,226	0.75	C	N/A	N/A	N/A	N/A	131	131	1.9%	N/A	N/A

* Background traffic volumes and HOVL proportions are based on 2010 CUA model projections.

Table 15
Project Interchange Ramp Levels of Service

Interchange	Ramp	Type	Capacity	Period	Background Conditions Volume	V/C	LOS	Project Conditions Volume	V/C	LOS
I-880/Stevens Creek	SB to WB	Diagonal	2,000	AM	639	0.320	A	726	0.363	A
			2,000	PM	682	0.341	A	878	0.439	A
			2,000	Sat	904	0.452	A	1,100	0.550	A
I-880/Stevens Creek	SB to EB	Loop	1,800	AM	136	0.076	A	136	0.076	A
			1,800	PM	168	0.093	A	168	0.093	A
			1,800	Sat	179	0.099	A	179	0.099	A
I-880/Stevens Creek	WB to NB	Diagonal	2,000	AM	218	0.109	A	218	0.109	A
			2,000	PM	179	0.090	A	179	0.090	A
			2,000	Sat	234	0.117	A	234	0.117	A
I-880/Stevens Creek	WB to SB	Loop	1,800	AM	160	0.089	A	160	0.089	A
			1,800	PM	354	0.197	A	354	0.197	A
			1,800	Sat	270	0.150	A	270	0.150	A
I-880/Stevens Creek	NB to EB	Diagonal	2,000	AM	272	0.136	A	272	0.136	A
			2,000	PM	272	0.136	A	272	0.136	A
			2,000	Sat	501	0.251	A	501	0.251	A
I-880/Stevens Creek	NB to WB	Loop	1,800	AM	1,101	0.612	B	1,157	0.643	B
			1,800	PM	1,144	0.636	B	1,280	0.711	C
			1,800	Sat	1,338	0.743	C	1,474	0.819	D
I-880/Stevens Creek	EB to SB	Diagonal	2,000	AM	527	0.264	A	621	0.311	A
			2,000	PM	1,513	0.757	C	1,617	0.809	D
			2,000	Sat	1,503	0.752	C	1,607	0.804	D
I-880/Stevens Creek	EB to NB	Loop	1,800	AM	318	0.177	A	489	0.272	A
			1,800	PM	531	0.295	A	662	0.368	A
			1,800	Sat	777	0.432	A	908	0.504	A
I-280/Winchester	to NB	Diagonal	2,000	AM	757	0.379	A	865	0.433	A
			2,000	PM	768	0.384	A	851	0.426	A
			2,000	Sat	728	0.364	A	811	0.406	A
I-280/Winchester	from SB	Diagonal	2,000	AM	785	0.393	A	840	0.420	A
			2,000	PM	1,080	0.540	A	1,204	0.602	B
			2,000	Sat	877	0.439	A	1,001	0.501	A

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5.
Cumulative Conditions

In conformance with the California Environmental Quality Act, an analysis was conducted of traffic impacts of all potential future developments. This chapter presents an analysis of cumulative conditions with the project.

Cumulative Conditions

Cumulative conditions consist of background traffic volumes plus projected traffic volumes for the project, plus proposed Valley Fair Mall expansion. The Valley Fair Mall expansion consists of the addition of 261,000 s.f. of retail space to the existing (1,077,000 s.f.) mall. Trip generation and assignment for the Valley Fair Mall expansion was performed by Barton-Aschman. The projected traffic volumes for the Valley Fair Mall expansion are presented in Appendix A.

City of San Jose Analysis

The analysis results for cumulative conditions using the San Jose method are shown in Table 16. The results show that 6 of the study intersections would operate at an unacceptable LOS E or worse during at least one of the peak hours under cumulative conditions. The intersection of Hamilton Avenue and Winchester Boulevard would operate at LOS E in the PM peak hour. The intersection of Monroe Street and Stevens Creek Boulevard would operate at LOS E in the PM peak hour. The intersection of Moorpark Avenue and San Tomas Expressway would operate at LOS E in the AM peak hour and at LOS F in the PM peak hour. The intersection of San Tomas Expressway and Stevens Creek Boulevard would operate at LOS F in the PM peak hour. The intersection of Moorpark Avenue and Winchester Boulevard would operate at LOS E in the AM peak hour. The intersection of Stevens Creek Boulevard and Winchester Boulevard would operate at LOS E in the PM peak hour. All other study intersections would operate at an acceptable LOS D or better in both of the peak hours under cumulative conditions. The intersection level of service calculation sheets for the San Jose method are included in Appendix D.

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Table 16
Cumulative Intersection Levels of Service—SJ Method

Intersection	Peak Hour	Background V/C	Background LOS	Cumulative V/C	Cumulative LOS	% Incr.[1]
I-280/Moorpark	AM	0.363	A	0.380	A	4.52
	PM	0.457	A	0.498	A	8.26
I-880/Stevens Creek	AM	0.254	A	0.273	A	5.91
	PM	0.386	A	0.434	A	9.00
Bascom/Moorpark	AM	0.804	D	0.805	D	0.11
	PM	0.747	C	0.747	C	0.00
Bascom/Naglee	AM	0.804	D	0.805	D	0.17
	PM	0.646	B	0.659	B	1.12
Bascom/San Carlos	AM	0.861	D	0.867	D	0.28
	PM	0.827	D	0.843	D	0.72
Bellerose/Stevens Creek	AM	0.454	A	0.459	A	1.00
	PM	0.628	B	0.646	B	2.29
Hamilton/Winchester	AM	0.740	C	0.742	C	0.04
	PM	0.913	E	0.914	E	0.06
Hedding/Monroe	AM	0.486	A	0.488	A	0.24
	PM	0.532	A	0.550	A	2.24
Hedding/Winchester	AM	0.536	A	0.541	A	0.53
	PM	0.647	B	0.669	B	1.69
Monroe/Stevens Creek	AM	0.467	A	0.533	A	14.44
	PM	0.819	D	**0.924**	**E**	10.76
Moorpark/San Tomas	AM	0.914	E	0.915	E	0.00
	PM	1.033	F	1.040	F	0.22
San Tomas/Stevens Creek	AM	0.826	D	0.838	D	1.31
	PM	1.035	F	1.046	F	0.98
Moorpark/Winchester	AM	0.909	E	0.928	E	**1.68**
	PM	0.798	C	0.839	D	4.63
Saratoga/Stevens Creek	AM	0.606	B	0.613	B	1.23
	PM	0.813	D	0.826	D	1.48
Stevens Creek/Emporium	AM	0.420	A	0.423	A	0.00
	PM	0.519	A	0.602	B	11.78
Stevens Creek/Redwood	AM	0.396	A	0.422	A	5.39
	PM	0.546	A	0.609	B	9.37
Stevens Creek/Winchester	AM	0.651	B	0.659	B	0.25
	PM	0.860	D	**0.939**	**E**	**3.41**
Tisch/Winchester	AM	0.414	A	0.449	A	9.14
	PM	0.718	C	0.755	C	4.60
Williams/Winchester	AM	0.752	C	0.757	C	0.26
	PM	0.502	A	0.511	A	0.84
Winchester/Olsen	AM	0.424	A	0.493	A	11.23
	PM	0.476	A	0.534	A	6.67
Winchester/Olin	AM	0.427	A	0.454	A	3.42
	PM	0.440	A	0.442	A	0.00

* Note: Significant impacts indicated in **bold.**
[1] Percent increase attributed to Town & Country Project

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CMP Analysis

The analysis results for cumulative conditions using the CMP method are shown in Table 17. The results show that all of the CMP study intersections would operate at an acceptable LOS E or better during both peak hours under cumulative conditions. The intersection level of service calculation sheets for the CMP method are included in Appendix E.

Table 17
Cumulative Intersection Levels of Service—CMP Method

Intersection	Peak Hour	Average Intersection Delay[a]	LOS
I-280/Moorpark	AM	16	C
	PM	17	C
I-880/Stevens Creek	AM	17	C
	PM	20	C
San Tomas/Stevens Creek	AM	38	D
	PM	56	E
San Tomas/Moorpark	AM	37	D
	PM	37	D
Saratoga/Stevens Creek	AM	32	D
	PM	36	D
Stevens Creek/Winchester	AM	29	D
	PM	42	E

[a] Whole intersection average delay expressed in seconds per vehicle.

Cumulative Freeway Analysis

Cumulative traffic conditions were analyzed for the 16 previously identified freeway segments. Cumulative traffic volumes were estimated by adding to the base model forecasts the estimated freeway trips from the Town & Country redevelopment, and from the proposed Valley Fair expansion project. The freeway traffic volumes are included in Appendix F.

The results of the cumulative freeway analysis are summarized in Table 18. The results show that on 10 of the 16 freeway segments the mixed-flow lanes would operate at an unacceptable LOS F during at least one of the peak hours under cumulative conditions.

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Table 18
Cumulative Freeway Segment Levels of Service

Freeway	Segment	Direction	Peak Hour	Cumulative With Project[a] Mixed-Flow Lane Traffic Volumes Capacity	Volume	V/C	LOS	HOV Lane Traffic Volumes Capacity	Volume	V/C	LOS	Town & Country Project Traffic Total Volume	Mixed-Flow Lane Volume	Mixed-Flow Lane % Capacity	HOV Lane Volume	HOV Lane % Capacity
I-280	Lawrence to Saratoga	SB	AM	7,000	7,013	1.00	F	2,000	461	0.23	A	55	52	0.7%	3	0.1%
			PM		7,550	1.08	F		783	0.39	B	124	112	**1.5%**	12	1.5%
I-280	Saratoga to Winchester	SB	AM	7,000	7,213	1.03	F	2,000	399	0.20	A	55	52	0.7%	3	0.8%
			PM		7,383	1.05	F		649	0.32	A	124	114	**1.5%**	10	1.5%
I-280	Winchester to I-880	SB	AM	6,000	4,251	0.71	C	2,000	336	0.17	A	0	0	0.0%	0	0.0%
			PM		4,284	0.71	C		564	0.28	A	0	0	0.0%	0	0.0%
I-280	I-880 to Bascom	SB	AM	8,000	6,946	0.87	D	2,000	481	0.24	A	69	65	0.9%	4	0.8%
			PM		7,262	0.91	D		672	0.34	A	73	67	0.9%	6	0.9%
I-280	Bascom to Meridian	SB	AM	8,000	7,430	0.93	D	N/A	N/A	N/A	N/A	69	69	0.9%	N/A	N/A
			PM		7,934	0.99	E		N/A	N/A	N/A	73	73	0.9%	N/A	N/A
I-280	Meridian to Bascom	NB	AM	9,000	7,762	0.86	D	N/A	N/A	N/A	N/A	40	40	0.5%	N/A	N/A
			PM		7,399	0.82	D		N/A	N/A	N/A	97	97	1.3%	N/A	N/A
I-280	Bascom to I-880	NB	AM	9,000	8,482	0.94	E	2,000	441	0.22	A	40	38	0.4%	2	0.4%
			PM		8,015	0.89	D		514	0.26	A	97	91	1.1%	6	1.2%
I-280	I-880 to Winchester	NB	AM	6,000	5,572	0.93	D	2,000	465	0.23	A	0	0	0.0%	0	0.0%
			PM		5,059	0.84	D		580	0.29	A	0	0	0.0%	0	0.0%
I-280	Winchester to Saratoga	NB	AM	7,000	7,635	1.09	F	2,000	495	0.25	A	108	101	**1.3%**	7	1.4%
			PM		7,300	1.04	F		525	0.26	A	83	77	1.1%	6	1.1%
I-280	Saratoga to Lawrence	NB	AM	7,000	7,144	1.02	F	2,000	472	0.24	A	108	101	**1.4%**	7	1.5%
			PM		6,811	0.97	E		507	0.25	A	83	77	1.1%	6	1.2%
I-880	Bascom to Stevens Creek	SB	AM	7,000	5,063	0.72	C	N/A	N/A	N/A	N/A	87	87	**1.2%**	N/A	N/A
			PM		7,698	1.10	F		N/A	N/A	N/A	96	96	**1.2%**	N/A	N/A
I-880	Stevens Creek to I-280	SB	AM	6,000	3,477	0.58	C	N/A	N/A	N/A	N/A	25	25	0.7%	N/A	N/A
			PM		6,157	1.03	F		N/A	N/A	N/A	31	31	0.5%	N/A	N/A
SR 17	I-280 to Hamilton	SB	AM	8,000	5,261	0.66	C	N/A	N/A	N/A	N/A	25	25	0.5%	N/A	N/A
			PM		8,556	1.07	F		N/A	N/A	N/A	31	31	0.4%	N/A	N/A
SR 17	Hamilton to I-280	NB	AM	7,000	7,541	1.08	F	N/A	N/A	N/A	N/A	16	16	0.2%	N/A	N/A
			PM		5,386	0.77	C		N/A	N/A	N/A	39	39	0.7%	N/A	N/A
I-880	I-280 to Stevens Creek	NB	AM	6,000	6,018	1.00	F	N/A	N/A	N/A	N/A	16	16	0.3%	N/A	N/A
			PM		3,682	0.61	C		N/A	N/A	N/A	39	39	1.0%	N/A	N/A
I-880	Stevens Creek to Bascom	NB	AM	7,000	7,063	1.01	F	N/A	N/A	N/A	N/A	171	171	**2.4%**	N/A	N/A
			PM		5,252	0.75	C		N/A	N/A	N/A	131	131	**2.5%**	N/A	N/A

[a]Cumulative traffic volumes and HOVL proportions are based on 2010 CUA model projections with estimated Town & Country, Valley Fair, and Vacant Parcel trips added.
Note: Significant impacts are indicated in bold.

Cumulative Interchange Ramp Analysis

Ramp volumes under cumulative conditions were estimated by adding to existing volumes trips from approved projects, trips from the Town & Country redevelopment, and trips from the Valley Fair expansion.. The ramp volumes are included in Appendix G..The results of the ramp analysis are summarized in Table 19. The results show that all ten freeway ramps analyzed would operate at an acceptable LOS D or better during all peak hours.

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Table 19
Cumulative Interchange Ramp Levels of Service

Interchange	Ramp	Type	Capacity	Period	Existing Conditions Volume	Existing Conditions V/C	Existing Conditions LOS	Background Conditions Volume	Background Conditions V/C	Background Conditions LOS	Project Conditions Volume	Project Conditions V/C	Project Conditions LOS	Cumulative Conditions Volume	Cumulative Conditions V/C	Cumulative Conditions LOS
I-880/Stevens Creek	SB to WB	Diagonal	2,000	AM	493	0.247	A	639	0.320	A	726	0.363	A	732	0.366	A
			2,000	PM	628	0.314	A	682	0.341	A	878	0.439	A	904	0.452	A
			2,000	Sat	850	0.425	A	904	0.452	A	1,100	0.550	A	1,132	0.566	A
I-880/Stevens Creek	SB to EB	Loop	1,800	AM	136	0.076	A	136	0.076	A	136	0.076	A	136	0.076	A
			1,800	PM	168	0.093	A	168	0.093	A	168	0.093	A	168	0.093	A
			1,800	Sat	179	0.099	A	179	0.099	A	179	0.099	A	179	0.099	A
I-880/Stevens Creek	WB to NB	Diagonal	2,000	AM	218	0.109	A	218	0.109	A	218	0.109	A	218	0.109	A
			2,000	PM	179	0.090	A	179	0.090	A	179	0.090	A	179	0.090	A
			2,000	Sat	234	0.117	A	234	0.117	A	234	0.117	A	234	0.117	A
I-880/Stevens Creek	WB to SB	Loop	1,800	AM	160	0.089	A	160	0.089	A	160	0.089	A	160	0.089	A
			1,800	PM	354	0.197	A	354	0.197	A	354	0.197	A	354	0.197	A
			1,800	Sat	270	0.150	A	270	0.150	A	270	0.150	A	270	0.150	A
I-880/Stevens Creek	NB to EB	Diagonal	2,000	AM	272	0.136	A	272	0.136	A	272	0.136	A	272	0.136	A
			2,000	PM	272	0.136	A	272	0.136	A	272	0.136	A	272	0.136	A
			2,000	Sat	501	0.251	A	501	0.251	A	501	0.251	A	501	0.251	A
I-880/Stevens Creek	NB to WB	Loop	1,800	AM	1,004	0.558	A	1,101	0.612	B	1,157	0.643	B	1,171	0.651	B
			1,800	PM	1,051	0.584	A	1,144	0.636	B	1,280	0.711	C	1,329	0.738	C
			1,800	Sat	1,245	0.692	B	1,338	0.743	C	1,474	0.819	D	1,534	0.852	D
I-880/Stevens Creek	EB to SB	Diagonal	2,000	AM	483	0.242	A	527	0.264	A	621	0.311	A	629	0.315	A
			2,000	PM	1,374	0.687	B	1,513	0.757	C	1,617	0.809	D	1,666	0.833	D
			2,000	Sat	1,364	0.682	B	1,503	0.752	C	1,607	0.804	D	1,667	0.834	D
I-880/Stevens Creek	EB to NB	Loop	1,800	AM	252	0.140	A	318	0.177	A	489	0.272	A	493	0.274	A
			1,800	PM	504	0.280	A	531	0.295	A	662	0.368	A	688	0.382	A
			1,800	Sat	750	0.417	A	777	0.432	A	908	0.504	A	940	0.522	A
I-280/Winchester	to NB	Diagonal	2,000	AM	713	0.357	A	757	0.379	A	865	0.433	A	868	0.434	A
			2,000	PM	729	0.365	A	768	0.384	A	851	0.426	A	869	0.435	A
			2,000	Sat	689	0.345	A	728	0.364	A	811	0.406	A	833	0.417	A
I-280/Winchester	from SB	Diagonal	2,000	AM	769	0.385	A	785	0.393	A	840	0.420	A	845	0.423	A
			2,000	PM	1,068	0.534	A	1,080	0.540	A	1,204	0.602	B	1,222	0.611	B
			2,000	Sat	865	0.433	A	877	0.439	A	1,001	0.501	A	1,023	0.512	A

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6.
Site Access

Access to Town & Country would be provided at several signalized intersections and unsignalized driveways along Stevens Creek Boulevard, Winchester Boulevard, and Redwood Avenue. This chapter presents an evaluation of traffic conditions at the signalized access locations.

The site access analysis consists of an evaluation of three site access alternatives and an assessment of the adequacy of vehicle storage capacity into and out of the site at the signalized intersections under cumulative with project conditions. Also, to ensure that weekend peak hour conditions are satisfactorily addressed, the analysis was expanded to include an evaluation of the Saturday peak hour.

Saturday Peak-Hour Conditions

The purpose of a traffic analysis is to identify any potential impacts on traffic conditions that would be created by the project. The analysis generally focuses on the weekday AM and PM peak hours because the highest background, or ambient, traffic levels occur during the commute periods. The Town & Country redevelopment project would generate slightly more (one to two percent more) trips during the Saturday peak hour than during the weekday PM peak hour. Furthermore, the Valley Fair expansion, which contributes to traffic under cumulative conditions, would generate approximately 25 percent more trips during the Saturday peak hour than during the weekday PM peak hour. The highest combined (ambient plus project) traffic levels could occur during either the weekday peak hour or the Saturday peak hour.

Traffic counts were conducted at many of the study intersections and on nearby freeway ramps during the Saturday peak period. The peak traffic volumes on Saturday were found to occur between approximately 2:30 and 3:30 PM. A level of service analysis of Saturday cumulative with project conditions showed that Saturday peak-hour conditions would be worse than weekday PM peak-hour conditions at only one of the study intersections: Stevens Creek Boulevard and Monroe Street. With the exception of this one location, then, the analysis reported in the previous chapters does in fact reflect the worst-case conditions at the study intersections.

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Saturday peak-hour conditions were evaluated for the seven signalized intersections directly adjacent to Town & Country. These intersections are Stevens Creek and Monroe, Stevens Creek and Redwood, Stevens Creek and Emporium/Town & Country, Stevens Creek and Winchester, Winchester and Olin, Winchester and Olsen, and Winchester and Tisch. The analysis is based on the City of San Jose level of service method and was conducted for existing, background, project, and cumulative conditions. The results, summarized in Table 20, show that two of the seven intersections would operate at an unacceptable LOS E during the Saturday peak hour under cumulative conditions. The other five intersections would operate at an acceptable LOS D or better during the Saturday peak hour. The intersection level of service calculation sheets are included in Appendix D.

Traffic conditions on the interchange ramps were also evaluated for the Saturday peak hour. The results of that analysis are reported in the previous chapter.

Site Access Analysis

The evaluation of traffic conditions at the site access locations focuses on the Saturday peak hour, when traffic volumes into and out of the site would be highest. The site access analysis includes an evaluation of the site access as proposed (with secondary access at Redwood Avenue) and an evaluation of three site access alternatives.

Site Access Alternatives

The foregoing analysis presupposes that access will be provided at the existing site access locations—the signalized intersections at Winchester and Olsen, Winchester and Olin, Stevens Creek and Emporium/Town & Country, and the unsignalized right-turn-only driveway on Winchester north of Olin—plus the proposed unsignalized driveway at Redwood Avenue and Hemlock Avenue. For the purpose of the site access discussion, this will be called the proposed project access. The potential traffic impacts of three access alternatives is considered in this section. The access alternatives are as follows: (1) existing access (described above) only, (2) existing access plus secondary access to Dudley Avenue, and (3) existing access plus secondary access to both Redwood Avenue and Dudley Avenue.

The potential impacts of these access alternatives was evaluated in three ways. Existing ADT volumes on the local streets adjacent to the site were compared with the expected increase in ADT on these streets. Traffic conditions at the existing signalized intersections adjacent to the site were evaluated on the basis of level of service. The adequacy of existing vehicle storage capacity was assessed for the signalized intersections adjacent to the site.

Table 20
Saturday Peak-Hour Intersection Levels of Service—SJ Method

Intersection	Count Date	Existing V/C	Existing LOS	Background V/C	Background LOS	Project Conditions V/C	Project Conditions LOS	Project Conditions % INC.	Cumulative Conditions V/C	Cumulative Conditions LOS
Monroe/Stevens Creek	7/19/97	0.815	D	0.870	D	**0.950**	**E**	**10.00**	0.980	E
Stevens Creek/Winchester	7/19/97	0.818	D	0.826	D	0.884	D	3.78	0.914	E
Stevens Creek/Redwood	9/27/97	0.513	A	0.585	A	0.636	B	8.84	0.653	B
Stevens Creek/Emporium	9/27/97	0.627	B	0.647	B	0.676	B	5.25	0.693	B
Winchester/Olin	9/27/97	0.517	A	0.530	A	0.600	B	8.85	0.608	B
Winchester/Olsen	9/27/97	0.586	A	0.599	A	0.703	C	14.36	0.710	C
Winchester Tisch	9/27/97	0.569	A	0.610	B	0.637	B	5.24	0.648	B

*Note: Significant impacts indicated in **bold**.

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Assignment of Project Traffic with Access Alternatives

With different site access available, the assignment of project trips will differ from the project trip assignment assumed previously (Figure 6). This difference in trip assignment would apply only to the intersections located in the immediate vicinity of the site. The project trip assignments for three access alternatives are shown in Appendix H.

Volumes on Local Streets

The local streets adjacent to the site consist of Redwood Avenue, Hemlock Avenue, Dudley Avenue, and South Baywood Avenue. 24-hour tube counts were conducted on these four streets between October 1 and October 6, 1997 (see Appendix B). The existing ADT volumes are shown in Table 21. The table shows existing volumes are approximately 1,050 daily vehicles on Redwood Avenue just south of Stevens Creek, 1,650 daily vehicles on Hemlock Avenue just west of Monroe Street, 2,000 daily vehicles on South Baywood Avenue just north of Tisch Way, and 450 daily vehicles on Dudley Avenue just north of Tisch Way.

Proposed Project Access. With the proposed secondary project access to Redwood Avenue, an estimated 410 daily project trips would be added to Redwood Avenue and an estimated 2,090 daily project trips would be added to Hemlock Avenue. No project trips would be added to South Baywood Avenue or Dudley Avenue.

Existing Site Access. With existing access to the site and no secondary access provided, the project would add no appreciable volume of traffic to Redwood Avenue, Hemlock Avenue, South Baywood Avenue, or Dudley Avenue.

Secondary Access to Dudley Avenue Only. With secondary project access to Dudley Avenue, an estimated 2,130 daily project trips would be added to Dudley Avenue. No project trips would be added to South Baywood Avenue, Redwood Avenue or Hemlock Avenue.

Secondary Access to Redwood Avenue and Dudley Avenue. With secondary project access to both Redwood Avenue and Dudley Avenue, an estimated 410 daily project trips would be added to Redwood Avenue, an estimated 810 daily project trips would be added to Hemlock Avenue, and an estimated 2,130 daily project trips would be added to Dudley Avenue. No project trips would be added to South Baywood Avenue.

Intersection Level of Service with Alternative Access

The effects of alternative access on level of service at the surrounding intersections was also evaluated. The City of San Jose intersection level of service method was used to evaluate project conditions and cumulative conditions during the Saturday peak-hour at the following five intersections: Stevens Creek Boulevard and Monroe Street, Stevens Creek Boulevard and Redwood Avenue, Stevens Creek Boulevard and Emporium/Town & Country, Winchester Boulevard and Olsen Drive, and Winchester Boulevard and Tisch Way. The intersection of Winchester Boulevard and Stevens Creek Boulevard and the intersection of Winchester Boulevard and Olin Avenue were excluded form this analysis because conditions at these intersections would be

Table 21
Average Daily Trips (ADT) on Local Streets

Street	Existing ADT	Proposed Project Access		Secondary Access at Dudley Only		Secondary Access at Redwood & Dudley	
		Project ADT	Existing Plus Project ADT	Project ADT	Existing Plus Project ADT	Project ADT	Existing Plus Project ADT
Redwood Avenue	1,050	410	1,460	0	1,050	410	1,460
Hemlock Avenue	1,637	2,090	3,727	0	1,637	810	2,447
Baywood Avenue	1,999	0	1,999	0	1,999	0	1,999
Dudley Avenue	451	0	451	2,130	2,581	2,130	2,581

Note: Based on weekday counts and weekday project trip estimates.

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Table 22
Alternative Access Saturday Peak-Hour Intersection Levels of Service—SJ Method

		Proposed Project Access				Existing Site Access				Access at Dudley Only				Access at Redwood & Dudley			
		Project Conditions		Cumulative Conditions		Project Conditions		Cumulative Conditions		Project Conditions		Cumulative Conditions		Project Conditions		Cumulative Conditions	
Intersection	Count Date	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS
Monroe/Stevens Creek	7/19/97	0.950	E	0.980	E	0.926	E	0.956	E	0.939	E	0.970	E	0.950	E	0.980	E
Stevens Creek/Redwood	9/27/97	0.636	B	0.653	B	0.645	B	0.662	B	0.634	B	0.650	B	0.636	B	0.653	B
Stevens Creek/Emporium	9/27/97	0.676	B	0.693	B	0.726	C	0.742	C	0.700	C	0.717	C	0.676	B	0.693	B
Winchester/Olsen	9/27/97	0.703	C	0.710	C	0.703	C	0.710	C	0.671	B	0.679	B	0.671	B	0.679	B
Winchester/Tisch	9/27/97	0.637	B	0.648	B	0.637	B	0.648	B	0.640	B	0.650	B	0.640	B	0.650	B

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unaffected by the site access alternatives under consideration. The level of service results under the various access alternatives are summarized in Table 22. The level of service calculations are included in Appendix H.

Existing Site Access. The results show that, with the existing site access and a secondary access provided, level of service would improve slightly at Stevens Creek and Monroe, level of service would worsen slightly at Stevens Creek and Redwood and at Stevens Creek and Emporium/Town & Country, and level of service would be unchanged at Winchester and Olsen and at Winchester and Tisch.

Secondary Access to Dudley Avenue Only. With secondary access to Dudley Avenue only, level of service would improve slightly at Stevens Creek and Monroe, Winchester and Olsen, and Stevens Creek and Redwood, but level of service would worsen slightly at Winchester and Tisch, and at Stevens Creek and Emporium/Town & Country.

Secondary Access to Redwood Avenue and Dudley Avenue. With secondary access to both Redwood Avenue and Dudley Avenue, level of service would improve slightly at Winchster and Olsen, but would worsen slightly at Winchester and Tisch.

As reported previously, the intersection of Stevens Creek and Monroe would operate at an unacceptable LOS E during the Saturday peak hour under project and cumulative conditions with the proposed project access. For all three site access alternatives, traffic conditions at Monroe and Stevens Creek would be an equal or better LOS E. With the improvements proposed at the intersection (refer to Chapter 7), the intersection of Monroe and Stevens Creek would operate at an acceptable LOS D during the Saturday peak hour under project and cumulative conditions for all three site access alternatives. The other four signalized intersections analyzed would operate at an acceptable LOS D or better for all site access alternatives considered.

Vehicle Queuing and Storage Capacity

When a queue of stopped vehicles extends back into an upstream intersection or driveway, or when it extends out of a turn pocket and into the adjacent lane, traffic conditions are adversely impacted. This type of impact can be identified through an analysis and comparison of vehicle queuing and vehicle storage capacity.

The same five signalized intersections were analyzed to determine whether the existing storage capacity of turn pockets and on-site intersection approaches would be sufficient to accommodate future traffic. The *SIGNAL94* level of service software was used to estimate 90th-percentile maximum vehicle queue lengths for various intersection turning movements during the peak hours under cumulative with project conditions. These estimated maximum queues were compared to the existing storage capacity to determine if the vehicle queue would exceed the available storage. This analysis was performed for all four site access scenarios.

Note that pass-by trips (see Chapter 4), which have been excluded from the traffic volumes analyzed thus far, have been included for the analysis of site access conditions. This is because the pass-by trips affect turning movements at the site access locations.

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The results of the vehicle queuing analysis are shown in Table 23. The results show that the existing storage capacity at the five signalized intersections is adequate to accommodate the projected maximum vehicle queues under cumulative with project conditions for all of the site access scenarios. The SIGNAL94 level of service (and queue length) calculations are included in Appendix H.

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Table 23
Vehicle Storage at Site Access

	Storage Length (# feet)																				
	Stevens Creek/ Redwood	Stevens Creek/Emporium					Stevens Creek/ Monroe		Winchester/Olsen					Winchester/Olin						Winchester/ Tech
	WBL	WBL	EBR	NBR	NBT	NBL	WBL	EBR	SBL	NBR	WBR	WBT	WBL	SBL	NBR	WBR	WBT	WBL		WBT
Proposed Project Access																				
Existing	140	330	200	/a/	/a/	/a/	380	/a/	150	n/a	/a/	/a/	/a/	340	n/a	/a/	/a/	/a/		/a/
Required	130	240	50	280	90	50	350	50	120		80	30	300	310		120	30	160		50
Existing Site Access																				
Existing	140	330	200	/a/	/a/	/a/	380	/a/	150	n/a	/a/	/a/	/a/	340	n/a	/a/	/a/	/a/		/a/
Required	110	330	50	380	100	50	250	50	120		80	30	300	310		120	30	160		50
Access at Dudley																				
Existing	140	330	200	/a/	/a/	/a/	380	/a/	150	n/a	/a/	/a/	/a/	340	n/a	/a/	/a/	/a/		/a/
Required	110	290	50	340	100	50	300	50	120		80	30	260	310		120	30	160		50
Access at Redwood and Dudley																				
Existing	140	330	200	/a/	/a/	/a/	380	/a/	150	n/a	/a/	/a/	/a/	340	n/a	/a/	/a/	/a/		/a/
Required	130	240	50	280	90	50	350	50	120		80	30	260	310		120	30	160		50

[a] No storage limitation.
Note: Required lengths are based on cumulative with project Saturday peak-hour SIGNAL94 results.
WB = westbound, NB = northbound, EB = eastbound, SB = southbound
L = left turn, T = through, R = right turn

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7.
Impacts and Mitigation Measures

This chapter describes the project impacts and the measures that are recommended to mitigate the impacts. Included are descriptions of the significance criteria that define an impact, identification of the impacts, and specifications of the mitigation measure corresponding to each impact.

Significance Criteria

Significance criteria are used to establish what constitutes an impact. For this analysis there are two sets of relevant criteria: the City of San Jose Level of Service Policy, and the CMP standards of operation.

City of San Jose Definition of Significant Impacts

A project is said to create a significant adverse impact on traffic conditions at a City of San Jose signalized intersection 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 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 the critical-movement volume at the intersection to increase by one percent or greater.

A significant impact by City of San Jose standards is said to be satisfactorily mitigated when measures are implemented that would restore intersection conditions to LOS D or better.

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CMP Definition of Significant Impacts

Intersections. A project is said to create a significant adverse impact on traffic conditions at a CMP intersection if for either peak hour:

1. The level of service at the intersection degrades from an acceptable LOS E or better under background conditions to an unacceptable LOS F under project conditions, or

2. The level of service at the intersection is an unacceptable LOS F under background conditions and the addition of project trips causes the critical-movement delay at the intersection to increase by four or more seconds.

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

Freeway segments. A project is said to create a significant adverse impact on traffic conditions on a CMP freeway segment if for either peak hour:

1. The level of service on the freeway segment is an unacceptable LOS F under project conditions, and

2. The number of project trips on that segment constitutes at least one percent of capacity on that segment.

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

In order to distinguish between impacts and mitigation measures under project conditions versus cumulative conditions, the impacts and mitigation measures are identified with P for project or C for cumulative.

Project Impacts

The project would significantly impact traffic conditions at the following three intersections:

Winchester Boulevard and Moorpark Avenue
Winchester Boulevard and Stevens Creek Boulevard
Stevens Creek Boulevard and Monroe Street

The project also would significantly impact traffic conditions on the following freeway segments:

I-280 southbound from Lawrence Expressway to Saratoga Avenue
I-280 southbound from Saratoga Avenue to Winchester Boulevard
I-280 northbound from Winchester Boulevard to Saratoga Avenue
I-280 northbound from Saratoga Avenue to Lawrence Expressway

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I-880 southbound from Bascom Avenue to Stevens Creek Boulevard
I-880 northbound from Stevens Creek Boulevard to Bascom Avenue

The impacts and mitigation measures are described below.

Winchester Boulevard and Moorpark Avenue

Impact P-1: Based on the City of San Jose LOS methodology, weekday AM peak-hour level of service at the intersection of Winchester Boulevard and Moorpark Avenue would be an unacceptable LOS E under background conditions and the addition of project trips would cause the critical-movement volume at the intersection to increase by 2 percent during the weekday AM peak hour. This constitutes a significant impact by City of San Jose standards.

Mitigation Measure P-1: Intersection operations would be restored to LOS D with the addition of a second eastbound left-turn lane, the conversion of the existing eastbound shared through-left-turn lane to an exclusive through lane, and the addition of a second westbound left-turn lane. These improvements can be accommodated within the existing curb-to-curb width.

Winchester Boulevard and Stevens Creek Boulevard

Impact P-2: Based on the City of San Jose LOS methodology, level of service at the intersection of Winchester Boulevard and Stevens Creek Boulevard would degrade from LOS D under background conditions to LOS E under project conditions during the weekday PM peak hour. This constitutes a significant impact by City of San Jose standards.

Mitigation Measure P-2: Intersection operations would be restored to LOS D or better with the addition of a second northbound left-turn lane and a second southbound left-turn lane. These improvements cannot be accommodated within the existing curb-to-curb width. Implementation of the improvements would entail the removal and reconstruction of the curb, gutter, and sidewalk, repaving and restriping in both directions of each of the south and north approaches, acquisition of 7 feet of right-of-way along the west edge of the north approach over a distance of 400 feet, and the loss of approximately 20 parking spaces along the west side of the south approach.

Stevens Creek Boulevard and Monroe Street

Impact P-3: Based on the City of San Jose LOS methodology, level of service at the intersection of Stevens Creek Boulevard and Monroe Street would degrade from LOS D under background conditions to LOS E under project conditions during the Saturday peak hour. This constitutes a significant impact by City of San Jose standards.

Mitigation Measure P-3: Intersection operations would be restored to LOS D with the addition of a fourth eastbound through lane. This improvement cannot be accommodated within the existing curb-to-curb width. Implementation of the improvement would entail the removal and reconstruction of the curb, gutter, and sidewalk, repaving and restriping of the west and east approaches in the eastbound direction, and acquisition of 10 feet of right-of-way along the south edge of Stevens Creek Boulevard over a distance of 600 feet from Monroe Street to the southbound on-ramp to I-880. The additional

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eastbound through lane will transition into the second lane of the existing single-lane southbound on-ramp to I-880. The southbound on-ramp will need to be widened from one lane to two. Striping and signage should be installed that warns drivers of the transition of the eastbound shoulder lane to a southbound on-ramp to I-880.

I-280 and I-880

Impact P-4: On six segments of I-280 and I-880 the mixed-flow lanes would operate at an unacceptable LOS F during at least one of the peak hours under project conditions and the number of peak-hour project trips would constitute at least one percent of freeway capacity. This constitutes a significant impact by CMP standards.

Mitigation Measure P-4. Level of service in the mixed-flow lanes of the six impacted freeway segments would be restored to an acceptable LOS E or better with the installation of additional lanes on each segment. The addition of freeway lanes would entail widening the I-280 and I-880 freeways over the length of the impacted segments. These improvements are considered to be infeasible.

ignificance Criteria for Cumulative Impacts

The significance criteria used for cumulative impacs are based on the City of San Jose Level of Service Policy for cumulative conditions.

City of San Jose Definition of Significant Impacts Under Cumulative Conditions

A project is said to create a significant adverse impact on cumulative traffic conditions at a City of San Jose signalized intersection 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 cumulative 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 the critical-movement volume at the intersection to increase by one percent or greater.

A significant impact by City of San Jose standards is said to be satisfactorily mitigated when measures are implemented that would restore intersection conditions to LOS D or better.

Cumulative Impacts

The following three study intersections would be significantly impacted by the project under cumulative conditions:

Winchester Boulevard and Moorpark Avenue

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Winchester Boulevard and Stevens Creek Boulevard
Stevens Creek Boulevard and Monroe Street

The project also would significantly impact traffic conditions on the following freeway segments:

I-280 southbound from Lawrence Expressway to Saratoga Avenue
I-280 southbound from Saratoga Avenue to Winchester Boulevard
I-280 northbound from Winchester Boulevard to Saratoga Avenue
I-280 northbound from Saratoga Avenue to Lawrence Expressway
I-880 southbound from Bascom Avenue to Stevens Creek Boulevard
I-880 northbound from Stevens Creek Boulevard to Bascom Avenue

The impacts and mitigation measures are described below.

Winchester Boulevard and Moorpark Avenue

Impact C-1: Based on the City of San Jose LOS methodology, weekday AM peak-hour level of service at the intersection of Winchester Boulevard and Moorpark Avenue would be an unacceptable LOS E under background conditions and the addition of project trips would cause the critical-movement volume at the intersection to increase by 2 percent during the weekday AM peak hour. This constitutes a significant impact by City of San Jose standards.

Mitigation Measure C-1: Intersection operations would be restored to LOS D with the addition of a second eastbound left-turn lane, the conversion of the existing eastbound shared through-left-turn lane to an exclusive through lane, and the addition of a second westbound left-turn lane. These improvements can be accommodated within the existing curb-to-curb width. This mitigation measure is the same as mitigation measure P-1.

Winchester Boulevard and Stevens Creek Boulevard

Impact C-2: Based on the City of San Jose LOS methodology, level of service at the intersection of Winchester Boulevard and Stevens Creek Boulevard would degrade from an acceptable LOS D under background conditions to an unacceptable LOS E under cumulative conditions during the weekday PM and Saturday peak hours. This constitutes a significant impact by City of San Jose standards.

Mitigation Measure C-2: Intersection operations would be restored to LOS D or better with the addition of a second northbound left-turn lane and a second southbound left-turn lane. These improvements cannot be accommodated within the existing curb-to-curb width. Implementation of the improvements would entail the removal and reconstruction of the curb, gutter, and sidewalk, repaving and restriping in both directions of each of the south and north approaches, acquisition of 7 feet of right-of-way along the west edge of the north approach over a distance of 400 feet, and the loss of approximately 20 parking spaces along the west side of the south approach. This mitigation measure is the same as mitigation measure P-2.

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Stevens Creek Boulevard and Monroe Street

Impact C-3: Based on the City of San Jose LOS methodology, level of service at the intersection of Stevens Creek Boulevard and Monroe Street would degrade from an acceptable LOS D under background conditions to an unacceptable LOS E under cumulative conditions during the weekday PM and Saturday peak hours. This constitutes a significant impact by City of San Jose standards.

Mitigation Measure C-3: Intersection operations would be restored to LOS D with the addition of a fourth eastbound through lane. This improvement cannot be accommodated within the existing curb-to-curb width. Implementation of the improvement would entail the removal and reconstruction of the curb, gutter, and sidewalk, repaving and restriping of the west and east approaches in the eastbound direction, and acquisition of 10 feet of right-of-way along the south edge of Stevens Creek Boulevard over a distance of 600 feet from Monroe Street to the southbound on-ramp to I-880. The additional eastbound through lane will transition into the second lane of the existing single-lane southbound on-ramp to I-880. The southbound on-ramp will need to be widened from one lane to two. Striping and signage should be installed that warns drivers of the transition of the eastbound shoulder lane to a southbound on-ramp to I-880. This mitigation measure is the same as Mitigation Measure P-3.

I-280 and I-880

Impact C-4: On six segments of I-280 and I-880 the mixed-flow lanes would operate at an unacceptable LOS F during at least one of the peak hours under cumulative conditions with the project and the number of peak-hour project trips would constitute at least one percent of freeway capacity. This constitutes a significant impact by CMP standards.

Mitigation Measure C-4. Level of service in the mixed-flow lanes of the six impacted freeway segments would be restored to an acceptable LOS E or better with the installation of additional lanes on each segment. The addition of freeway lanes would entail widening the I-280 and I-880 freeways over the length of the impacted segments. These improvements are considered to be infeasible.

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Appendix A

Traffic Volumes

INTERSECTION: I-280/Moorpark
PEAK HOUR: AM Peak Hour
COUNT DATE: 4/9/97
GROWTH
BACKGROUND: 0 (to August 1997 from count date @ 0.3% per month)

APPROACH	SCENARIO 1 EXISTING (E)			APPROVED TRIPS (A)			VALLEY FAIR PROJECT TRIPS (P1)			TOWN & COUNTRY PROJECT TRIPS (P2)			TOTAL TRIPS (P3)		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
North	756	0	13	16	0	0	5	0	0	55	0	0	60	0	0
East	0	467	0	0	8	0	0	0	0	0	1	0	0	1	0
South	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
West	0	507	0	0	4	0	0	0	0	0	3	0	0	3	0

APPROACH	E + G			SCENARIO 2 BACKGROUND E + G + A			SCENARIO 3 PROJECT E+G+A+P1			SCENARIO 4 CUMULATIVE E+G+A+P1+P2		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
North	77	0	13	772	0	13	827	0	13	832	0	13
East	0	467	0	0	475	0	0	476	0	0	476	0
South	0	0	0	0	0	0	0	0	0	0	0	0
West	0	507	0	0	511	0	0	514	0	0	514	0

INTERSECTION: I-280/Moorpark
PEAK HOUR: PM Peak Hour
COUNT DATE: 4/9/96
GROWTH
BACKGROUND: 3 (to August 1997 from count date @ 0.3% per month)

APPROACH	SCENARIO 6 EXISTING (E)			APPROVED TRIPS (A)			VALLEY FAIR PROJECT TRIPS (P1)			TOWN & COUNTRY PROJECT TRIPS (P2)			TOTAL TRIPS (P3)		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
North	883	0	185	12	0	0	18	0	0	124	0	0	142	0	0
East	0	665	0	0	4	0	0	0	0	0	9	0	0	9	0
South	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
West	0	536	0	0	8	0	0	0	0	0	9	0	0	9	0

APPROACH	E + G			SCENARIO 7 BACKGROUND E + G + A			SCENARIO 8 PROJECT E+G+A+P1			SCENARIO 9 CUMULATIVE E+G+A+P1+P2		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
North	909	0	191	921	0	191	1045	0	191	1063	0	191
East	0	685	0	0	689	0	0	698	0	0	698	0
South	0	0	0	0	0	0	0	0	0	0	0	0
West	0	552	0	0	560	0	0	569	0	0	569	0

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INTERSECTION: I-880/Stevens Creek
PEAK HOUR: AM Peak Hour
COUNT DATE 4/15/97
GROWTH
BACKGROUND: 0 (to August 1997 from count date @ 0.3% per month)

	SCENARIO 1 EXISTING (E)			APPROVED TRIPS (A)			VALLEY FAIR PROJECT TRIPS (P1)			TOWN & COUNTRY PROJECT TRIPS (P2)			TOTAL TRIPS (P3)		
APPROACH	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
North	0	0	426	0	0	146	0	0	6	0	0	87	0	0	93
East	0	1034	0	0	117	0	0	19	0	0	68	0	0	87	0
South	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
West	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	E + G			SCENARIO 2 BACKGROUND E + G + A			SCENARIO 3 PROJECT E+G+A+P1			SCENARIO 4 CUMULATIVE E+G+A+P1+P2		
APPROACH	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
North	0	0	426	0	0	572	0	0	659	0	0	665
East	0	1034	0	0	1151	0	0	1219	0	0	1238	0
South	0	0	0	0	0	0	0	0	0	0	0	0
West	0	0	0	0	0	0	0	0	0	0	0	0

INTERSECTION: I-880/Stevens Creek
PEAK HOUR: PM Peak Hour
COUNT DATE: 10/96
GROWTH
BACKGROUND: 3 (to August 1997 from count date @ 0.3% per month)

	SCENARIO 6 EXISTING (E)			APPROVED TRIPS (A)			VALLEY FAIR PROJECT TRIPS (P1)			TOWN & COUNTRY PROJECT TRIPS (P2)			TOTAL TRIPS (P3)		
APPROACH	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
North	0	0	642	0	0	54	0	0	26	0	0	196	0	0	222
East	0	1711	0	0	161	0	0	66	0	0	173	0	0	239	0
South	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
West	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	E + G			SCENARIO 7 BACKGROUND E + G + A			SCENARIO 8 PROJECT E+G+A+P1			SCENARIO 9 CUMULATIVE E+G+A+P1+P2		
APPROACH	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
North	0	0	661	0	0	715	0	0	911	0	0	937
East	0	1762	0	0	1923	0	0	2096	0	0	2162	0
South	0	0	0	0	0	0	0	0	0	0	0	0
West	0	0	0	0	0	0	0	0	0	0	0	0

INTERSECTION: Bascom/Moorpark
PEAK HOUR: AM Peak Hour
COUNT DATE: 4/17/97
GROWTH
BACKGROUND: 0 (to August 1997 from count date @ 0.3% per month)

APPROACH	SCENARIO 1 EXISTING (E) LT	TH	RT	APPROVED TRIPS (A) LT	TH	RT	VALLEY FAIR PROJECT TRIPS (P1) LT	TH	RT	TOWN & COUNTF PROJECT TRIPS P2) LT	TH	RT	TOTAL TRIPS (P3) LT	TH	RT
North	425	488	186	0	8	0	0	1	0	0	0	0	0	1	0
East	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
South	367	1189	286	0	17	0	0	1	0	1	0	0	1	1	0
West	145	733	246	0	0	0	0	0	0	0	3	0	0	3	0

APPROACH	E + G LT	TH	RT	SCENARIO 2 BACKGROUND E + G + A LT	TH	RT	SCENARIO 3 PROJECT E+G+A+P1 LT	TH	RT	SCENARIO 4 CUMULATIVE E+G+A+P1+P2 LT	TH	RT
North	425	488	186	425	496	186	425	496	186	425	497	186
East	0	0	0	0	0	0	0	0	0	0	0	0
South	367	1189	286	367	1206	286	368	1206	286	368	1207	286
West	145	733	246	145	733	246	145	736	246	145	736	246

INTERSECTION: Bascom/Moorpark
PEAK HOUR: PM Peak Hour
COUNT DATE: 4/17/97
GROWTH
BACKGROUND: 0 (to August 1997 from count date @ 0.3% per month)

APPROACH	SCENARIO 6 EXISTING (E) LT	TH	RT	APPROVED TRIPS (A) LT	TH	RT	VALLEY FAIR PROJECT TRIPS (P1) LT	TH	RT	TOWN & COUNTF PROJECT TRIPS (P2) LT	TH	RT	TOTAL TRIPS (P3) LT	TH	RT
North	417	1380	386	0	17	0	0	4	0	0	0	0	0	4	0
East	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
South	247	542	407	0	8	0	0	4	0	2	0	0	2	4	0
West	123	976	413	0	0	0	0	0	0	0	0	2	0	0	2

APPROACH	E + G LT	TH	RT	SCENARIO 7 BACKGROUND E + G + A LT	TH	RT	SCENARIO 8 PROJECT E+G+A+P1 LT	TH	RT	SCENARIO 9 CUMULATIVE E+G+A+P1+P2 LT	TH	RT
North	417	1380	386	417	1397	386	417	1397	386	417	1401	386
East	0	0	0	0	0	0	0	0	0	0	0	0
South	247	542	407	247	550	407	249	550	407	249	554	407
West	123	976	413	123	976	413	123	976	415	123	976	415

97-036

INTERSECTION: Bascom/Naglee
PEAK HOUR: AM Peak Hour
COUNT DATE: 10/31/95
GROWTH BACKGROUND: 6 9 (to August 1997 from count date @ 0.3% per month)

	SCENARIO 1 EXISTING (E)			APPROVED TRIPS (A)			VALLEY FAIR PROJECT TRIPS (P1)			TOWN & COUNTF PROJECT TRIPS (P2)			TOTAL TRIPS (P3)		
APPROACH	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
North	71	312	128	0	0	25	0	0	1	0	2	0	0	2	1
East	115	298	92	0	9	0	0	3	0	3	3	0	3	6	0
South	238	1689	242	21	0	0	0	0	0	0	1	2	0	1	2
West	140	319	13	10	4	8	0	2	0	0	0	0	0	2	0

	E + G			SCENARIO 2 BACKGROUND E + G + A			SCENARIO 3 PROJECT E+G+A+P1			SCENARIO 4 CUMULATIVE E+G+A+P1+P2		
APPROACH	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
North	76	334	137	76	334	162	76	336	162	76	336	163
East	123	319	98	123	328	98	126	331	98	126	334	98
South	254	1806	259	275	1806	259	275	1807	261	275	1807	261
West	150	341	14	160	345	22	160	345	22	160	347	22

INTERSECTION: Bascom/Naglee
PEAK HOUR: PM Peak Hour
COUNT DATE: 4/17/97
GROWTH BACKGROUND: 0 (to August 1997 from count date @ 0.3% per month)

	SCENARIO 6 EXISTING (E)			APPROVED TRIPS (A)			VALLEY FAIR PROJECT TRIPS (P1)			TOWN & COUNTF PROJECT TRIPS (P2)			TOTAL TRIPS (P3)		
APPROACH	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
North	110	1165	134	0	0	10	0	0	2	0	5	0	0	5	2
East	192	308	55	0	4	0	0	13	0	9	6	0	9	19	0
South	117	402	160	8	0	0	0	0	0	0	5	9	0	5	9
West	110	302	39	25	9	21	2	13	0	0	6	0	2	19	0

	E + G			SCENARIO 7 BACKGROUND E + G + A			SCENARIO 8 PROJECT E+G+A+P1			SCENARIO 9 CUMULATIVE E+G+A+P1+P2		
APPROACH	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
North	110	1165	134	110	1165	144	110	1170	144	110	1170	146
East	192	308	55	192	312	55	201	318	55	201	331	55
South	117	402	160	125	402	160	125	407	169	125	407	169
West	110	302	39	135	311	60	135	317	60	137	330	60

INTERSECTION: Bascom/San Carlos
PEAK HOUR: AM Peak Hour
COUNT DATE: 4/15/97
GROWTH
BACKGROUND: 0 (to August 1997 from count date @ 0.3% per month)

	SCENARIO 1 EXISTING (E)			APPROVED TRIPS (A)			VALLEY FAIR PROJECT TRIPS (P1)			TOWN & COUNTF PROJECT TRIPS (P2)			TOTAL TRIPS (P3)		
APPROACH	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
North	84	344	22	2	6	0	0	0	1	0	0	6	0	0	7
East	125	791	351	0	28	7	0	3	0	0	3	0	0	6	0
South	277	1480	136	3	14	0	1	0	0	1	0	0	2	0	0
West	125	250	76	0	10	2	0	2	1	4	2	1	4	4	2

	E + G			SCENARIO 2 BACKGROUND E + G + A			SCENARIO 3 PROJECT E+G+A+P1			SCENARIO 4 CUMULATIVE E+G+A+P1+P2		
APPROACH	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
North	84	344	22	86	350	22	86	350	28	86	350	29
East	125	791	351	125	819	358	125	822	358	125	825	358
South	277	1480	136	280	1494	136	281	1494	136	282	1494	136
West	125	250	76	125	260	78	129	262	79	129	264	80

INTERSECTION: Bascom/San Carlos
PEAK HOUR: PM Peak Hour
COUNT DATE: 4/15/97
GROWTH
BACKGROUND: 0 (to August 1997 from count date @ 0.3% per month)

	SCENARIO 6 EXISTING (E)			APPROVED TRIPS (A)			VALLEY FAIR PROJECT TRIPS (P1)			TOWN & COUNTF PROJECT TRIPS (P2)			TOTAL TRIPS (P3)		
APPROACH	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
North	272	1221	71	7	14	11	0	0	2	0	0	19	0	0	21
East	234	502	58	0	35	2	0	11	0	0	9	0	0	20	0
South	162	480	191	25	6	0	4	0	0	5	0	0	9	0	0
West	94	708	213	10	48	24	2	11	4	19	9	5	21	20	9

	E + G			SCENARIO 7 BACKGROUND E + G + A			SCENARIO 8 PROJECT E+G+A+P1			SCENARIO 9 CUMULATIVE E+G+A+P1+P2		
APPROACH	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
North	272	1221	71	279	1235	82	279	1235	101	279	1235	103
East	234	502	58	234	537	60	234	546	60	234	557	60
South	162	480	191	187	486	191	192	486	191	196	486	191
West	94	708	213	104	756	237	123	765	242	125	776	246

97-036

INTERSECTION: Bellrose Stevens Creek
PEAK HOUR: AM Peak Hour
COUNT DATE 6/23/95
GROWTH
BACKGROUND: 7.8 (to August 1997 from count date @ 0.3% per month)

	SCENARIO 1 EXISTING (E)			APPROVED TRIPS (A)			VALLEY FAIR PROJECT TRIPS (P1)			TOWN & COUNTF PROJECT TRIPS (P2)			TOTAL TRIPS (P3)		
APPROACH	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
North	20	13	30	2	0	0	0	0	0	0	0	1	0	0	1
East	6	596	20	0	20	11	0	5	0	0	10	0	0	15	0
South	155	60	28	0	0	0	0	0	0	0	0	0	0	0	0
West	29	393	22	0	13	0	0	3	0	0	7	0	0	10	0

	E + G			SCENARIO 2 BACKGROUND E + G + A			SCENARIO 3 PROJECT E+G+A+P1			SCENARIO 4 CUMULATIVE E+G+A+P1+P2		
APPROACH	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
North	22	14	32	24	14	32	24	14	33	24	14	33
East	6	642	22	6	662	33	6	672	33	6	677	33
South	167	65	30	167	65	30	167	65	30	167	65	30
West	31	424	24	31	437	24	31	444	24	31	447	24

INTERSECTION: Bellrose/Stevens Creek
PEAK HOUR PM Peak Hour
COUNT DATE: 4/17/97
GROWTH
BACKGROUND: 0 (to August 1997 from count date @ 0.3% per month)

	SCENARIO 6 EXISTING (E)			APPROVED TRIPS (A)			VALLEY FAIR PROJECT TRIPS (P1)			TOWN & COUNTF PROJECT TRIPS (P2)			TOTAL TRIPS (P3)		
APPROACH	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
North	74	140	63	11	0	0	0	0	0	0	0	2	0	0	2
East	44	709	13	0	68	2	0	17	0	0	33	0	0	50	0
South	68	30	27	0	0	0	0	0	0	0	0	0	0	0	0
West	28	960	45	0	71	0	0	17	0	2	33	0	2	50	0

	E + G			SCENARIO 7 BACKGROUND E + G + A			SCENARIO 8 PROJECT E+G+A+P1			SCENARIO 9 CUMULATIVE E+G+A+P1+P2		
APPROACH	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
North	74	140	63	85	140	63	85	140	65	85	140	65
East	44	709	13	44	777	15	44	810	15	44	827	15
South	68	30	27	68	30	27	68	30	27	68	30	27
West	28	960	45	28	1031	45	30	1064	45	30	1081	45

INTERSECTION: Winchester/Hamilton
PEAK HOUR: AM Peak Hour
COUNT DATE: 4/17/97
GROWTH
BACKGROUND 0 (to August 1997 from count date @ 0.3% per month)

	SCENARIO 1 EXISTING (E)			APPROVED TRIPS (A)			VALLEY FAIR PROJECT TRIPS (P1)			TOWN & COUNTF PROJECT TRIPS (P2)			TOTAL TRIPS (P3)		
APPROACH	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
North	358	315	87	0	0	0	0	0	0	0	0	0	0	0	0
East	301	1112	556	0	0	0	0	0	0	0	0	0	0	0	0
South	119	1026	454	0	0	0	0	1	0	0	1	0	0	2	0
West	146	648	64	0	0	0	0	0	0	0	0	0	0	0	0

	E + G			SCENARIO 2 BACKGROUND E + G + A			SCENARIO 3 PROJECT E+G+A+P1			SCENARIO 4 CUMULATIVE E+G+A+P1+P2		
APPROACH	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
North	358	315	87	358	315	87	358	315	87	358	315	87
East	301	1112	556	301	1112	556	301	1112	556	301	1112	556
South	119	1026	454	119	1026	454	119	1027	454	119	1028	454
West	146	648	64	146	648	64	146	648	64	146	648	64

INTERSECTION: Winchester/Hamilton
PEAK HOUR: PM Peak Hour
COUNT DATE: 4/17/97
GROWTH
BACKGROUND: 0 (to August 1997 from count date @ 0.3% per month)

	SCENARIO 6 EXISTING (E)			APPROVED TRIPS (A)			VALLEY FAIR PROJECT TRIPS (P1)			TOWN & COUNTF PROJECT TRIPS (P2)			TOTAL TRIPS (P3)		
APPROACH	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
North	601	797	130	0	0	0	0	2	0	0	2	0	0	4	0
East	398	1646	692	0	0	0	0	0	0	0	0	0	0	0	0
South	170	869	437	0	0	0	0	2	0	0	2	0	0	4	0
West	201	1092	83	0	0	0	0	0	0	0	0	0	0	0	0

	E + G			SCENARIO 7 BACKGROUND E + G + A			SCENARIO 8 PROJECT E+G+A+P1			SCENARIO 9 CUMULATIVE E+G+A+P1+P2		
APPROACH	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
North	601	797	130	601	797	130	601	799	130	601	801	130
East	398	1646	692	398	1646	692	398	1646	692	398	1646	692
South	170	869	437	170	869	437	170	871	437	170	873	437
West	201	1092	83	201	1092	83	201	1092	83	201	1092	83

97-036

INTERSECTION: Monroe/Hedding
PEAK HOUR: AM Peak Hour
COUNT DATE: 4/17/97
GROWTH
BACKGROUND: 0 (to August 1997 from count date @ 0.3% per month)

	SCENARIO 1 EXISTING (E)			APPROVED TRIPS (A)			VALLEY FAIR PROJECT TRIPS (P1)			TOWN & COUNTF PROJECT TRIPS (P2)			TOTAL TRIPS (P3)		
APPROACH	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
North	57	129	27	0	0	0	0	2	0	0	0	4	0	2	4
East	14	253	61	0	0	0	1	0	0	0	1	0	1	1	0
South	34	280	20	0	0	0	0	2	0	0	0	0	0	2	0
West	32	616	57	0	0	6	0	0	0	2	0	0	2	0	0

	E + G			SCENARIO 2 BACKGROUND E + G + A			SCENARIO 3 PROJECT E+G+A+P1			SCENARIO 4 CUMULATIVE E+G+A+P1+P2		
APPROACH	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
North	57	129	27	57	129	27	57	129	31	57	129	35
East	14	253	61	14	253	61	14	254	61	14	255	61
South	34	280	20	34	280	20	34	280	20	34	280	20
West	32	616	57	32	616	63	34	616	63	36	616	63

INTERSECTION: Monroe/Hedding
PEAK HOUR: PM Peak Hour
COUNT DATE: 4/17/97
GROWTH
BACKGROUND: 0 (to August 1997 from count date @ 0.3% per month)

	SCENARIO 6 EXISTING (E)			APPROVED TRIPS (A)			VALLEY FAIR PROJECT TRIPS (P1)			TOWN & COUNTF PROJECT TRIPS (P2)			TOTAL TRIPS (P3)		
APPROACH	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
North	111	450	36	0	0	0	0	8	0	0	0	11	0	8	11
East	71	441	76	0	0	0	2	0	0	0	2	0	2	2	0
South	28	208	40	6	0	0	0	8	2	0	16	13	0	24	15
West	74	477	103	0	0	6	0	0	0	11	2	0	11	2	0

	E + G			SCENARIO 7 BACKGROUND E + G + A			SCENARIO 8 PROJECT E+G+A+P1			SCENARIO 9 CUMULATIVE E+G+A+P1+P2		
APPROACH	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
North	111	450	36	111	450	36	111	450	47	111	450	58
East	71	441	76	71	441	76	71	443	76	71	445	76
South	28	208	40	34	208	40	34	224	53	34	240	66
West	74	477	103	74	477	109	85	479	109	96	481	109

INTERSECTION: Winchester/Hedding
PEAK HOUR: AM Peak Hour
COUNT DATE: 4/17/97
GROWTH BACKGROUND: 0 (to August 1997 from count date @ 0.3% per month)

APPROACH	SCENARIO 1 EXISTING (E)			APPROVED TRIPS (A)			VALLEY FAIR PROJECT TRIPS (P1)			TOWN & COUNTF PROJECT TRIPS (P2)			TOTAL TRIPS (P3)		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
North	41	216	38	0	0	0	0	2	0	0	5	0	0	7	0
East	39	229	31	0	0	0	0	0	0	5	0	0	5	0	0
South	145	867	176	0	0	0	1	1	0	0	3	2	1	4	2
West	40	472	89	0	0	6	0	0	2	0	0	0	0	0	2

APPROACH	E + G			SCENARIO 2 BACKGROUND E + G + A			SCENARIO 3 PROJECT E+G+A+P1			SCENARIO 4 CUMULATIVE E+G+A+P1+P2		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
North	41	216	38	41	216	38	41	221	38	41	226	38
East	39	229	31	39	229	31	44	229	31	49	229	31
South	145	867	176	145	867	176	145	870	178	145	873	180
West	40	472	89	40	472	95	40	472	95	40	472	95

INTERSECTION: Winchester/Hedding
PEAK HOUR: PM Peak Hour
COUNT DATE: 4/17/97
GROWTH BACKGROUND: 0 (to August 1997 from count date @ 0.3% per month)

APPROACH	SCENARIO 6 EXISTING (E)			APPROVED TRIPS (A)			VALLEY FAIR PROJECT TRIPS (P1)			TOWN & COUNTF PROJECT TRIPS (P2)			TOTAL TRIPS (P3)		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
North	59	711	79	0	0	0	0	9	0	0	16	0	0	25	0
East	90	347	37	0	0	0	0	0	0	13	0	0	13	0	0
South	210	396	74	0	0	0	6	9	0	0	16	13	6	25	13
West	47	475	229	0	0	0	0	0	6	0	0	0	0	0	6

APPROACH	E + G			SCENARIO 7 BACKGROUND E + G + A			SCENARIO 8 PROJECT E+G+A+P1			SCENARIO 9 CUMULATIVE E+G+A+P1+P2		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
North	59	711	79	59	711	79	59	727	79	59	743	79
East	90	347	37	90	347	37	103	347	37	116	347	37
South	210	396	74	210	396	74	210	412	87	210	428	100
West	47	475	229	47	475	229	47	475	229	47	475	229

97 - 036

INTERSECTION: Monroe Stevens Creek
PEAK HOUR: AM Peak Hour
COUNT DATE: 4/9/97
GROWTH BACKGROUND. 0 (to August 1997 from count date @ 0.3% per month)

	SCENARIO 1 EXISTING (E)			APPROVED TRIPS (A)			VALLEY FAIR PROJECT TRIPS (P1)			TOWN & COUNTF PROJECT TRIPS (P2)			TOTAL TRIPS (P3)		
APPROACH	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
North	61	9	15	0	12	0	8	0	0	0	0	0	8	0	0
East	395	1689	177	252	11	0	0	12	13	55	100	0	55	112	13
South	28	23	180	5	3	109	0	0	0	0	0	105	0	0	105
West	25	761	27	0	14	20	0	7	0	0	167	0	0	174	0

	E + G			SCENARIO 2 BACKGROUND E + G + A			SCENARIO 3 PROJECT E+G+A+P1			SCENARIO 4 CUMULATIVE E+G+A+P1+P2		
APPROACH	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
North	61	9	15	61	21	15	61	21	15	69	21	15
East	395	1689	177	647	1700	177	702	1800	177	702	1812	190
South	28	23	180	33	26	289	33	26	394	33	26	394
West	25	761	27	25	775	47	25	942	47	25	949	47

INTERSECTION: Monroe/Stevens Creek
PEAK HOUR: PM Peak Hour
COUNT DATE 7/8/97
GROWTH BACKGROUND. 0 (to August 1997 from count date @ 0.3% per month)

	SCENARIO 6 EXISTING (E)			APPROVED TRIPS (A)			VALLEY FAIR PROJECT TRIPS (P1)			TOWN & COUNTF PROJECT TRIPS (P2)			TOTAL TRIPS (P3)		
APPROACH	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
North	518	45	114	0	3	22	47	0	0	0	0	0	47	0	0
East	352	1581	395	109	106	0	0	45	47	124	245	0	124	290	47
South	37	35	256	20	12	299	0	0	0	0	0	85	0	0	85
West	74	1749	18	81	57	5	0	45	0	0	187	0	0	232	0

	E + G			SCENARIO 7 BACKGROUND E + G + A			SCENARIO 8 PROJECT E+G+A+P1			SCENARIO 9 CUMULATIVE E+G+A+P1+P2		
APPROACH	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
North	518	45	114	518	48	136	518	48	136	565	48	136
East	352	1581	395	461	1687	395	585	1932	395	585	1977	442
South	37	35	256	57	47	555	57	47	640	57	47	640
West	74	1749	18	155	1806	23	155	1993	23	155	2038	23

12/11/97

INTERSECTION: Monroe/Stevens Creek
PEAK HOUR: Saturday Peak Hour
COUNT DATE: 7/19/97
GROWTH
BACKGROUND: 0 (to August 1997 from count date @ 0.3% per month)

	SCENARIO 6 EXISTING (E)			APPROVED TRIPS (A)			VALLEY FAIR PROJECT TRIPS (P1)			TOWN & COUNT PROJECT TRIPS (P2)			TOTAL TRIPS (P4)		
APPROAGH	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
North	740	25	279	0	3	22	58	0	0	0	0	0	58	0	0
East	164	1268	908	109	106	0	0	56	55	124	248	0	124	304	58
South	24	40	157	20	12	299	0	0	0	0	0	85	0	0	85
West	137	1989	16	81	57	5	0	56	0	0	190	0	0	246	0

	E + G			SCENARIO 7 BACKGROUND E + G + A			SCENARIO 8 PROJECT E+G+A+P1			SCENARIO 9 CUMULATIVE E+G+A+P1+P2		
APPROACH	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
North	740	25	279	740	28	301	740	28	301	798	28	301
East	164	1268	908	273	1374	908	397	1622	908	397	1678	966
South	24	40	157	44	52	456	44	52	541	44	52	541
West	137	1989	16	218	2046	21	218	2236	21	218	2292	21

97-036

INTERSECTION: San Tomas/Moorpark
PEAK HOUR: AM Peak Hour
COUNT DATE: 4/17/97
GROWTH
BACKGROUND: 0 (to August 1997 from count date @ 0.3% per month)

	SCENARIO 1 EXISTING (E)			APPROVED TRIPS (A)			VALLEY FAIR PROJECT TRIPS (P1)			TOWN & COUNTF PROJECT TRIPS (P2)			TOTAL TRIPS (P3)		
APPROACH	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
North	128	560	79	0	0	0	0	1	0	0	0	0	0	1	0
East	72	326	296	0	0	0	0	0	0	1	0	0	1	0	0
South	181	2892	81	0	0	0	0	2	0	0	0	2	0	2	2
West	174	172	69	0	0	0	0	0	0	0	0	0	0	0	0

	E + G			SCENARIO 2 BACKGROUND E + G + A			SCENARIO 3 PROJECT E+G+A+P1			SCENARIO 4 CUMULATIVE E+G+A+P1+P2		
APPROACH	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
North	128	560	79	128	560	79	128	560	79	128	561	79
East	72	326	296	72	326	296	73	326	296	73	326	296
South	181	2892	81	181	2892	81	181	2892	83	181	2894	83
West	174	172	69	174	172	69	174	172	69	174	172	69

INTERSECTION: San Tomas/Moorpark
PEAK HOUR: PM Peak Hour
COUNT DATE: 10/96
GROWTH
BACKGROUND: 3 (to August 1997 from count date @ 0.3% per month)

	SCENARIO 6 EXISTING (E)			APPROVED TRIPS (A)			VALLEY FAIR PROJECT TRIPS (P1)			TOWN & COUNTF PROJECT TRIPS (P2)			TOTAL TRIPS (P3)		
APPROACH	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
North	309	2352	187	0	0	0	0	8	0	0	0	0	0	8	0
East	143	315	95	0	0	0	0	0	0	7	0	0	7	0	0
South	112	878	86	0	0	0	0	8	0	0	0	7	0	8	7
West	119	430	203	0	0	0	0	0	0	0	0	0	0	0	0

	E + G			SCENARIO 7 BACKGROUND E + G + A			SCENARIO 8 PROJECT E+G+A+P1			SCENARIO 9 CUMULATIVE E+G+A+P1+P2		
APPROACH	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
North	318	2423	193	318	2423	193	318	2423	193	318	2431	193
East	147	324	98	147	324	98	154	324	98	154	324	98
South	115	904	89	115	904	89	115	904	96	115	912	96
West	123	443	209	123	443	209	123	443	209	123	443	209

INTERSECTION: San Tomas/Stevens Creek
PEAK HOUR: AM Peak Hour
COUNT DATE: 4/17/97
GROWTH BACKGROUND: 0 (to August 1997 from count date @ 0.3% per month)

APPROACH	SCENARIO 1 EXISTING (E)			APPROVED TRIPS (A)			VALLEY FAIR PROJECT TRIPS (P1)			TOWN & COUNTF PROJECT TRIPS (P2)			TOTAL TRIPS (P3)		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
North	92	552	45	0	0	0	4	0	0	24	0	0	28	0	0
East	111	729	124	0	2	0	1	2	3	0	24	44	1	26	47
South	261	2757	72	1	0	0	0	0	2	0	0	0	0	0	2
West	98	431	109	0	4	2	0	3	0	0	14	0	0	17	0

APPROACH	E + G			SCENARIO 2 BACKGROUND E + G + A			SCENARIO 3 PROJECT E+G+A+P1			SCENARIO 4 CUMULATIVE E+G+A+P1+P2		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
North	92	552	45	92	552	45	116	552	45	140	552	45
East	111	729	124	111	731	124	111	755	168	111	779	212
South	261	2757	72	262	2757	72	262	2757	72	262	2757	72
West	98	431	109	98	435	111	98	449	111	98	463	111

INTERSECTION: San Tomas/Stevens Creek
PEAK HOUR: PM Peak Hour
COUNT DATE: 7/9/97
GROWTH BACKGROUND: 0 (to August 1997 from count date @ 0.3% per month)

APPROACH	SCENARIO 6 EXISTING (E)			APPROVED TRIPS (A)			VALLEY FAIR PROJECT TRIPS (P1)			TOWN & COUNTF PROJECT TRIPS (P2)			TOTAL TRIPS (P3)		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
North	321	2153	126	0	0	0	16	0	0	58	0	0	74	0	0
East	283	915	171	0	4	0	8	13	6	0	27	42	8	40	48
South	190	674	182	2	0	0	0	0	8	0	0	0	0	0	8
West	60	955	370	0	2	1	0	13	0	0	35	0	0	48	0

APPROACH	E + G			SCENARIO 7 BACKGROUND E + G + A			SCENARIO 8 PROJECT E+G+A+P1			SCENARIO 9 CUMULATIVE E+G+A+P1+P2		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
North	321	2153	126	321	2153	126	379	2153	126	437	2153	126
East	283	915	171	283	919	171	283	946	213	283	973	255
South	190	674	182	192	674	182	192	674	182	192	674	182
West	60	955	370	60	957	371	60	992	371	60	1027	371

97-036

INTERSECTION: Winchester/Moorpark
PEAK HOUR: AM Peak Hour
COUNT DATE: 10/01/97
GROWTH BACKGROUND: 0 (to August 1997 from count date @ 0.3% per month)

APPROACH	SCENARIO 1 EXISTING (E)			APPROVED TRIPS (A)			VALLEY FAIR PROJECT TRIPS (P1)			TOWN & COUNTF PROJECT TRIPS (P2)			TOTAL TRIPS (P3)		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
North	97	239	86	3	18	39	1	2	0	0	3	1	1	5	1
East	482	413	149	0	6	3	0	0	1	0	0	1	0	0	2
South	70	1608	286	9	38	0	0	5	0	0	5	0	0	10	0
West	542	539	156	12	1	3	5	0	0	58	0	0	63	0	0

APPROACH	E + G			SCENARIO 2 BACKGROUND E + G + A			SCENARIO 3 PROJECT E+G+A+P1			SCENARIO 4 CUMULATIVE E+G+A+P1+P2		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
North	97	239	86	100	257	125	100	260	126	101	262	126
East	482	413	149	482	419	152	482	419	153	482	419	154
South	70	1608	286	79	1646	286	79	1651	286	79	1656	286
West	542	539	156	554	540	159	612	540	159	617	540	159

INTERSECTION: Winchester/Moorpark
PEAK HOUR: PM Peak Hour
COUNT DATE: 7/10/97
GROWTH BACKGROUND: 0 (to August 1997 from count date @ 0.3% per month)

APPROACH	SCENARIO 6 EXISTING (E)			APPROVED TRIPS (A)			VALLEY FAIR PROJECT TRIPS (P1)			TOWN & COUNTF PROJECT TRIPS (P2)			TOTAL TRIPS (P3)		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
North	210	1252	197	3	58	12	4	15	0	2	19	9	6	34	9
East	310	336	305	0	1	3	0	0	4	0	0	2	0	0	6
South	76	713	355	3	38	0	0	15	0	0	19	0	0	34	0
West	507	689	475	44	6	9	18	0	0	133	0	0	151	0	0

APPROACH	E + G			SCENARIO 7 BACKGROUND E + G + A			SCENARIO 8 PROJECT E+G+A+P1			SCENARIO 9 CUMULATIVE E+G+A+P1+P2		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
North	210	1252	197	213	1310	209	215	1329	218	219	1344	218
East	310	336	305	310	337	308	310	337	310	310	337	314
South	76	713	355	79	751	355	79	770	355	79	785	355
West	507	689	475	551	695	484	684	695	484	702	695	484

INTERSECTION: Saratoga/Stevens Creek
PEAK HOUR: AM Peak Hour
COUNT DATE: 5/21/96
GROWTH BACKGROUND: 4.5 (to August 1997 from count date @ 0.3% per month)

APPROACH	SCENARIO 1 EXISTING (E)			APPROVED TRIPS (A)			VALLEY FAIR PROJECT TRIPS (P1)			TOWN & COUNTF PROJECT TRIPS (P2)			TOTAL TRIPS (P3)		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
North	61	397	85	0	0	1	0	0	0	0	0	0	0	0	0
East	121	782	41	0	3	0	0	2	0	0	24	0	0	26	0
South	240	920	155	0	0	0	0	0	0	0	0	0	0	0	0
West	92	313	88	3	6	0	0	3	0	0	14	0	0	17	0

APPROACH	E + G			SCENARIO 2 BACKGROUND F + G + A			SCENARIO 3 PROJECT E+G+A+P1			SCENARIO 4 CUMULATIVE E+G+A+P1+P2		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
North	64	415	89	64	415	90	64	415	90	64	415	90
East	126	817	43	126	820	43	126	844	43	126	868	43
South	251	961	162	251	961	162	251	961	162	251	961	162
West	96	327	92	99	333	92	99	347	92	99	361	92

INTERSECTION: Saratoga/Stevens Creek
PEAK HOUR: PM Peak Hour
COUNT DATE: 10/96
GROWTH BACKGROUND: 3 (to August 1997 from count date @ 0.3% per month)

APPROACH	SCENARIO 6 EXISTING (E)			APPROVED TRIPS (A)			VALLEY FAIR PROJECT TRIPS (P1)			TOWN & COUNTF PROJECT TRIPS (P2)			TOTAL TRIPS (P3)		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
North	141	851	148	0	0	3	0	0	0	0	0	0	0	0	0
East	203	727	51	0	6	0	0	13	0	0	27	0	0	40	0
South	238	667	260	0	0	0	0	0	0	0	0	0	0	0	0
West	140	1000	209	1	3	0	0	13	0	0	35	0	0	48	0

APPROACH	E + G			SCENARIO 7 BACKGROUND E + G + A			SCENARIO 8 PROJECT E+G+A+P1			SCENARIO 9 CUMULATIVE E+G+A+P1+P2		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
North	145	877	152	145	877	155	145	877	155	145	877	155
East	209	749	53	209	755	53	209	782	53	209	809	53
South	245	687	268	245	687	268	245	687	268	245	687	268
West	144	1030	215	145	1033	215	145	1068	215	145	1103	215

97-036

INTERSECTION: Winchester/Olsen
PEAK HOUR: Saturday Peak Hour
COUNT DATE: 10/4/97
GROWTH BACKGROUND: 0 (to August 1997 from count date @ 0.3% per month)

	SCENARIO 6 EXISTING (E)			APPROVED TRIPS (A)			VALLEY FAIR PROJECT TRIPS (P1)			TOWN & COUNT PROJECT TRIPS (P2)			TOTAL TRIPS (P4)		
APPROACH	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
North	78	1138	101	0	16	0	0	32	0	16	12	0	16	44	0
East	151	14	108	0	0	0	0	0	0	102	0	16	102	0	16
South	98	1208	154	0	51	0	0	32	0	0	12	143	0	44	143
West	76	23	236	0	0	0	0	0	0	0	0	0	0	0	0

	E + G			SCENARIO 7 BACKGROUND E + G + A			SCENARIO 8 PROJECT E+G+A+P1			SCENARIO 9 CUMULATIVE E+G+A+P1+P2		
APPROACH	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
North	78	1138	101	78	1154	101	94	1166	101	94	1198	101
East	151	14	108	151	14	108	253	14	124	253	14	124
South	98	1208	154	98	1259	154	98	1271	297	98	1303	297
West	76	23	236	76	23	236	76	23	236	76	23	236

INTERSECTION: Winchester/Olin
PEAK HOUR: AM Peak Hour
COUNT DATE: 4/16/97
GROWTH BACKGROUND: 0 (to August 1997 from count date @ 0.3% per month)

APPROACH	SCENARIO 1 EXISTING (E)			APPROVED TRIPS (A)			VALLEY FAIR PROJECT TRIPS (P1)			TOWN & COUNT PROJECT TRIPS (P2)			TOTAL TRIPS (P3)		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
North	43	513	8	0	26	0	0	4	0	45	5	0	45	9	0
East	4	1	12	0	0	0	0	0	0	2	0	70	2	0	70
South	11	1436	36	0	16	0	0	8	0	0	3	3	0	11	3
West	12	0	17	0	0	0	0	0	0	0	0	0	0	0	0

APPROACH	E + G			SCENARIO 2 BACKGROUND E + G + A			SCENARIO 3 PROJECT E+G+A+P1			SCENARIO 4 CUMULATIVE E+G+A+P1+P2		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
North	43	513	8	43	539	8	88	544	8	88	548	8
East	4	1	12	4	1	12	6	1	82	6	1	82
South	11	1436	36	11	1452	36	11	1455	39	11	1463	39
West	12	0	17	12	0	17	12	0	17	12	0	17

INTERSECTION: Winchester/Olin
PEAK HOUR: PM Peak Hour
COUNT DATE: 4/16/97
GROWTH BACKGROUND: 0 (to August 1997 from count date @ 0.3% per month)

APPROACH	SCENARIO 6 EXISTING (E)			APPROVED TRIPS (A)			VALLEY FAIR PROJECT TRIPS (P1)			TOWN & COUNT PROJECT TRIPS (P2)			TOTAL TRIPS (P3)		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
North	114	1410	40	0	16	0	0	26	0	110	16	0	110	42	0
East	56	1	25	0	0	0	0	0	0	12	0	86	12	0	86
South	22	925	51	0	51	0	0	26	0	0	16	12	0	42	12
West	22	3	29	0	0	0	0	0	0	0	0	0	0	0	0

APPROACH	E + G			SCENARIO 7 BACKGROUND E + G + A			SCENARIO 8 PROJECT E+G+A+P1			SCENARIO 9 CUMULATIVE E+G+A+P1+P2		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
North	114	1410	40	114	1426	40	224	1442	40	224	1468	40
East	56	1	25	56	1	25	68	1	111	68	1	111
South	22	925	51	22	976	51	22	992	63	22	1018	63
West	22	3	29	22	3	29	22	3	29	22	3	29

97-036

INTERSECTION: Winchester/Olin
PEAK HOUR: Saturday Peak Hour
COUNT DATE: 9/27/97
GROWTH
BACKGROUND: 0 (to August 1997 from count date @ 0.3% per month)

	SCENARIO 6 EXISTING (E)			APPROVED TRIPS (A)			VALLEY FAIR PROJECT TRIPS (P1)			TOWN & COUNT PROJECT TRIPS (P2)			TOTAL TRIPS (P4)		
APPROAGH	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
North	177	1051	37	0	16	0	0	32	0	111	16	0	111	48	0
East	116	9	88	0	0	0	0	0	0	12	0	87	12	0	87
South	30	1221	77	0	51	0	0	32	0	0	16	12	0	48	12
West	46	9	43	0	0	0	0	0	0	0	0	0	0	0	0

	E + G			SCENARIO 7 BACKGROUND E + G + A			SCENARIO 8 PROJECT E+G+A+P1			SCENARIO 9 CUMULATIVE E+G+A+P1+P2		
APPROACH	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
North	177	1051	37	177	1067	37	288	1083	37	288	1115	37
East	116	9	88	116	9	88	128	9	175	128	9	175
South	30	1221	77	30	1272	77	30	1288	89	30	1320	89
West	46	9	43	46	9	43	46	9	43	46	9	43

97 - 036

Appendix B

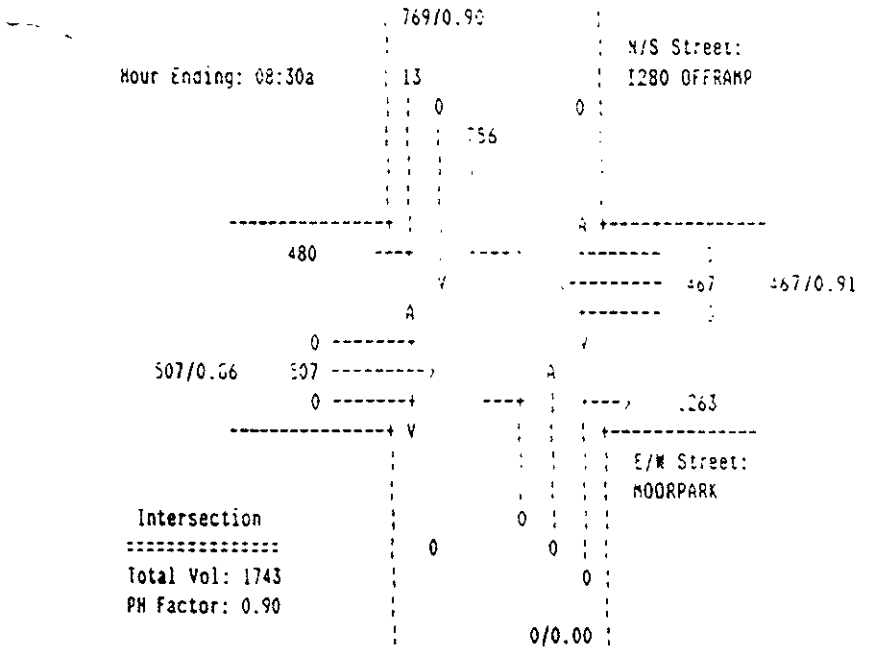
Traffic Counts

97-036

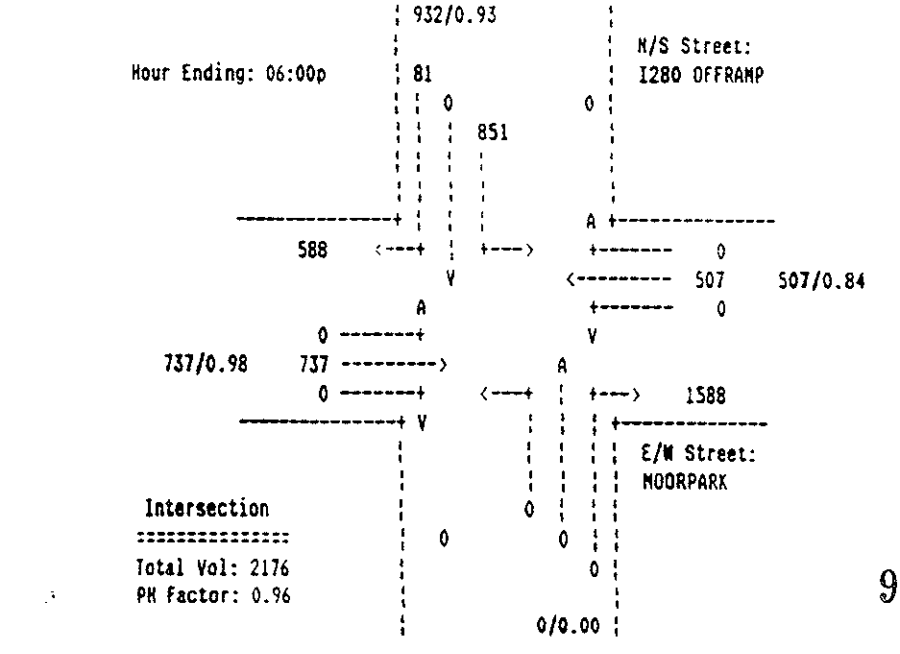
TOWN & COUNTRY
RED/CLEAR
C.HOLMES/D.COOMBS

SUM-IT
COUNT DATE
3/09/97

1 - I280 OFFRAMP/MOORPARK — MORNING PEAK



1 - I280 OFFRAMP/MOORPARK — EVENING PEAK



97-036

INTERSECTION: Emporium Stevens Creek
PEAK HOUR: AM Peak Hour
COUNT DATE: 4/15/97
GROWTH
BACKGROUND: 0 (to August 1997 from count date @ 0.3% per month)

APPROACH	SCENARIO 1 EXISTING (E) LT	TH	RT	APPROVED TRIPS (A) LT	TH	RT	VALLEY FAIR PROJECT TRIPS (P1) LT	TH	RT	TOWN & COUNTF PROJECT TRIPS (P2) LT	TH	RT	TOTAL TRIPS (P3) LT	TH	RT
North	20	3	5	0	0	0	0	0	0	0	0	0	0	0	0
East	98	1523	12	0	13	0	0	9	0	88	0	0	88	9	0
South	14	6	33	0	0	0	0	1	0	0	0	142	0	1	142
West	20	735	15	0	24	0	0	15	0	0	0	0	0	15	0

APPROACH	E + G LT	TH	RT	SCENARIO 2 BACKGROUND E + G + A LT	TH	RT	SCENARIO 3 PROJECT E+G+A+P1 LT	TH	RT	SCENARIO 4 CUMULATIVE E+G+A+P1+P2 LT	TH	RT
North	20	3	5	20	3	5	20	3	5	20	3	5
East	98	1523	12	98	1536	12	186	1536	12	186	1545	12
South	14	6	33	14	6	33	14	6	175	14	7	175
West	20	735	15	20	759	15	20	759	15	20	774	15

INTERSECTION: Emporium/Stevens Creek
PEAK HOUR: PM Peak Hour
COUNT DATE: 4/15/97
GROWTH
BACKGROUND: 0 (to August 1997 from count date @ 0.3% per month)

APPROACH	SCENARIO 6 EXISTING (E) LT	TH	RT	APPROVED TRIPS (A) LT	TH	RT	VALLEY FAIR PROJECT TRIPS (P1) LT	TH	RT	TOWN & COUNTF PROJECT TRIPS (P2) LT	TH	RT	TOTAL TRIPS (P3) LT	TH	RT
North	134	20	99	0	0	0	0	2	0	0	0	0	0	2	0
East	172	1273	29	0	86	0	0	56	0	220	0	0	220	56	0
South	35	19	141	0	0	0	0	2	0	0	0	171	0	2	171
West	156	1439	46	0	103	0	0	56	0	0	0	0	0	56	0

APPROACH	E + G LT	TH	RT	SCENARIO 7 BACKGROUND E + G + A LT	TH	RT	SCENARIO 8 PROJECT E+G+A+P1 LT	TH	RT	SCENARIO 9 CUMULATIVE E+G+A+P1+P2 LT	TH	RT
North	134	20	99	134	20	99	134	20	99	134	22	99
East	172	1273	29	172	1359	29	392	1359	29	392	1415	29
South	35	19	141	35	19	141	35	19	312	35	21	312
West	156	1439	46	156	1542	46	156	1542	46	156	1598	46

INTERSECTION Stevens Creek/Emporium
PEAK HOUR: Saturday Peak Hour
COUNT DATE: 9/27/97
GROWTH
BACKGROUND: 0 (to August 1997 from count date @ 0.3% per month)

	SCENARIO 6 EXISTING (E)			APPROVED TRIPS (A)			VALLEY FAIR PROJECT TRIPS (P1)			TOWN & COUNT PROJECT TRIPS (P2)			TOTAL TRIPS (P4)		
APPROACH	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
North	178	46	196	0	0	0	0	2	0	0	0	0	0	2	0
East	177	1502	99	0	86	0	0	69	0	223	0	0	223	69	0
South	48	87	223	0	0	0	0	2	0	0	0	174	0	2	174
West	374	1576	63	0	103	0	0	69	0	0	0	0	0	69	0

	E + G			SCENARIO 7 BACKGROUND E + G + A			SCENARIO 8 PROJECT E+G+A+P1			SCENARIO 9 CUMULATIVE E+G+A+P1+P2		
APPROACH	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
North	178	46	196	178	46	196	178	46	196	178	48	196
East	177	1502	99	177	1588	99	400	1588	99	400	1657	99
South	48	87	223	48	87	223	48	87	397	48	89	397
West	374	1576	63	374	1679	63	374	1679	63	374	1748	63

97-036

INTERSECTION: Redwood/Stevens Creek
PEAK HOUR AM Peak Hour
COUNT DATE: 4/10/97
GROWTH
BACKGROUND: 0 (to August 1997 from count date @ 0.3% per month)

APPROACH	SCENARIO 1 EXISTING (E)			APPROVED TRIPS (A)			VALLEY FAIR PROJECT TRIPS (P1)			TOWN & COUNTF PROJECT TRIPS (P2)			TOTAL TRIPS (P3)		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
North	17	0	9	0	0	0	7	0	9	0	0	0	7	0	9
East	41	1585	52	0	5	0	0	0	12	12	88	0	12	88	12
South	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
West	26	827	0	0	20	4	15	0	0	0	142	0	15	142	0

APPROACH	E + G			SCENARIO 2 BACKGROUND E + G + A			SCENARIO 3 PROJECT E+G+A+P1			SCENARIO 4 CUMULATIVE E+G+A+P1+P2		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
North	17	0	9	17	0	9	17	0	9	24	0	18
East	41	1585	52	41	1590	52	53	1678	52	53	1678	64
South	0	0	0	0	0	0	0	0	0	0	0	0
West	26	827	0	26	847	4	26	989	4	41	989	4

INTERSECTION: Redwood/Stevens Creek
PEAK HOUR: PM Peak Hour
COUNT DATE: 4/10/97
GROWTH
BACKGROUND: 0 (to August 1997 from count date @ 0.3% per month)

APPROACH	SCENARIO 6 EXISTING (E)			APPROVED TRIPS (A)			VALLEY FAIR PROJECT TRIPS (P1)			TOWN & COUNTF PROJECT TRIPS (P2)			TOTAL TRIPS (P3)		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
North	214	0	126	0	0	0	45	0	56	0	0	0	45	0	56
East	56	1373	214	114	82	0	0	0	45	25	220	0	25	220	45
South	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
West	143	1613	0	0	95	8	56	0	0	0	171	0	56	171	0

APPROACH	E + G			SCENARIO 7 BACKGROUND E + G + A			SCENARIO 8 PROJECT E+G+A+P1			SCENARIO 9 CUMULATIVE E+G+A+P1+P2		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
North	214	0	126	214	0	126	214	0	126	259	0	182
East	56	1373	214	170	1455	214	195	1675	214	195	1675	259
South	0	0	0	0	0	0	0	0	0	0	0	0
West	143	1613	0	143	1708	8	143	1879	8	199	1879	8

INTERSECTION: Stevens Creek/Redwood
PEAK HOUR: Saturday Peak Hour
COUNT DATE: 9/27/97
GROWTH
BACKGROUND: 0 (to August 1997 from count date @ 0.3% per month)

	SCENARIO 6 EXISTING (E)			APPROVED TRIPS (A)			VALLEY FAIR PROJECT TRIPS (P1)			TOWN & COUNT PROJECT TRIPS (P2)			TOTAL TRIPS (P4)		
APPROACH	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
North	248	0	222	0	0	0	56	0	69	0	0	0	56	0	69
East	59	1541	238	114	82	0	0	0	56	25	223	0	25	223	56
South	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
West	207	1736	24	0	95	8	69	0	0	0	174	0	69	174	0

	E + G			SCENARIO 7 BACKGROUND E + G + A			SCENARIO 8 PROJECT E+G+A+P1			SCENARIO 9 CUMULATIVE E+G+A+P1+P2		
APPROACH	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
North	248	0	222	248	0	222	248	0	222	304	0	291
East	59	1541	238	173	1623	238	198	1846	238	198	1846	294
South	0	0	0	0	0	0	0	0	0	0	0	0
West	207	1736	24	207	1831	32	207	2005	32	276	2005	32

97-036

INTERSECTION: Winchester/Stevens Creek
PEAK HOUR: AM Peak Hour
COUNT DATE: 4/16/97
GROWTH
BACKGROUND: 0 (to August 1997 from count date @ 0.3% per month)

APPROACH	SCENARIO 1 EXISTING (E)			APPROVED TRIPS (A)			VALLEY FAIR PROJECT TRIPS (P1)			TOWN & COUNTF PROJECT TRIPS (P2)			TOTAL TRIPS (P3)		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
North	117	241	87	14	16	0	0	3	0	0	12	0	0	15	0
East	324	787	247	6	0	7	3	6	0	0	0	0	3	6	0
South	151	1071	260	2	4	10	0	5	6	68	5	0	68	10	6
West	145	474	136	0	0	4	0	9	0	0	0	38	0	9	38

APPROACH	E + G			SCENARIO 2 BACKGROUND E + G + A			SCENARIO 3 PROJECT E+G+A+P1			SCENARIO 4 CUMULATIVE E+G+A+P1+P2		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
North	117	241	87	131	257	87	131	269	87	131	272	87
East	324	787	247	330	787	254	330	787	254	333	793	254
South	151	1071	260	153	1075	270	221	1080	270	221	1085	276
West	145	474	136	145	474	140	145	474	178	145	483	178

INTERSECTION: Winchester/Stevens Creek
PEAK HOUR: PM Peak Hour
COUNT DATE: 7/10/97
GROWTH
BACKGROUND: 0 (to August 1997 from count date @ 0.3% per month)

APPROACH	SCENARIO 6 EXISTING (E)			APPROVED TRIPS (A)			VALLEY FAIR PROJECT TRIPS (P1)			TOWN & COUNTF PROJECT TRIPS (P2)			TOTAL TRIPS (P3)		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
North	306	940	191	68	4	0	0	18	0	0	33	0	0	51	0
East	572	882	204	10	0	76	19	37	0	0	0	0	19	37	0
South	267	517	439	4	12	35	0	18	19	69	33	0	69	51	19
West	252	1001	281	0	0	2	0	37	0	0	0	93	0	37	93

APPROACH	E + G			SCENARIO 7 BACKGROUND E + G + A			SCENARIO 8 PROJECT E+G+A+P1			SCENARIO 9 CUMULATIVE E+G+A+P1+P2		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
North	306	940	191	374	944	191	374	977	191	374	995	191
East	572	882	204	582	882	280	582	882	280	601	919	280
South	267	517	439	271	529	474	340	562	474	340	580	493
West	252	1001	281	252	1001	283	252	1001	376	252	1038	376

97 - 036

INTERSECTION: Winchester/Stevens Creek
PEAK HOUR: Saturday Peak Hour
COUNT DATE: 7/19/97
GROWTH
BACKGROUND: 0 (to August 1997 from count date @ 0.3% per month)

	SCENARIO 6 EXISTING (E)			APPROVED TRIPS (A)			VALLEY FAIR PROJECT TRIPS (P1)			TOWN & COUNT PROJECT TRIPS (P2)			TOTAL TRIPS (P4)		
APPROACH	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
North	276	716	277	68	4	0	0	22	0	0	34	0	0	56	0
East	554	1094	173	10	0	76	24	46	0	0	0	0	24	46	0
South	332	582	650	4	12	35	0	22	24	70	34	0	70	56	24
West	242	852	378	0	0	2	0	46	0	0	0	94	0	46	94

	E + G			SCENARIO 7 BACKGROUND E + G + A			SCENARIO 8 PROJECT E+G+A+P1			SCENARIO 9 CUMULATIVE E+G+A+P1+P2		
APPROACH	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
North	276	716	277	344	720	277	344	754	277	344	776	277
East	554	1094	173	564	1094	249	564	1094	249	588	1140	249
South	332	582	650	336	594	685	406	628	685	406	650	709
West	242	852	378	242	852	380	242	852	474	242	898	474

97-036

INTERSECTION: Winchester/Tisch
PEAK HOUR: AM Peak Hour
COUNT DATE: 4/16/97
GROWTH BACKGROUND: 0 (to August 1997 from count date @ 0.3% per month)

APPROACH	SCENARIO 1 EXISTING (E)			APPROVED TRIPS (A)			VALLEY FAIR PROJECT TRIPS (P1)			TOWN & COUNTF PROJECT TRIPS (P2)			TOTAL TRIPS (P3)		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
North	55	352	166	0	26	7	0	3	3	0	4	108	0	7	111
East	40	16	17	34	0	0	0	0	0	0	0	0	0	0	0
South	531	1539	414	37	16	0	0	11	0	0	64	0	0	75	0
West	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

APPROACH	E + G			SCENARIO 2 BACKGROUND E + G + A			SCENARIO 3 PROJECT E+G+A+P1			SCENARIO 4 CUMULATIVE E+G+A+P1+P2		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
North	55	352	166	55	378	173	55	382	201	55	385	284
East	40	16	17	74	16	17	74	16	17	74	16	17
South	531	1539	414	568	1555	414	568	1619	414	568	1630	414
West	0	0	0	0	0	0	0	0	0	0	0	0

INTERSECTION: Winchester/Tisch
PEAK HOUR: PM Peak Hour
COUNT DATE: 4/16/97
GROWTH BACKGROUND: 0 (to August 1997 from count date @ 0.3% per month)

APPROACH	SCENARIO 6 EXISTING (E)			APPROVED TRIPS (A)			VALLEY FAIR PROJECT TRIPS (P1)			TOWN & COUNTF PROJECT TRIPS (P2)			TOTAL TRIPS (P3)		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
North	42	1259	305	0	16	5	0	19	18	0	30	83	0	49	101
East	306	91	49	57	0	0	0	0	0	0	0	0	0	0	0
South	333	1049	132	34	51	0	0	37	0	0	154	0	0	191	0
West	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

APPROACH	E + G			SCENARIO 7 BACKGROUND E + G + A			SCENARIO 8 PROJECT E+G+A+P1			SCENARIO 9 CUMULATIVE E+G+A+P1+P2		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
North	42	1259	305	42	1275	310	42	1305	393	42	1324	411
East	306	91	49	363	91	49	363	91	49	363	91	49
South	333	1049	132	367	1100	132	367	1254	132	367	1291	132
West	0	0	0	0	0	0	0	0	0	0	0	0

97-036

INTERSECTION: Winchester/Tisch
PEAK HOUR: Saturday Peak Hour
COUNT DATE: 10/4/97
GROWTH
BACKGROUND: 0 (to August 1997 from count date @ 0.3% per month)

	SCENARIO 6 EXISTING (E)			APPROVED TRIPS (A)			VALLEY FAIR PROJECT TRIPS (P1)			TOWN & COUNT PROJECT TRIPS (P2)			TOTAL TRIPS (P4)		
APPROACH	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
North	25	1242	366	0	16	5	0	24	22	0	31	83	0	55	105
East	108	40	26	57	0	0	0	0	0	0	0	0	0	0	0
South	283	1374	148	34	51	0	0	46	0	0	155	0	0	201	0
West	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	E + G			SCENARIO 7 BACKGROUND E + G + A			SCENARIO 8 PROJECT E+G+A+P1			SCENARIO 9 CUMULATIVE E+G+A+P1+P2		
APPROACH	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
North	25	1242	366	25	1258	371	25	1289	454	25	1313	476
East	108	40	26	165	40	26	165	40	26	165	40	26
South	283	1374	148	317	1425	148	317	1580	148	317	1626	148
West	0	0	0	0	0	0	0	0	0	0	0	0

97-036

INTERSECTION: Winchester/Williams
PEAK HOUR: AM Peak Hour
COUNT DATE: 4/16/97
GROWTH
BACKGROUND: 0 (to August 1997 from count date @ 0.3% per month)

APPROACH	SCENARIO 1 EXISTING (E)			APPROVED TRIPS (A)			VALLEY FAIR PROJECT TRIPS (P1)			TOWN & COUNTF PROJECT TRIPS (P2)			TOTAL TRIPS (P3)		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
North	53	569	74	0	0	0	1	1	0	1	1	1	2	2	1
East	68	100	61	0	0	0	0	0	1	0	0	1	0	0	2
South	83	1464	62	0	0	0	0	3	0	0	3	0	0	6	0
West	279	108	163	0	0	0	1	0	0	1	0	0	2	0	0

APPROACH	E + G			SCENARIO 2 BACKGROUND E + G + A			SCENARIO 3 PROJECT E+G+A+P1			SCENARIO 4 CUMULATIVE E+G+A+P1+P2		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
North	53	569	74	53	569	74	54	570	75	55	571	75
East	68	100	61	68	100	61	68	100	62	68	100	63
South	83	1464	62	83	1464	62	83	1467	62	83	1470	62
West	279	108	163	279	108	163	280	108	163	281	108	163

INTERSECTION: Winchester/Williams
PEAK HOUR: PM Peak Hour
COUNT DATE: 4/16/97
GROWTH
BACKGROUND: 0 (to August 1997 from count date @ 0.3% per month)

APPROACH	SCENARIO 6 EXISTING (E)			APPROVED TRIPS (A)			VALLEY FAIR PROJECT TRIPS (P1)			TOWN & COUNTF PROJECT TRIPS (P2)			TOTAL TRIPS (P3)		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
North	19	1306	192	0	0	0	4	8	3	5	9	5	9	17	8
East	65	59	10	0	0	0	0	0	4	0	0	5	0	0	9
South	118	905	23	0	0	0	0	8	0	0	9	0	0	17	0
West	177	68	125	0	0	0	3	0	0	5	0	0	8	0	0

APPROACH	E + G			SCENARIO 7 BACKGROUND E + G + A			SCENARIO 8 PROJECT E+G+A+P1			SCENARIO 9 CUMULATIVE E+G+A+P1+P2		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
North	19	1306	192	19	1306	192	24	1315	197	28	1323	200
East	65	59	10	65	59	10	65	59	15	65	59	19
South	118	905	23	118	905	23	118	914	23	118	922	23
West	177	68	125	177	68	125	182	68	125	185	68	125

97 - 036

INTERSECTION: Winchester/Olsen
PEAK HOUR: AM Peak Hour
COUNT DATE: 4/17/97
GROWTH BACKGROUND: 0 (to August 1997 from count date @ 0.3% per month)

	SCENARIO 1 EXISTING (E)			APPROVED TRIPS (A)			VALLEY FAIR PROJECT TRIPS (P1)			TOWN & COUNT PROJECT TRIPS (P2)			TOTAL TRIPS (P3)		
APPROACH	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
North	5	494	9	0	26	0	0	4	0	5	2	0	5	6	0
East	18	0	8	0	0	0	0	0	0	110	0	3	110	0	3
South	64	1498	44	0	16	0	0	8	0	0	3	61	0	11	61
West	6	0	13	0	0	0	0	0	0	0	0	0	0	0	0

	E + G			SCENARIO 2 BACKGROUND E + G + A			SCENARIO 3 PROJECT E+G+A+P1			SCENARIO 4 CUMULATIVE E+G+A+P1+P2		
APPROACH	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
North	5	494	9	5	520	9	10	522	9	10	526	9
East	18	0	8	18	0	8	128	0	11	128	0	11
South	64	1498	44	64	1514	44	64	1517	105	64	1525	105
West	6	0	13	6	0	13	6	0	13	6	0	13

INTERSECTION: Winchester/Olsen
PEAK HOUR: PM Peak Hour
COUNT DATE: 4/17/97
GROWTH BACKGROUND: 0 (to August 1997 from count date @ 0.3% per month)

	SCENARIO 6 EXISTING (E)			APPROVED TRIPS (A)			VALLEY FAIR PROJECT TRIPS (P1)			TOWN & COUNT PROJECT TRIPS (P2)			TOTAL TRIPS (P3)		
APPROACH	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
North	25	1441	39	0	16	0	0	26	0	16	12	0	16	38	0
East	86	7	48	0	0	0	0	0	0	101	0	16	101	0	16
South	87	949	101	0	51	0	0	26	0	0	12	142	0	38	142
West	33	3	23	0	0	0	0	0	0	0	0	0	0	0	0

	E + G			SCENARIO 7 BACKGROUND E + G + A			SCENARIO 8 PROJECT E+G+A+P1			SCENARIO 9 CUMULATIVE E+G+A+P1+P2		
APPROACH	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
North	25	1441	39	25	1457	39	41	1469	39	41	1495	39
East	86	7	48	86	7	48	187	7	64	187	7	64
South	87	949	101	87	1000	101	87	1012	243	87	1038	243
West	33	3	23	33	3	23	33	3	23	33	3	23

INTERSECTION: Winchester/Olsen
PEAK HOUR: Saturday Peak Hour
COUNT DATE: 10/4/97
GROWTH
BACKGROUND: 0 (to August 1997 from count date @ 0.3% per month)

	SCENARIO 6 EXISTING (E)			APPROVED TRIPS (A)			VALLEY FAIR PROJECT TRIPS (P1)			TOWN & COUNT PROJECT TRIPS (P2)			TOTAL TRIPS (P4)		
APPROACH	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
North	78	1138	101	0	16	0	0	32	0	16	12	0	16	44	0
East	151	14	108	0	0	0	0	0	0	102	0	16	102	0	16
South	98	1208	154	0	51	0	0	32	0	0	12	143	0	44	143
West	76	23	236	0	0	0	0	0	0	0	0	0	0	0	0

	E + G			SCENARIO 7 BACKGROUND E + G + A			SCENARIO 8 PROJECT E+G+A+P1			SCENARIO 9 CUMULATIVE E+G+A+P1+P2		
APPROACH	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
North	78	1138	101	78	1154	101	94	1166	101	94	1198	101
East	151	14	108	151	14	108	253	14	124	253	14	124
South	98	1208	154	98	1259	154	98	1271	297	98	1303	297
West	76	23	236	76	23	236	76	23	236	76	23	236

97-036

INTERSECTION: Winchester/Olin
PEAK HOUR: AM Peak Hour
COUNT DATE: 4/16/97
GROWTH BACKGROUND: 0 (to August 1997 from count date @ 0.3% per month)

APPROACH	SCENARIO 1 EXISTING (E)			APPROVED TRIPS (A)			VALLEY FAIR PROJECT TRIPS (P1)			TOWN & COUNT PROJECT TRIPS (P2)			TOTAL TRIPS (P3)		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
North	43	513	8	0	26	0	0	4	0	45	5	0	45	9	0
East	4	1	12	0	0	0	0	0	0	2	0	70	2	0	70
South	11	1436	36	0	16	0	0	8	0	0	3	3	0	11	3
West	12	0	17	0	0	0	0	0	0	0	0	0	0	0	0

APPROACH	E + G			SCENARIO 2 BACKGROUND E + G + A			SCENARIO 3 PROJECT E+G+A+P1			SCENARIO 4 CUMULATIVE E+G+A+P1+P2		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
North	43	513	8	43	539	8	88	544	8	88	548	8
East	4	1	12	4	1	12	6	1	82	6	1	82
South	11	1436	36	11	1452	36	11	1455	39	11	1463	39
West	12	0	17	12	0	17	12	0	17	12	0	17

INTERSECTION: Winchester/Olin
PEAK HOUR: PM Peak Hour
COUNT DATE: 4/16/97
GROWTH BACKGROUND: 0 (to August 1997 from count date @ 0.3% per month)

APPROACH	SCENARIO 6 EXISTING (E)			APPROVED TRIPS (A)			VALLEY FAIR PROJECT TRIPS (P1)			TOWN & COUNT PROJECT TRIPS (P2)			TOTAL TRIPS (P3)		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
North	114	1410	40	0	16	0	0	26	0	110	16	0	110	42	0
East	56	1	25	0	0	0	0	0	0	12	0	86	12	0	86
South	22	925	51	0	51	0	0	26	0	0	16	12	0	42	12
West	22	3	29	0	0	0	0	0	0	0	0	0	0	0	0

APPROACH	E + G			SCENARIO 7 BACKGROUND E + G + A			SCENARIO 8 PROJECT E+G+A+P1			SCENARIO 9 CUMULATIVE E+G+A+P1+P2		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
North	114	1410	40	114	1426	40	224	1442	40	224	1468	40
East	56	1	25	56	1	25	68	1	111	68	1	111
South	22	925	51	22	976	51	22	992	63	22	1018	63
West	22	3	29	22	3	29	22	3	29	22	3	29

97-036

INTERSECTION: Winchester/Olin
PEAK HOUR: Saturday Peak Hour
COUNT DATE: 9/27/97
GROWTH BACKGROUND: 0 (to August 1997 from count date @ 0.3% per month)

	SCENARIO 6 EXISTING (E)			APPROVED TRIPS (A)			VALLEY FAIR PROJECT TRIPS (P1)			TOWN & COUNT PROJECT TRIPS (P2)			TOTAL TRIPS (P4)		
APPROACH:	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
North	177	1051	37	0	16	0	0	32	0	111	16	0	111	48	0
East	116	9	88	0	0	0	0	0	0	12	0	87	12	0	87
South	30	1221	77	0	51	0	0	32	0	0	16	12	0	48	12
West	46	9	43	0	0	0	0	0	0	0	0	0	0	0	0

	E + G			SCENARIO 7 BACKGROUND E + G + A			SCENARIO 8 PROJECT E+G+A+P1			SCENARIO 9 CUMULATIVE E+G+A+P1+P2		
APPROACH	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
North	177	1051	37	177	1067	37	288	1083	37	288	1115	37
East	116	9	88	116	9	88	128	9	175	128	9	175
South	30	1221	77	30	1272	77	30	1288	89	30	1320	89
West	46	9	43	46	9	43	46	9	43	46	9	43

97-036

Appendices

Appendix B

Traffic Counts

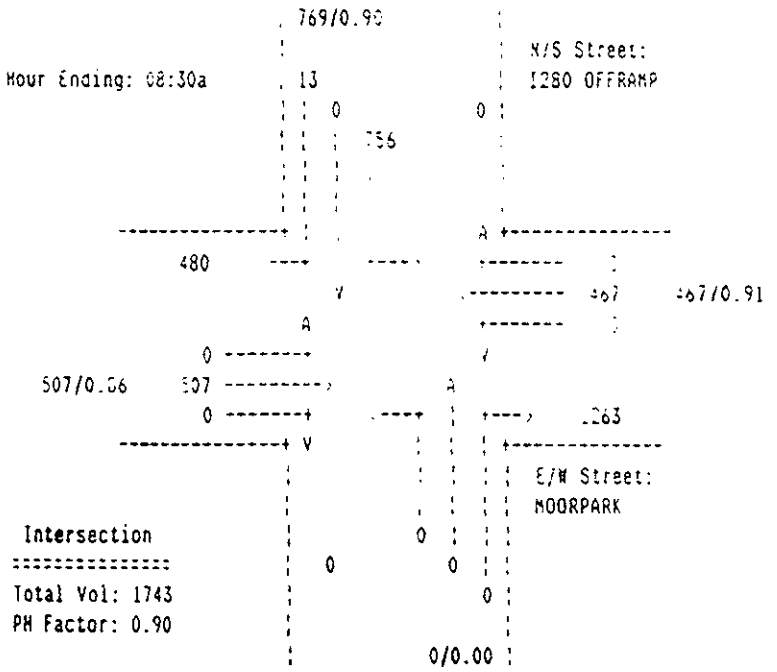
97-036

TOWN & COUNTRY
MEO/CLEAR
C.HOLMES/D.COOMBS

SUM-IT
COUNT DATE
4/09/97

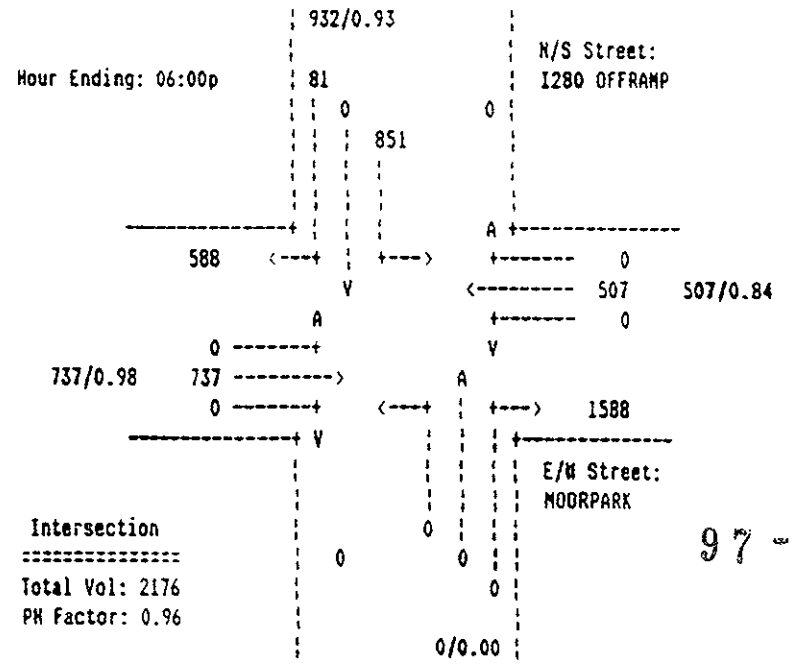
1 - I280 OFFRAMP/MOORPARK

MORNING PEAK



1 - I280 OFFRAMP/MOORPARK

EVENING PEAK



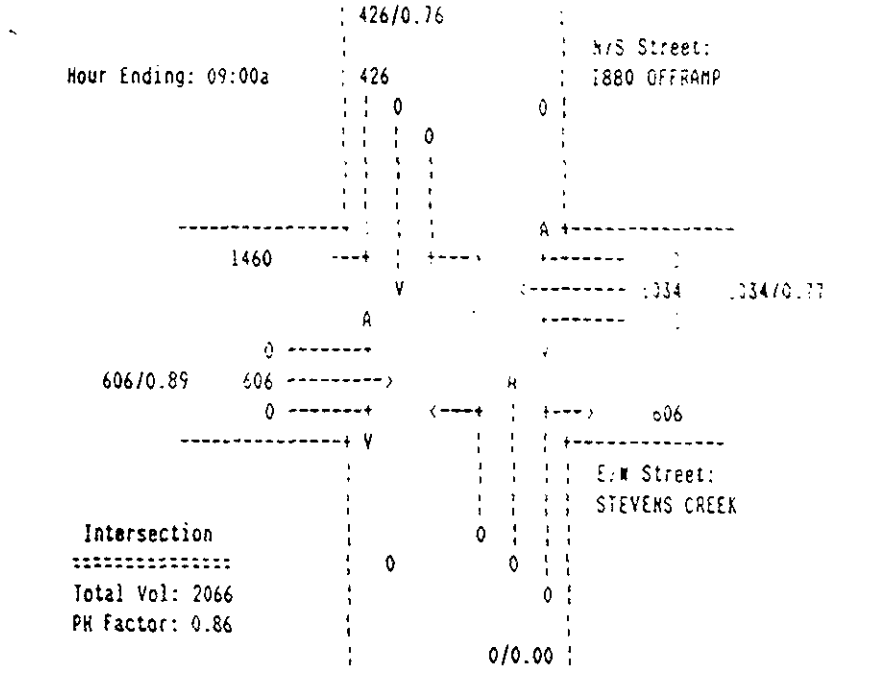
97-036

TOWN & COUNTRY
TUE/CLEAR
P.SUNDBERG/N.HALEY

SUM-I?
COUNT DATE
4/15/97

I - I880 OFFRAMP/STEVENS CREEK

MORNING PEA



97-036

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: BARTON-ASCHMAN ASSOCIATES
PROJECT: TOWN AND COUNTRY TIA
DATE: THURSDAY APRIL 17, 1997
PERIOD: 7:00 A.M. TO 9:00 A.M.
INTERSECTION: N/S BASCOM AVENUE
E/W MOORPARK AVENUE

15 MIN COUNTS

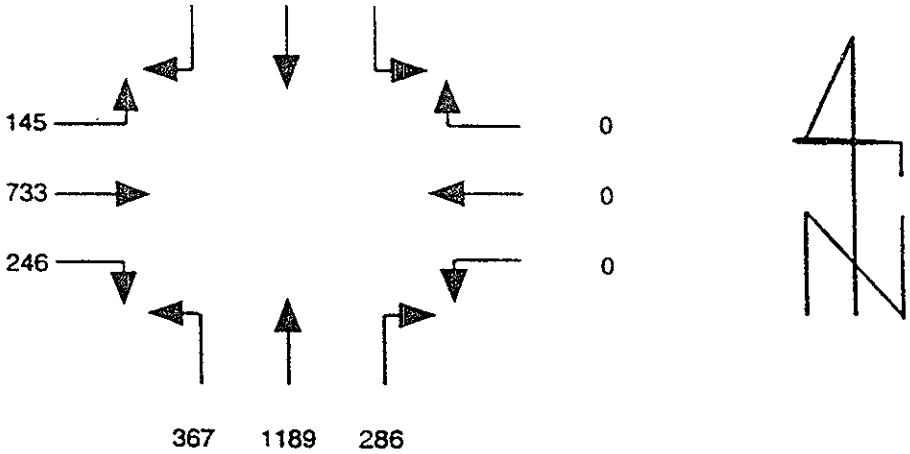
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT
700-715	76	100	32	0	0	0	60	175	53	35	105	25
715-730	81	108	36	0	0	0	69	275	88	51	149	33
730-745	98	123	52	0	0	0	79	319	99	73	159	29
745-800	100	106	49	0	0	0	63	318	80	56	191	34
800-815	107	138	52	0	0	0	70	307	105	63	206	39
815-830	120	121	33	0	0	0	54	245	83	54	177	43
830-845	101	134	50	0	0	0	72	211	90	58	164	25
845-900	93	128	48	0	0	0	61	219	84	64	163	27

HOUR TOTALS

TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
0700-0800	355	437	169	0	0	0	271	1087	320	215	604	121	3579
0715-0815	386	475	189	0	0	0	291	1219	372	243	705	135	4015
0730-0830	425	488	186	0	0	0	286	1189	367	246	733	145	4065
0745-0845	428	499	184	0	0	0	279	1081	358	241	738	141	3949
0800-0900	421	521	183	0	0	0	257	982	362	269	710	134	3839

A.M. PEAK HOUR
0730-0830

PEAK HOUR FACTOR
0.93



97-036

WILTEC

(510) 932-8186

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: BARTON-ASCHMAN ASSOCIATES
PROJECT: TOWN AND COUNTRY TIA
DATE: THURSDAY APRIL 17, 1997
PERIOD: 4:00 P.M. TO 6:00 P.M.
INTERSECTION: N/S BASCOM AVENUE
E/W MOORPARK AVENUE

15 MIN COUNTS

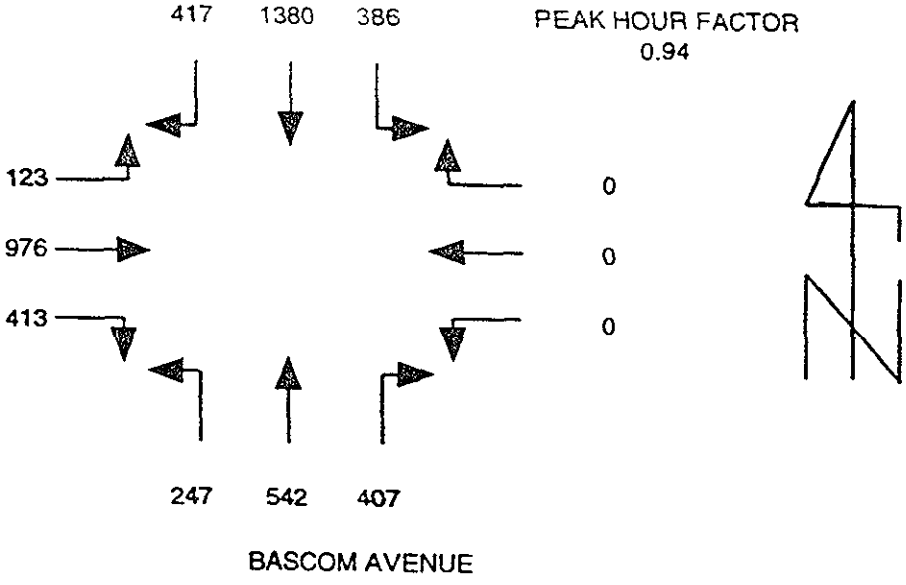
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT
400-415	104	245	95	0	0	0	99	139	64	96	219	43
415-430	92	253	89	0	0	0	84	121	59	84	205	34
430-445	97	296	97	0	0	0	92	157	51	99	249	37
445-500	107	324	82	0	0	0	105	139	59	105	220	32
500-515	98	369	97	0	0	0	120	130	67	96	240	22
515-530	115	391	110	0	0	0	90	116	70	113	267	32
530-545	88	334	83	0	0	0	77	114	53	101	218	20
545-600	83	257	90	0	0	0	70	103	56	108	205	25

HOUR TOTALS

TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-500	400	1118	363	0	0	0	380	556	233	384	893	146	4473
415-515	394	1242	365	0	0	0	401	547	236	384	914	125	4608
430-530	417	1380	386	0	0	0	407	542	247	413	976	123	4891
445-545	408	1418	372	0	0	0	392	499	249	415	945	106	4804
500-600	384	1351	380	0	0	0	357	463	246	418	930	99	4628

P.M. PEAK HOUR
430-530

PEAK HOUR FACTOR
0.94

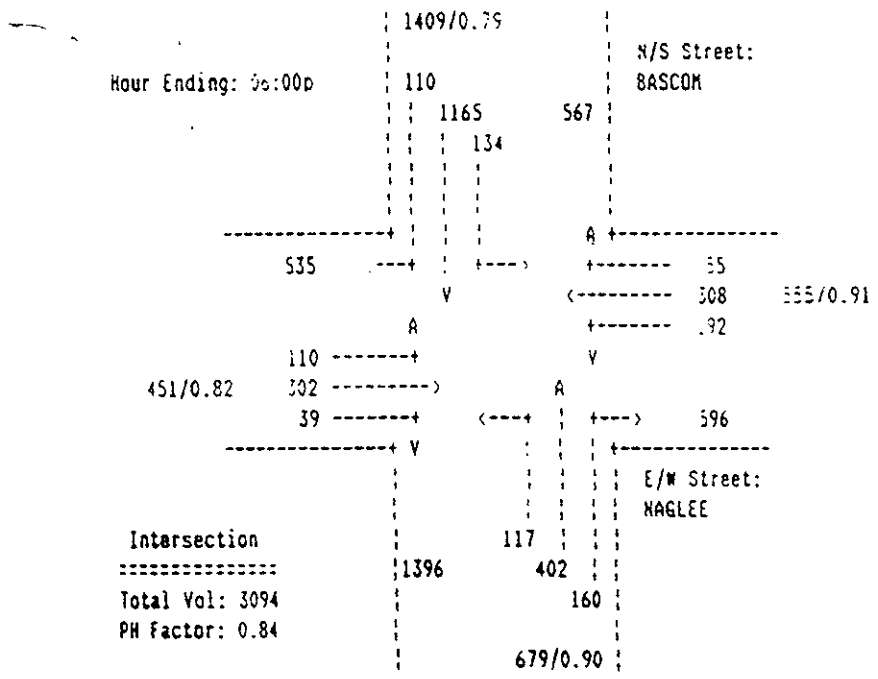


TOWN & COUNTRY
THURS/CLEAR
D.COOMBS/D.HOLMES

SUM-IT
COUNT DATE
4/17/97

1 - BASCOM/NAGLEE

EVENING PEAK



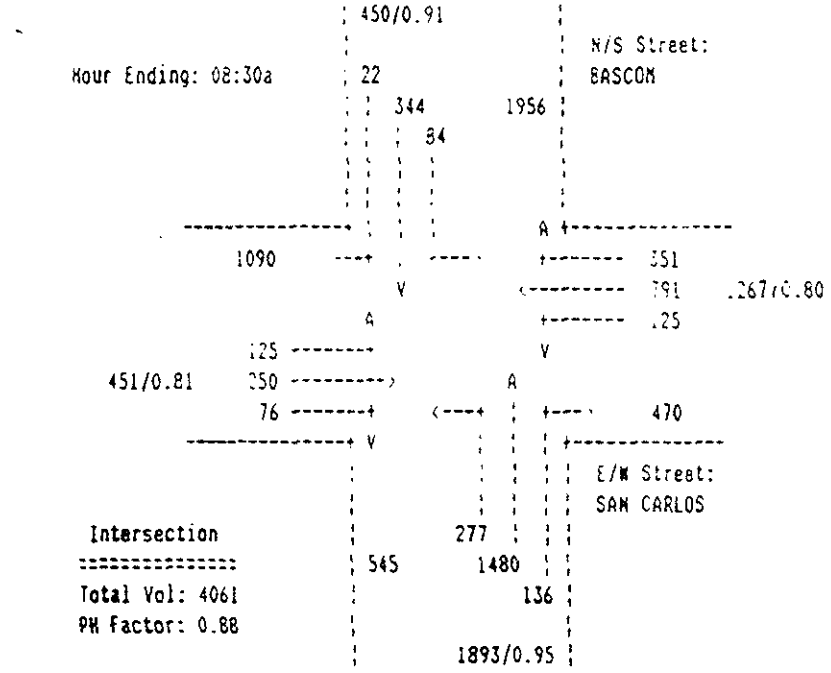
97-036

'INN & COUNTRY
'CES/CLEAR
:.HOLMES/D.COOMBS

SUM-IT
:OUNT DATE
4/15/97

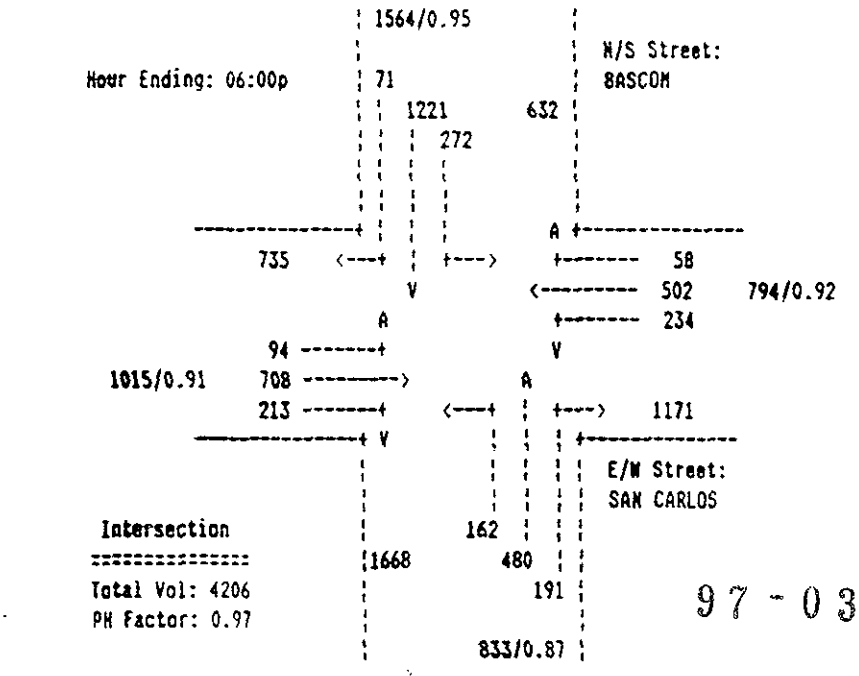
. - BASCOM/SAN CARLOS

MORNING PEAK



1 - BASCOM/SAN CARLOS

EVENING PEAK



97-036

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: BARTON-ASCHMAN ASSOCIATES
PROJECT: TOWN AND COUNTRY TIA
DATE: THURSDAY APRIL 17, 1997
PERIOD: 4:00 P.M. TO 6:00 P.M.
INTERSECTION: N/S BELLEROSE DRIVE
E/W STEVENS CREEK BOULEVARD

15 MIN COUNTS

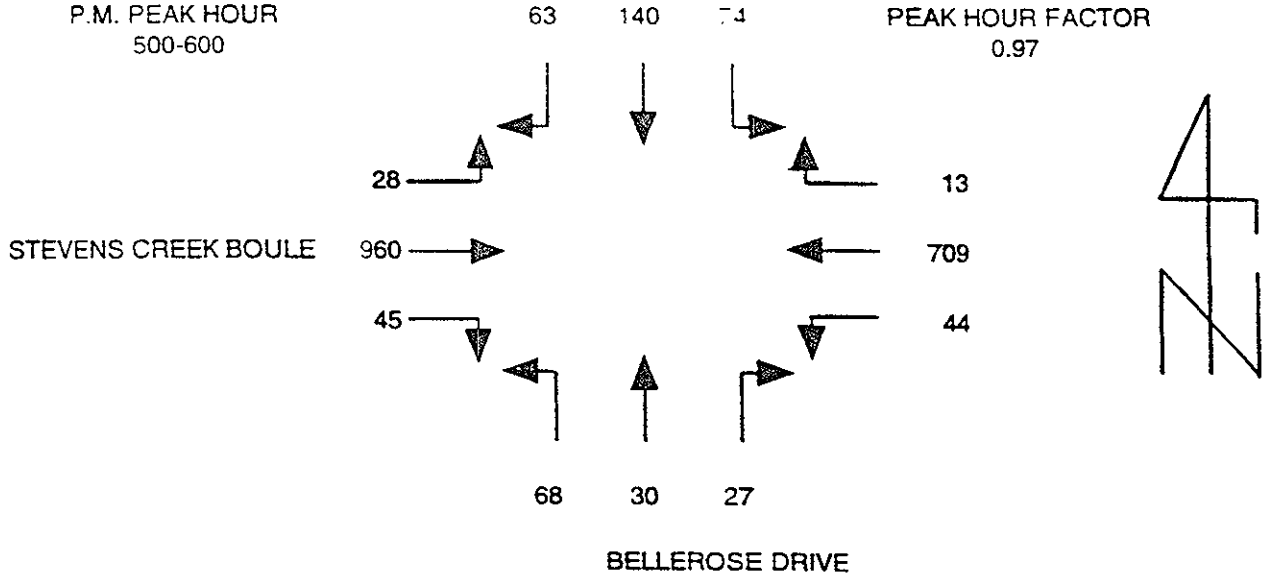
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT
400-415	15	25	11	7	132	7	5	8	16	9	202	11
415-430	10	17	9	7	179	12	1	4	13	13	223	12
430-445	14	25	16	2	168	10	2	6	24	11	206	7
445-500	15	29	15	5	197	15	5	7	14	13	210	5
500-515	18	40	19	3	188	7	3	6	22	14	230	4
515-530	22	37	21	5	150	8	7	7	17	8	237	9
530-545	13	33	13	3	184	16	3	9	18	13	252	8
545-600	10	30	21	2	187	13	4	8	11	10	241	7

HOUR TOTALS

TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-500	54	96	51	21	676	44	13	25	67	46	841	35	1969
415-515	57	111	59	17	732	44	16	23	73	51	869	28	2080
430-530	69	131	71	15	703	40	22	26	77	46	883	25	2108
445-545	68	139	68	16	719	46	28	29	71	48	929	26	2187
500-600	63	140	74	13	709	44	27	30	68	45	960	28	2201

P.M. PEAK HOUR
500-600

PEAK HOUR FACTOR
0.97



97-036

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: BARTON-ASCHMAN ASSOCIATES
PROJECT: TOWN AND COUNTRY TIA
DATE: THURSDAY APRIL 17, 1997
PERIOD: 7:00 A.M. TO 9:00 A.M.
INTERSECTION: N/S WINCHESTER BOULEVARD
E/W E. HAMILTON AVENUE

15 MIN COUNTS

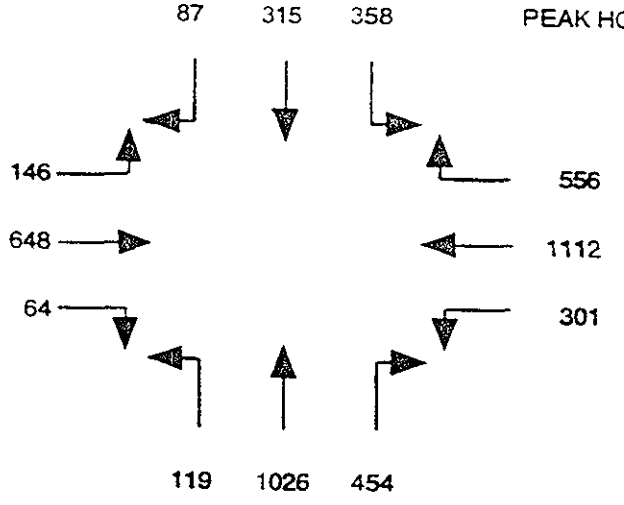
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT
700-715	11	45	78	91	222	33	67	185	21	5	152	23
715-730	12	53	76	120	247	37	85	192	17	11	132	18
730-745	21	66	81	129	303	58	125	236	26	10	147	29
745-800	19	88	92	134	300	70	113	252	29	17	152	41
800-815	29	80	80	157	266	82	124	297	37	19	175	43
815-830	18	81	105	136	243	91	92	241	27	18	174	33
830-845	16	79	110	108	227	78	90	210	26	8	160	31
845-900	26	92	102	135	363	79	84	203	24	12	180	27

HOUR TOTALS

TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
0700-0800	63	252	327	474	1072	198	390	865	93	43	583	111	4471
0715-0815	81	287	329	540	1116	247	447	977	109	57	606	131	4927
0730-0830	87	315	358	556	1112	301	454	1026	119	64	648	146	5186
0745-0845	82	328	387	535	1036	321	419	1000	119	62	661	148	5098
0800-0900	89	332	397	536	999	330	390	951	114	57	689	134	5018

A.M. PEAK HOUR
0730-0830

PEAK HOUR FACTOR
0.93



WILTEC

(510) 932-8186

97-036

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: BARTON-ASCHMAN ASSOCIATES
PROJECT: TOWN AND COUNTRY TIA
DATE: THURSDAY APRIL 17, 1997
PERIOD: 4:00 P.M. TO 6:00 P.M.
INTERSECTION: N/S WINCHESTER BOULEVARD
E/W E. HAMILTON AVENUE

15 MIN COUNTS

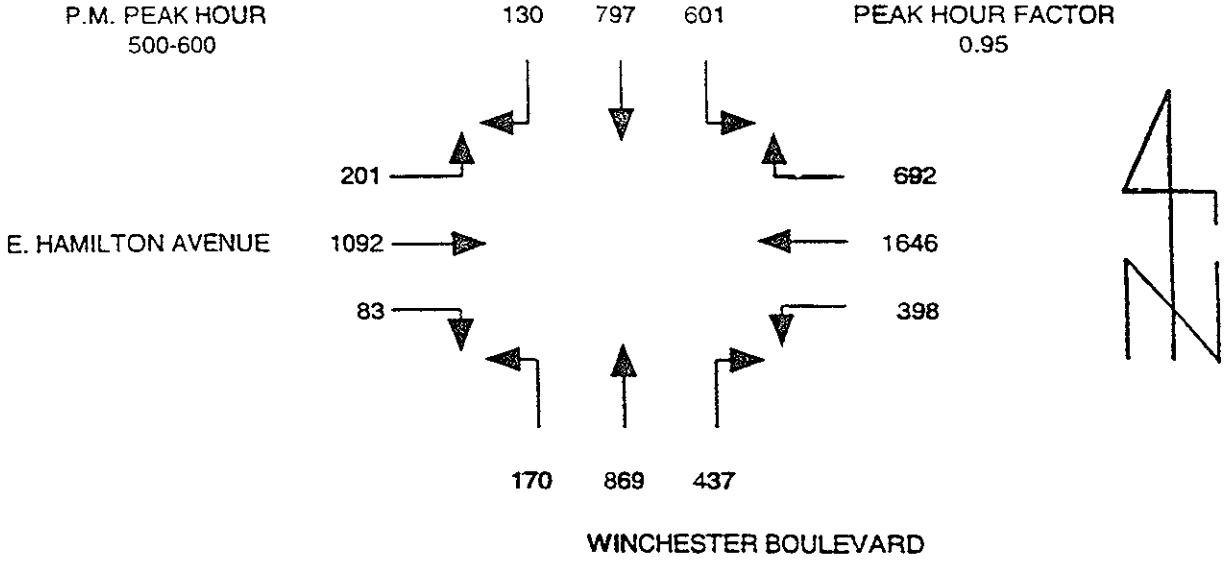
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT
400-415	40	168	144	170	316	111	126	181	47	24	244	50
415-430	35	157	138	154	302	93	111	172	46	18	234	39
430-445	33	175	125	151	310	97	126	198	55	12	223	41
445-500	34	149	134	165	350	101	101	190	37	19	240	46
500-515	32	191	146	187	370	85	140	208	49	15	260	45
515-530	36	228	173	170	420	106	114	215	53	25	281	47
530-545	35	192	149	161	469	118	103	240	43	24	259	51
545-600	27	186	133	174	387	89	80	206	25	19	292	58

HOUR TOTALS

TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-500	142	649	541	640	1278	402	464	741	185	73	941	176	6232
415-515	134	672	543	657	1332	376	478	768	187	64	957	171	6339
430-530	135	743	578	673	1450	389	481	811	194	71	1004	179	6708
445-545	137	760	602	683	1609	410	458	853	182	83	1040	189	7006
500-600	130	797	601	692	1646	398	437	869	170	83	1092	201	7116

P.M. PEAK HOUR
500-600

PEAK HOUR FACTOR
0.95



INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: BARTON-ASCHMAN ASSOCIATES
PROJECT: TOWN AND COUNTRY TIA
DATE: THURSDAY APRIL 17, 1997
PERIOD: 7:00 A.M. TO 9:00 A.M.
INTERSECTION: N/S N. MONROE STREET
E/W W. HEDDING STREET

15 MIN COUNTS

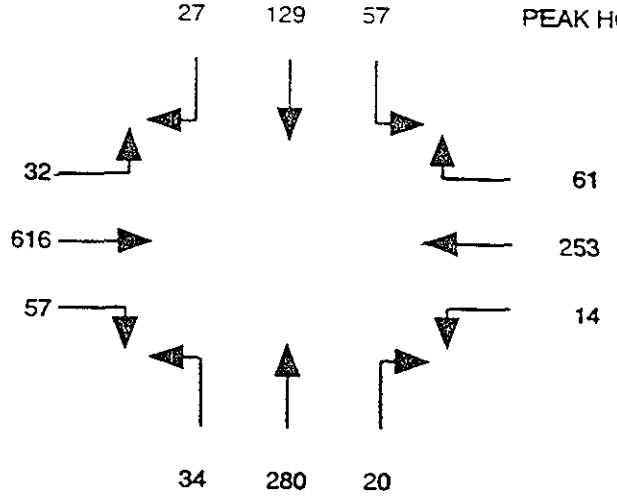
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT
700-715	3	21	10	15	43	1	3	59	7	5	101	10
715-730	4	25	12	14	48	3	3	65	9	7	110	8
730-745	5	29	8	18	53	4	8	75	9	8	139	10
745-800	8	26	17	14	71	5	9	85	14	16	173	5
800-815	6	42	7	10	48	3	2	71	6	13	179	8
815-830	8	32	13	21	66	2	4	58	5	9	125	9
830-845	5	29	20	16	68	4	5	56	9	9	139	10
845-900	6	38	14	18	32	8	3	53	4	9	99	11

HOUR TOTALS

TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
0700-0800	20	101	47	61	215	13	23	284	39	36	523	33	1395
0715-0815	23	122	44	56	220	15	22	296	38	44	601	31	1512
0730-0830	27	129	45	63	238	14	23	289	34	46	616	32	1556
0745-0845	27	129	57	61	253	14	20	280	34	57	616	32	1580
0800-0900	25	141	54	65	214	17	14	248	24	50	542	38	1432

A.M. PEAK HOUR
0745-0845

PEAK HOUR FACTOR
0.89



WILTEC

97-036

(510) 932-8186

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: BARTON-ASCHMAN ASSOCIATES
PROJECT: TOWN AND COUNTRY TIA
DATE: THURSDAY APRIL 17, 1997
PERIOD: 4:00 P.M. TO 6:00 P.M.
INTERSECTION: N/S N. MONROE STREET
E/W W. HEDDING STREET

15 MIN COUNTS

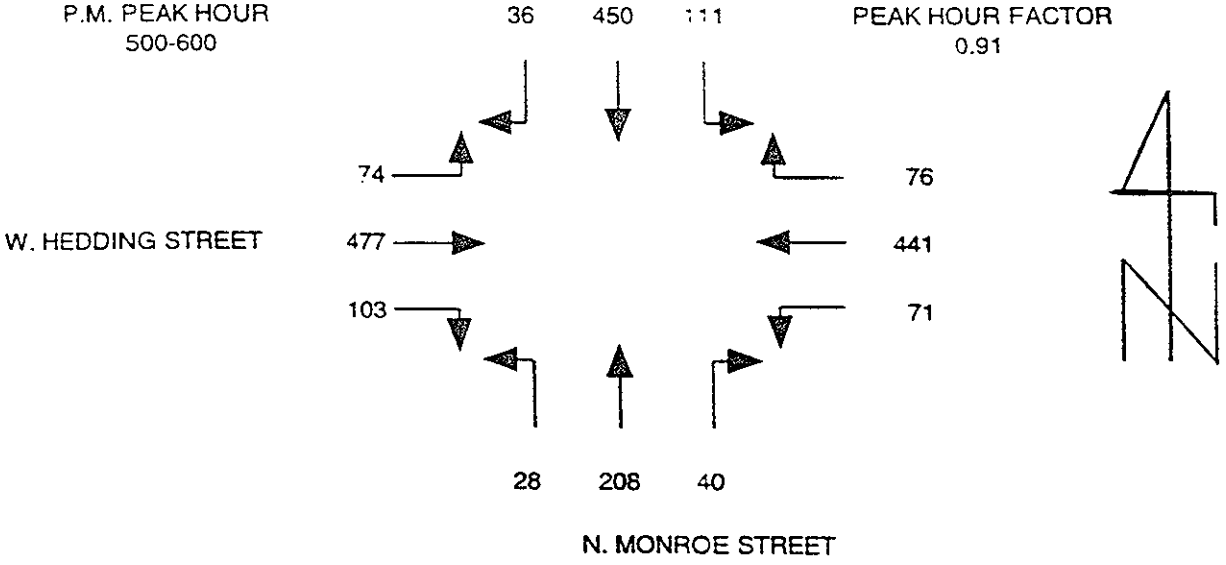
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT
400-415	9	52	14	19	76	13	4	34	8	16	81	10
415-430	7	58	23	20	81	19	7	34	5	18	90	13
430-445	13	75	21	19	89	14	11	37	14	20	102	22
445-500	7	91	23	19	101	20	4	55	9	15	108	22
500-515	7	100	27	14	116	22	10	50	5	25	107	18
515-530	12	131	19	26	122	11	7	55	10	32	137	17
530-545	8	114	30	14	100	21	9	45	6	21	124	20
545-600	9	105	35	22	103	17	14	58	7	25	109	19

HOUR TOTALS

TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-500	36	276	81	77	347	66	26	160	36	69	381	67	1622
415-515	34	324	94	72	387	75	32	176	33	78	407	75	1787
430-530	39	397	90	78	428	67	32	197	38	92	454	79	1991
445-545	34	436	99	73	439	74	30	205	30	93	476	77	2066
500-600	36	450	111	76	441	71	40	208	28	103	477	74	2115

P.M. PEAK HOUR
500-600

PEAK HOUR FACTOR
0.91



WILTEC

97-036

(510) 932-8186

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: BARTON-ASCHMAN ASSOCIATES
PROJECT: TOWN AND COUNTRY TIA
DATE: THURSDAY APRIL 17, 1997
PERIOD: 7:00 A.M. TO 9:00 A.M.
INTERSECTION: N/S WESTCHESTER BOULEVARD
E/W W. HEDDING STREET

15 MIN COUNTS

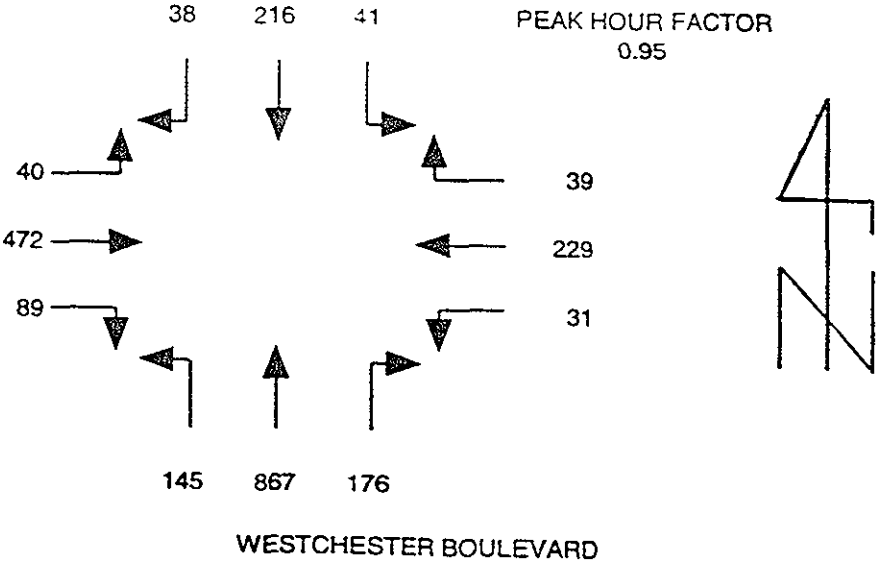
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT
700-715	4	39	6	7	29	7	24	167	21	18	83	6
715-730	14	47	11	8	47	9	38	195	30	27	91	4
730-745	10	46	8	12	38	13	55	203	22	16	97	10
745-800	8	38	6	8	57	3	49	265	34	16	106	11
800-815	7	56	14	7	71	10	49	209	37	28	132	8
815-830	15	49	11	11	67	9	32	221	37	19	115	14
830-845	8	73	10	13	34	9	46	172	37	26	119	7
845-900	8	57	11	11	46	17	28	112	33	28	78	9

HOUR TOTALS

TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
0700-0800	36	170	31	35	171	32	166	830	107	77	377	31	2063
0715-0815	39	187	39	35	213	35	191	872	123	87	426	33	2280
0730-0830	40	189	39	38	233	35	185	898	130	79	450	43	2359
0745-0845	38	216	41	39	229	31	176	867	145	89	472	40	2383
0800-0900	38	235	46	42	218	45	155	714	144	101	444	38	2220

A.M. PEAK HOUR
0745-0845

PEAK HOUR FACTOR
0.95



WILTEC

(510) 932-8186

97-036

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: BARTON-ASCHMAN ASSOCIATES
PROJECT: TOWN AND COUNTRY TIA
DATE: THURSDAY APRIL 17, 1997
PERIOD: 4:00 P.M. TO 6:00 P.M.
INTERSECTION: N/S WESTCHESTER BOULEVARD
E/W W. HEDDING STREET

15 MIN COUNTS

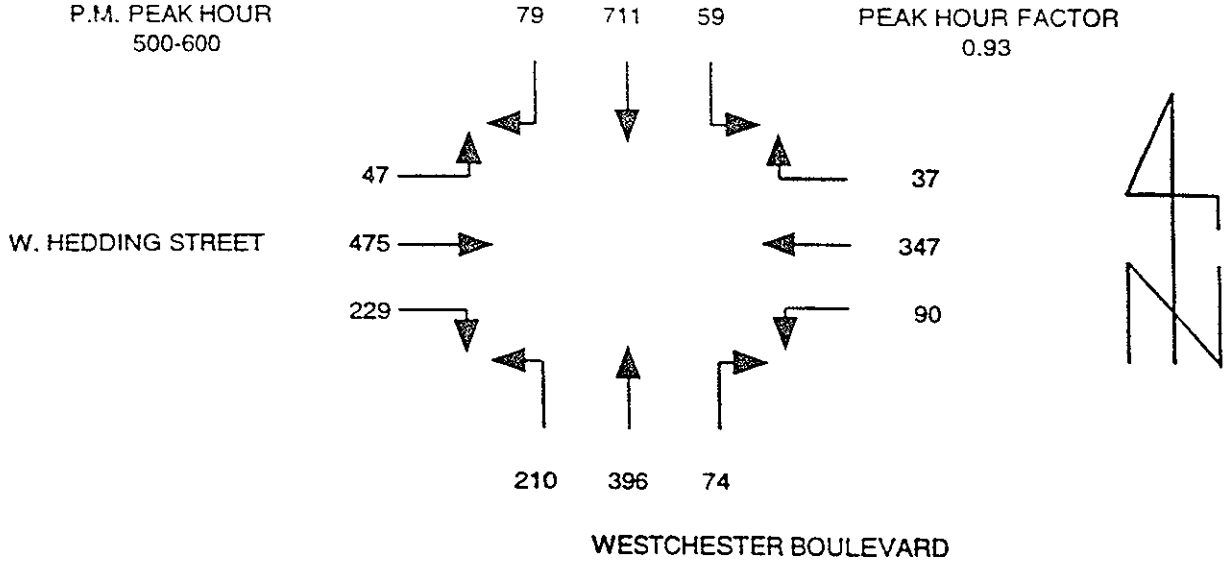
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT
400-415	22	115	11	17	87	21	24	85	51	52	90	8
415-430	14	139	14	3	69	23	22	81	44	36	89	9
430-445	22	145	10	8	94	19	29	99	59	54	109	13
445-500	10	140	12	8	82	22	20	87	37	45	93	8
500-515	13	166	19	10	99	24	13	106	51	51	118	11
515-530	24	191	14	7	79	31	17	89	67	67	139	17
530-545	21	179	18	15	83	21	15	112	41	56	120	8
545-600	21	175	8	5	86	14	29	89	51	55	98	11

HOUR TOTALS

TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-500	68	539	47	36	332	85	95	352	191	187	381	38	2351
415-515	59	590	55	29	344	88	84	373	191	186	409	41	2449
430-530	69	642	55	33	354	96	79	381	214	217	459	49	2648
445-545	68	676	63	40	343	98	65	394	196	219	470	44	2676
500-600	79	711	59	37	347	90	74	396	210	229	475	47	2754

P.M. PEAK HOUR
500-600

PEAK HOUR FACTOR
0.93



WILTEC

(510) 932-8186

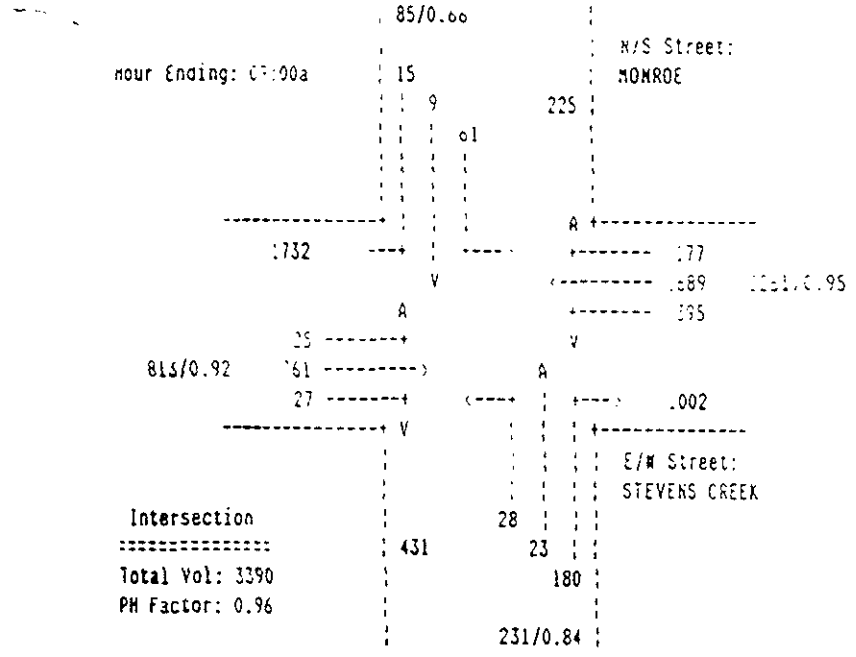
97-036

TOWN & COUNTRY
MED/CLEAR
J.REILLEY/K.REILLEY

SUM-II
COUNT DATE
4/09/97

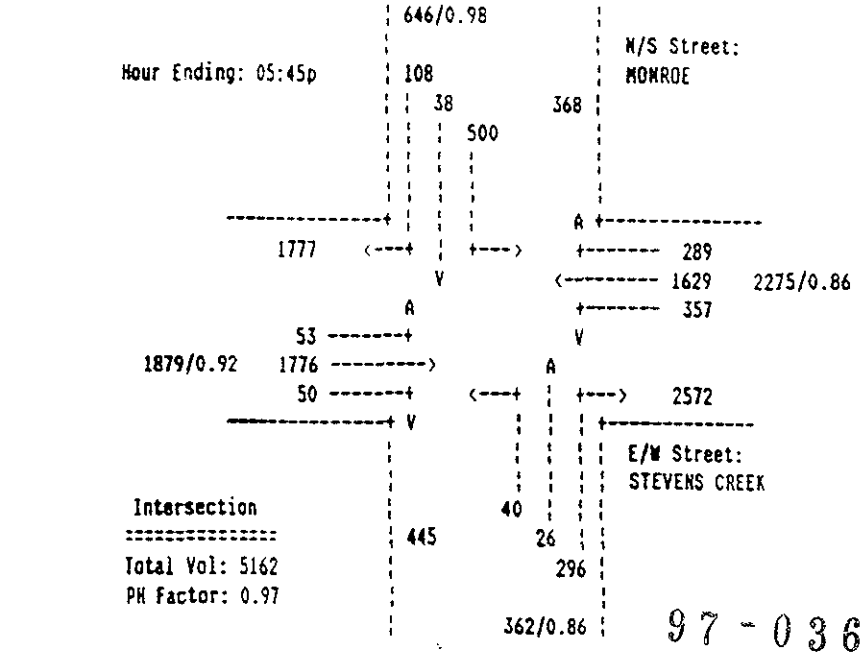
1 - MONROE/STEVENS CREEK

MORNING PEAK

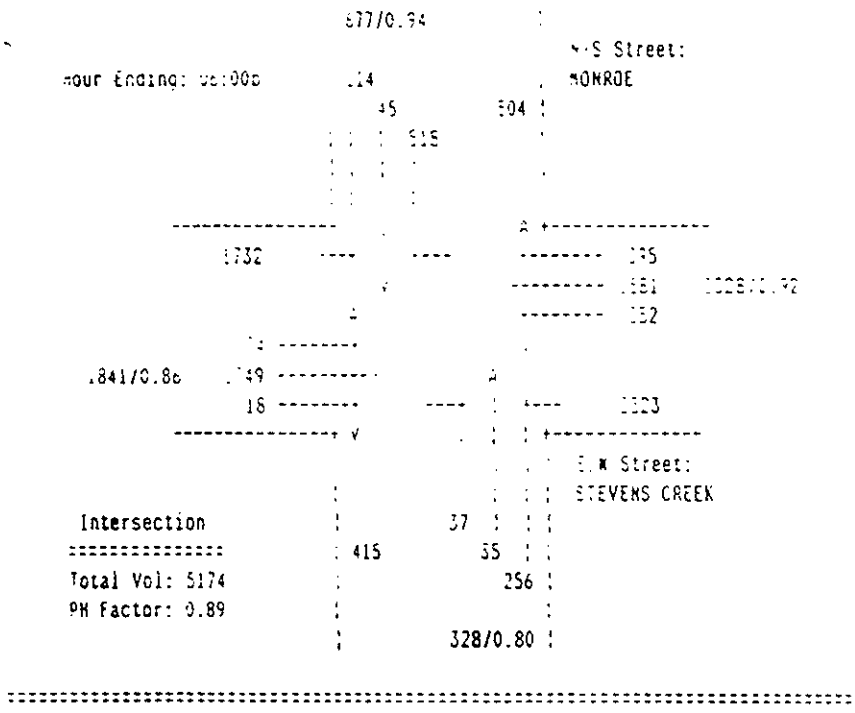


1 - MONROE/STEVENS CREEK

EVENING PEAK



97-036



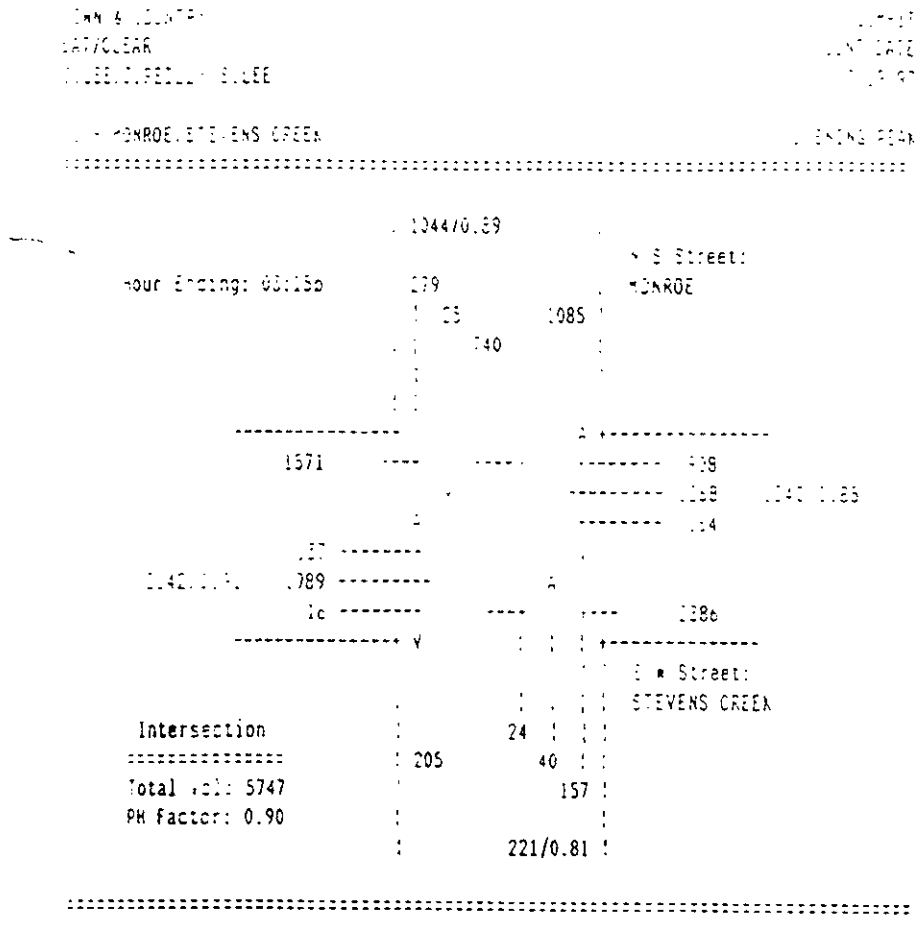
```
[illegible] COUNTRY                                                    [illegible]
E.CLEAR                                                          COUNT DATE
SUNDBERG/N.SUNDBERG                                                [illegible]

[illegible] MONROE/STEVENS CREEK                                  EVENING PEAK
==========================================================================

                                 677/0.94          |
                                                    N-S Street:
     Hour Ending: 06:00p         .14                |  MONROE
                                    45          504 |
                                | |  |  515        |
                                | |  |  |          |
                                | |  |  |          |
              ---------------                  A +---------------
                   1732      ----      ----      --------  [illegible]
                                       V        --------- [illegible]  [illegible]
                                  A             --------  [illegible]
                       [illegible] --------              |
       .841/0.86     [illegible]49 ---------          A
                       18 --------      ----  |  ----     [illegible]
              ---------------+ V          .  |  | +--------------
                                             |  |  |  E.W Street:
                                |            |  |  |  STEVENS CREEK
      Intersection              |         37 |  |  |
      ===============           | 415        35 |  |
      Total Vol: 5174           |              256 |
      PH Factor: 0.89           |                  |
                                |         328/0.80 |

==========================================================================
```

97-036



```
[illegible]
[illegible]/CLEAR                                                                  [illegible]
[illegible]
[illegible]
[illegible] MONROE.STEVENS CREEK                                                  [illegible]
==========================================================================

                                  . 1044/0.89          .
                                                          N S Street:
     Hour Ending: 03:15b          279                  .  MONROE
                                  !  25          1085 !
                                  . !      740         !
                                  !                    !
                                  ! !
              ----------------                  A +----------------
                   1571      ----      -----     --------  [illegible]
                                        V        --------- [illegible]
                                  A              --------  [illegible]
                     [illegible] --------                .
       [illegible]     .789 ---------          A
                      1c --------      ----      +---      [illegible]
              ---------------+ V          !  !  ! +---------------
                                                  ! !  E W Street:
                                  .          !  .  ! !  STEVENS CREEK
      Intersection                !          24  ! ! !
      ==============              ! 205         40  ! !
      Total Vol: 5747             !                157 !
      PH Factor: 0.90             !                    !
                                  !          221/0.81 !

==========================================================================
```

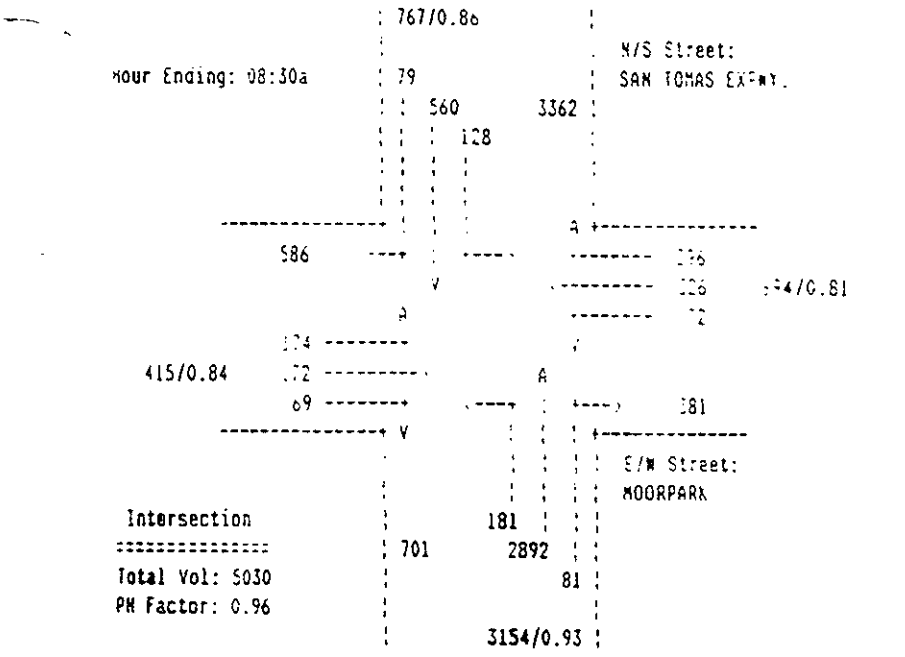
97-036

TOWN & COUNTRY
THURS/CLEAR
D.COOMBS/D.HOLMES

SUM-II
COUNT DATE
4/17/97

. - SAN TOMAS EXPWY./MOORPARK

MORNING PEAK



97-036

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: BARTON-ASCHMAN ASSOCIATES
PROJECT: TOWN AND COUNTRY TIA
DATE: THURSDAY APRIL 17 1997
PERIOD: 7:00 A.M. TO 9:00 A.M.
INTERSECTION: N/S SAN TOMAS PARKWAY
E/W STEVENS CREEK BOULEVARD

15 MIN COUNTS

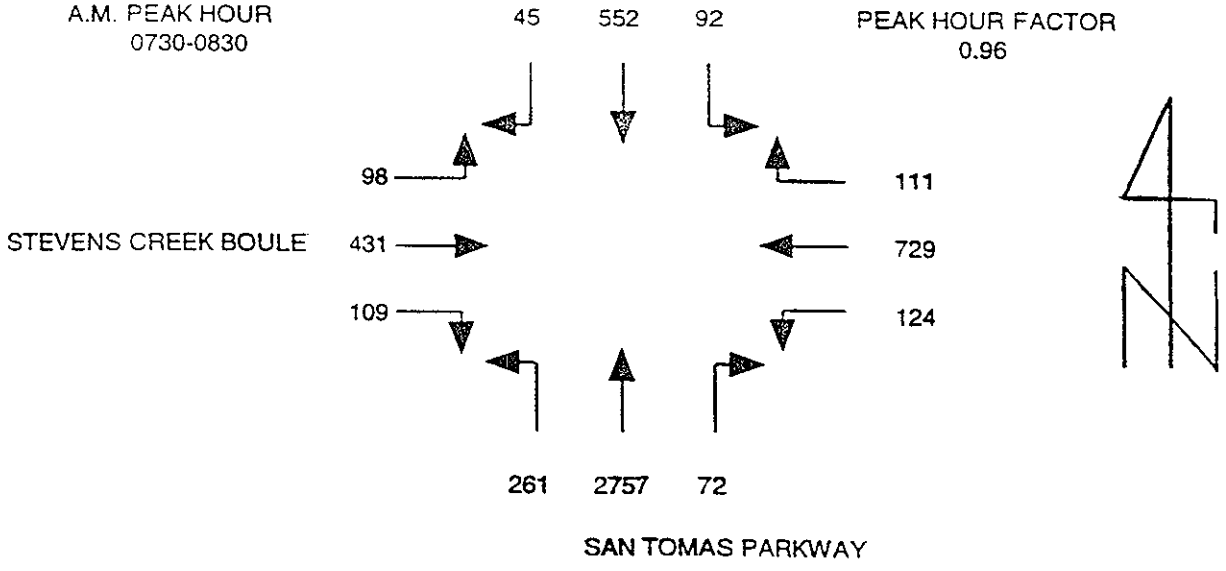
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT
700-715	7	99	10	19	132	25	21	689	49	9	61	14
715-730	8	102	11	28	173	22	28	671	51	20	83	20
730-745	13	128	17	31	201	29	22	741	58	32	97	31
745-800	13	151	29	25	188	36	17	709	74	41	103	20
800-815	4	133	23	25	173	30	18	670	63	23	126	20
815-830	15	140	23	30	167	29	15	637	56	13	105	27
830-845	15	156	30	33	164	35	20	675	69	18	131	26
845-900	11	152	26	26	127	30	10	449	59	21	136	17

HOUR TOTALS

TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
0700-0800	41	480	67	103	694	112	88	2810	232	102	344	85	5158
0715-0815	38	514	80	109	735	117	85	2791	246	116	409	91	5331
0730-0830	45	552	92	111	729	124	72	2757	261	109	431	98	5381
0745-0845	47	580	105	113	692	120	70	2691	272	95	465	93	5343
0800-0900	45	581	102	114	631	114	63	2431	257	75	498	90	5001

A.M. PEAK HOUR
0730-0830

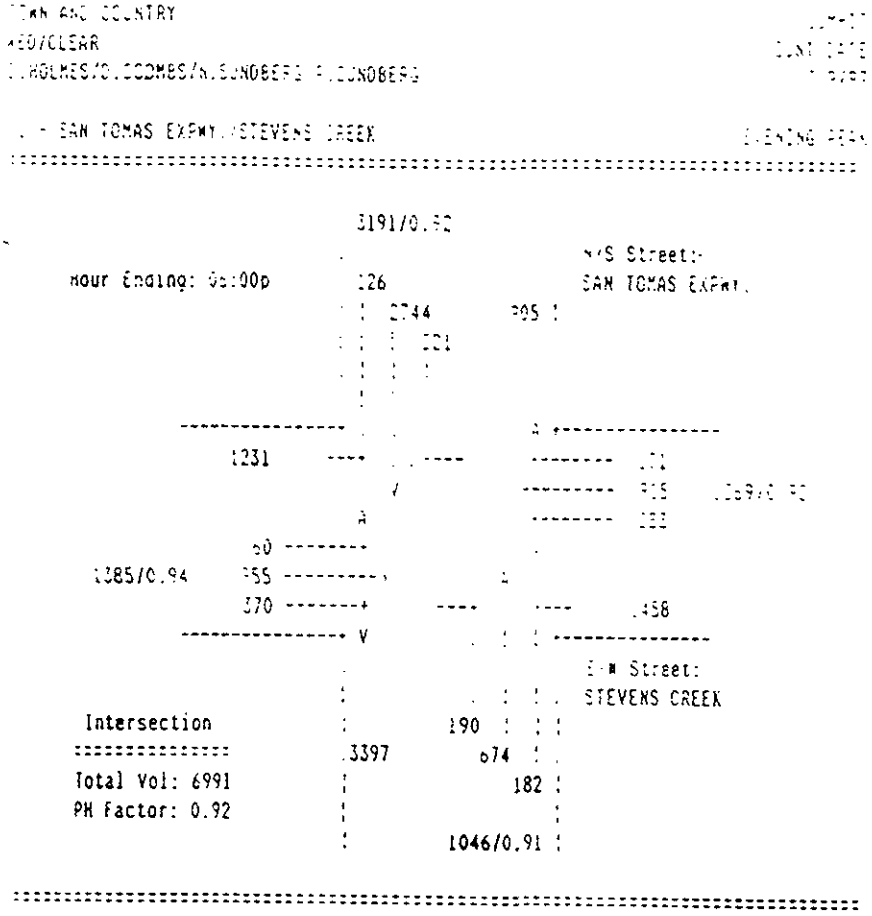
PEAK HOUR FACTOR
0.96



WILTEC

(510) 932-8186

97-036



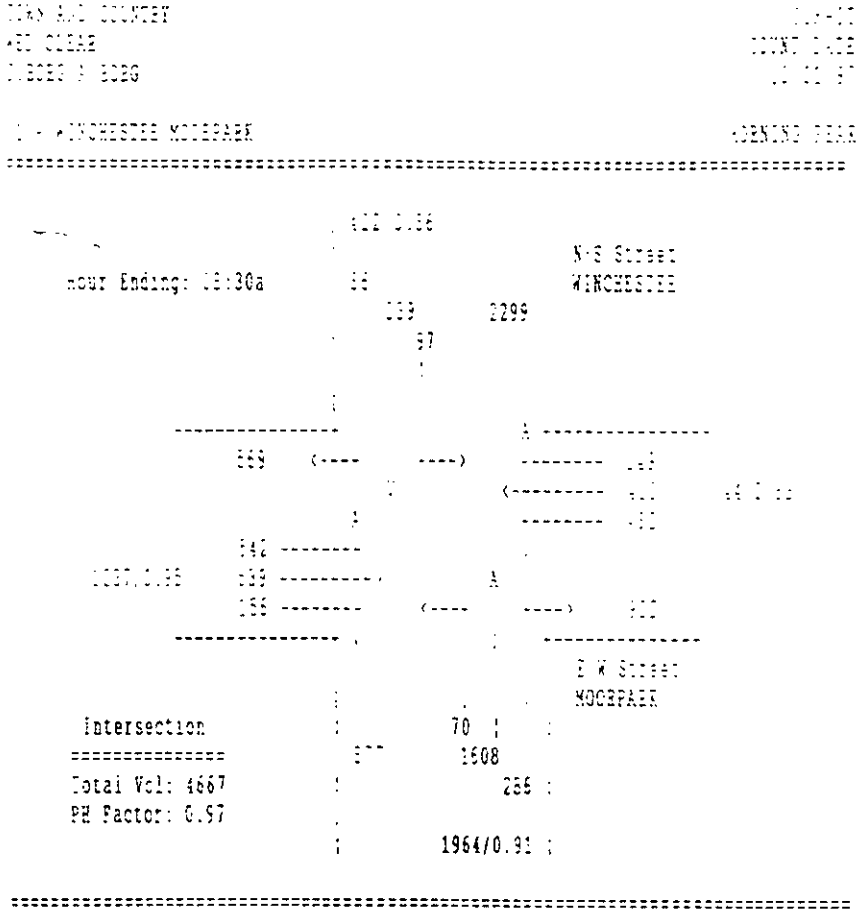
```
TOWN AND COUNTRY                                                                  [illegible]
WED/CLEAR                                                                         [illegible]
[illegible]HOLMES/D.[illegible]/N.SUNDBERG [illegible]SUNDBERG                                  [illegible]

[illegible] - SAN TOMAS EXPWY./STEVENS CREEK                                      [illegible]
==========================================================================================

                                  3191/0.92
                                 .                          N/S Street:
     Hour Ending: 05:00p         126                        SAN TOMAS EXPWY.
                                 : :  2744        905 :
                                 : :  :  221
                                 . :  :  :
                                 :
                ---------------- .  .              A ---------------
                     1231      ----  . . ----      --------  [illegible]
                                     V            ---------  [illegible]  [illegible]
                                     A              --------  [illegible]
                        60 --------                .
       1385/0.94       955 ---------+          A
                       370 -------+      ----     ----     .458
                ---------------- V          . :  : ---------------
                                 .                          E/W Street:
                                 :            . :  : .  STEVENS CREEK
      Intersection               :         190  :  : :
     ==============              .3397        674  : .
     Total Vol: 6991             :                182 :
     PH Factor: 0.92             :                    :
                                 :         1046/0.91 :

==========================================================================================
```

97-036



```
[illegible] AND COUNTRY                                                    [illegible]
[illegible] CLEAR                                                        COUNT DATE
[illegible]                                                                [illegible]

[illegible] - WINCHESTER MOORPARK                                       [illegible]
=================================================================================

                                  [illegible]
                                  |                    N-S Street
     Hour Ending: [illegible]:30a      [illegible]                WINCHESTER
                                      [illegible]      2299
                                  |       97
                                  |
                                  |
              ---------------                  A ---------------
                   569    <----      ---->     --------  [illegible]
                                  [illegible]          <---------  [illegible]      [illegible]
                                  [illegible]            --------  [illegible]
                   542 --------                  |
       [illegible]     [illegible] ---------->          A
                   [illegible] --------      <----      ---->     [illegible]
              ---------------  |            |    ---------------
                                                      E W Street
                                  |          |        MOORPARK
      Intersection                |          70  |     |
     ==============               [illegible]      1608
     Total Vol: 4667              |                 286 |
     PH Factor: 0.97              |
                                  |         1964/0.91 |

=================================================================================
```

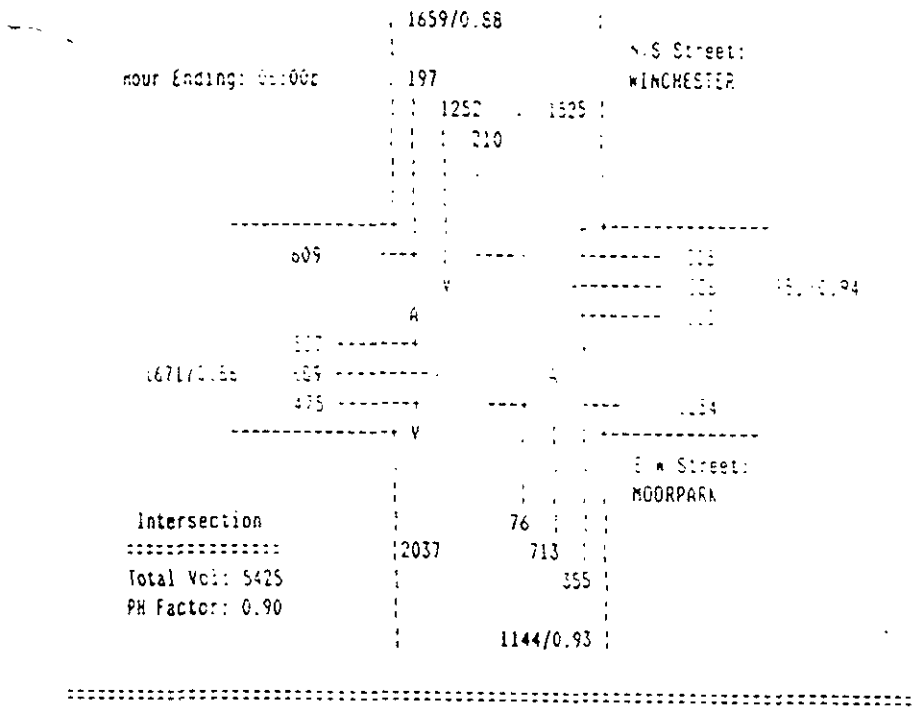
97-036

```
TOWN AND COUNTRY                                                    SUMMIT
THURS/CLEAR                                                       COUNT DATE
[illegible]/COOMBS                                                    [illegible]/97

[illegible] WINCHESTER MOORPARK                                    EVENING PEAK
==========================================================================

                          , 1659/0.88        :
                          :                    N/S Street:
   Hour Ending: [illegible]  , 197                WINCHESTER
                          : :  1252   .  1525 :
                          : :  :  210         :
                          : :  :  .           .
                          : :  :
          ---------------+ :  :            - +---------------
                609    ---+  :  -----     --------  [illegible]
                             V            ---------  [illegible]   [illegible]/0.94
                           A               --------  [illegible]
                [illegible] --------+
   1671/[illegible]   [illegible] ---------+          A
                475 --------+      ----+     ----     [illegible]
          ---------------+ V          .  :  : +---------------
                          .              .  .   E/W Street:
                          :           :  .  .  MOORPARK
   Intersection           :          76  :  :  :
   ==============         :2037        713  :  :
   Total Vol: 5425        :               355 :
   PH Factor: 0.90        :                   :
                          :         1144/0.93 :

==========================================================================
```

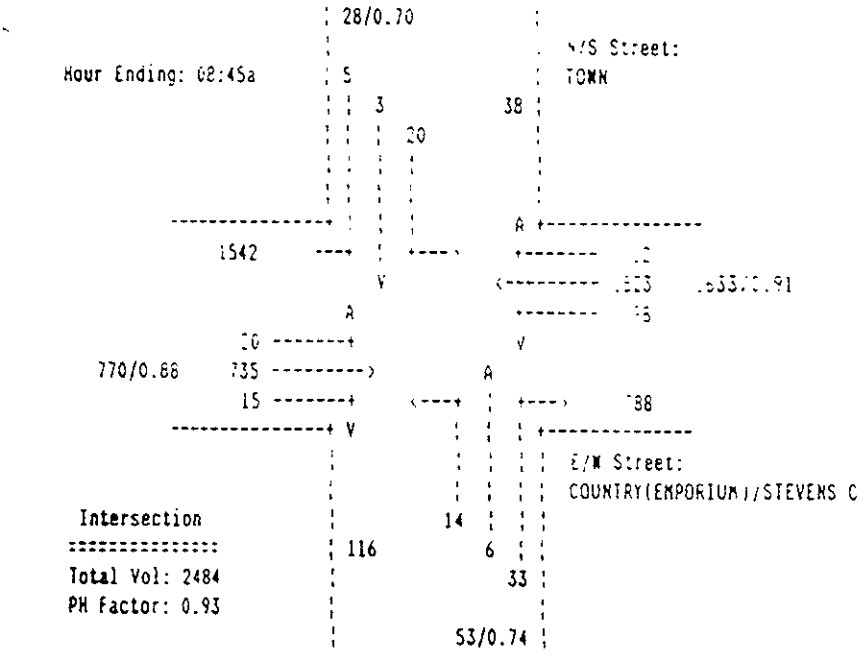


97-036

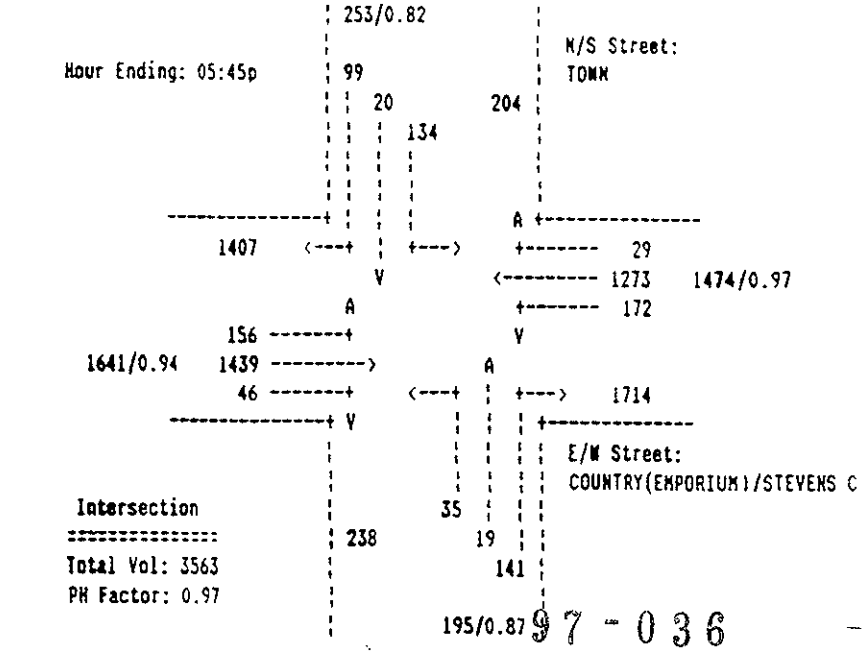
TOWN & COUNTRY
TUE/CLEAR
J.REILLEY/R.REILLEY

SUM-IT
COUNT DATE
4/15/97

1 - TOWN & COUNTRY(EMPORIUM)/STEVENS CREEK — MORNING PEAK



1 - TOWN & COUNTRY(EMPORIUM)/STEVENS CREEK — EVENING PEAK



97 - 036

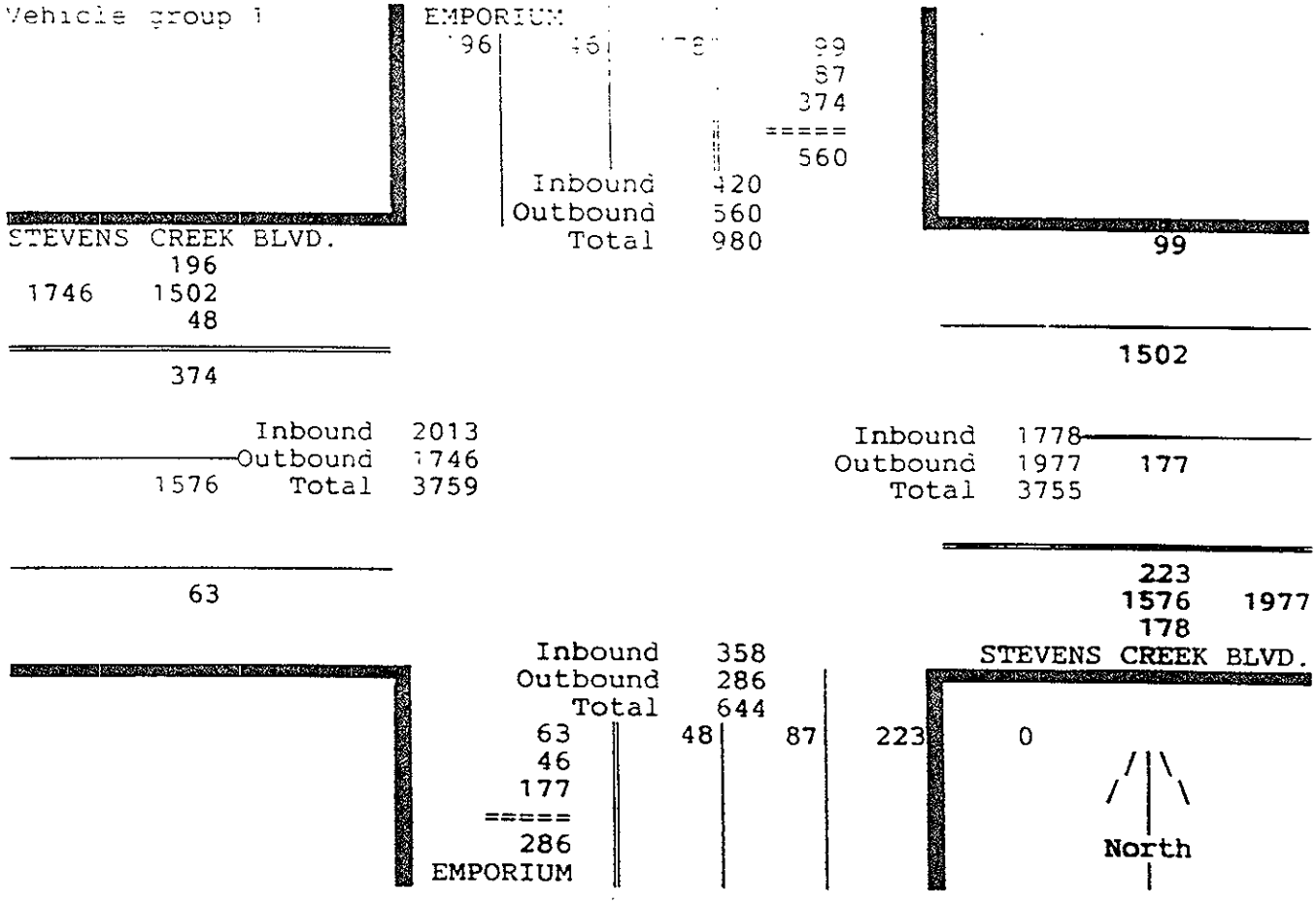
Weather
Counted by:
Card #
Other

255 E. Hamilton Ave., Suite K
Campbell, CA 95008
408)374-2970

Study Name: VF2
Site Code : 00020000
Start Date: 09/27/97
Page : 2

Vehicle Group

Start Time	EMPORIUM From North Right	Thru	Left	Other	STEVENS CREEK BLVD. From East Right	Thru	Left	Other	EMPORIUM From South Right	Thru	Left	Other	STEVENS CREEK BLVD. From West Right	Thru	Left	Other	Intvl. Total
Peak Hour Analysis by Entire Intersection for the Period: 14:00 on 09/27/97 to 15:45 on 09/27/97																	
Time	14:45				14:45				14:45				14:45				
Vol.	196	46	178	0	99	1502	177	0	223	87	48	0	63	1576	374	0	
Pct.	46.6	10.9	42.3	0.0	6.5	84.4	9.9	0.0	62.2	24.3	13.4	0.0	0.1	78.2	18.5	0.0	
Total	420				1778				358				2013				
High	14:45				15:00				14:45				15:30				
Vol.	52	14	48	0	24	397	52	0	68	31	10	0	20	388	105	0	
Total	114				473				109				513				
PHF	0.921				0.939				0.821				0.980				



Vehicle group 1

EMPORIUM
196 | 46 | 178 | 99
87
374
=====
560

Inbound 420
Outbound 560
Total 980

STEVENS CREEK BLVD.
196
1746 1502
48
374

Inbound 2013
Outbound 1746
1576 Total 3759

63

99

1502

Inbound 1778
Outbound 1977 177
Total 3755

223
1576 1977
178
STEVENS CREEK BLVD.

Inbound 358
Outbound 286
Total 644

63 | 48 | 87 | 223 | 0
46
177
=====
286
EMPORIUM

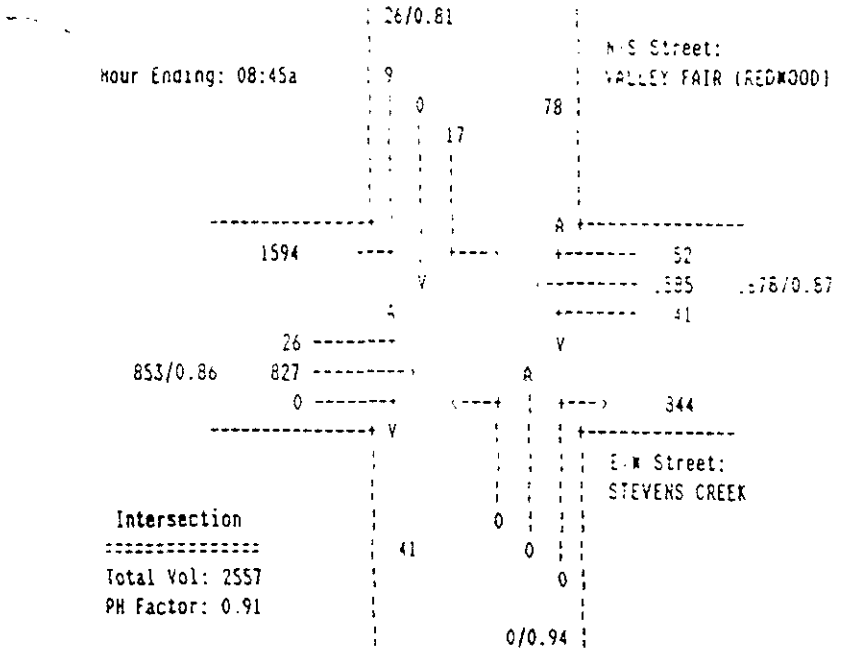
North

97-036

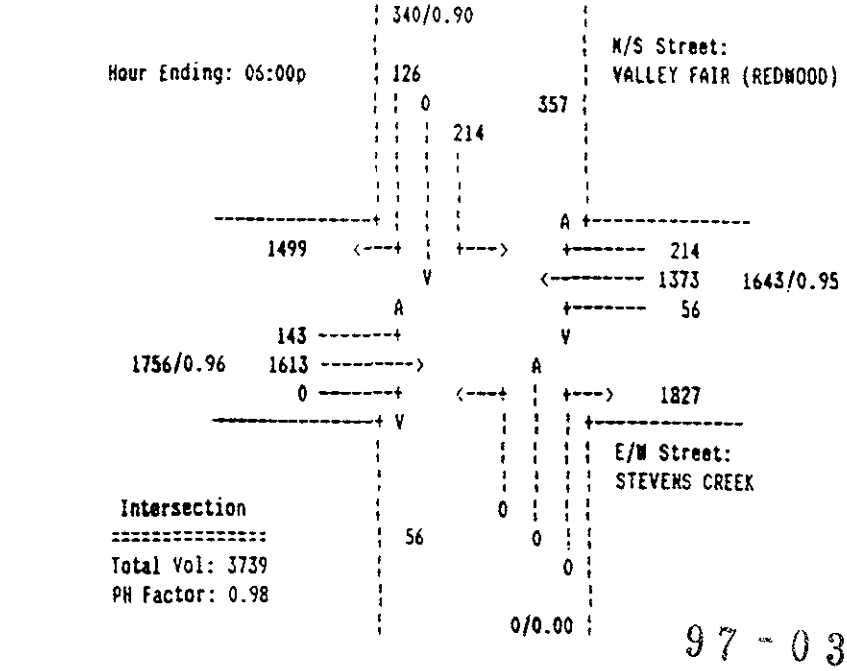
'NN & COUNTRY
'URS/CLEAR
..REILLEY/K.REILLEY

SUM-II
SUNI DATE
4/10/97

. - VALLEY FAIR (REDWOOD).STEVENS CREEK — MORNING PEAK



. - VALLEY FAIR (REDWOOD)/STEVENS CREEK — EVENING PEAK



97-036

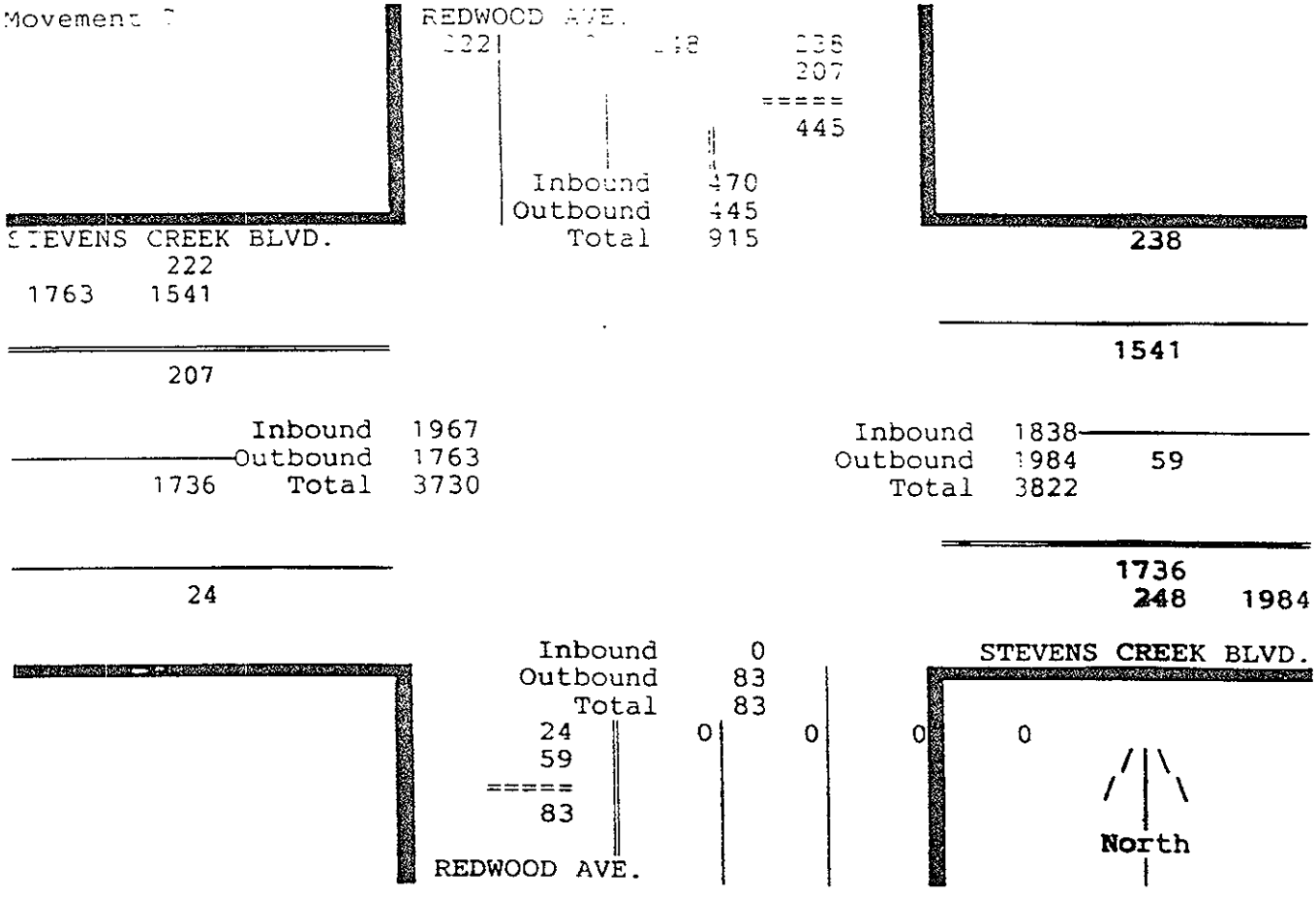
Weather :
Counted By:
Card.#
Other

256 E. Hamilton Ave.
Site #
Campbell, CA 95008

Study Name: vF1
Site Code : 00000001
Start Date: 09/27/97
Page : 2

Movement

Start Time	REDWOOD AVE. From North Right	Thru	Left	Other	STEVENS CREEK BLVD. From East Right	Thru	Left	Other	REDWOOD AVE. From South Right	Thru	Left	Other	STEVENS CREEK BLVD. From West Right	Thru	Left	Other	Intvl. Total
Peak Hour Analysis By Entire Intersection for the Period: 7:00 on 09/27/97 to 8:45 on 09/27/97																	
Time	7:45				7:45				7:45				7:45				
Vol.	222	0	248	0	238	1541	59	0	0	0	0	0	24	1736	207	0	
Pct.	47.2	0.0	52.7	0.0	12.9	83.8	3.2	0.0	0.0	0.0	0.0	0.0	1.2	88.2	10.5	0.0	
Total	470				1838				0				1967				
High	7:45				7:45				7:45				7:45				
Vol.	54	0	59	0	66	389	19	0	0	0	0	0	6	452	47	0	
Total	123				474				0				505				
PHF	0.955				0.969				0.000				0.973				

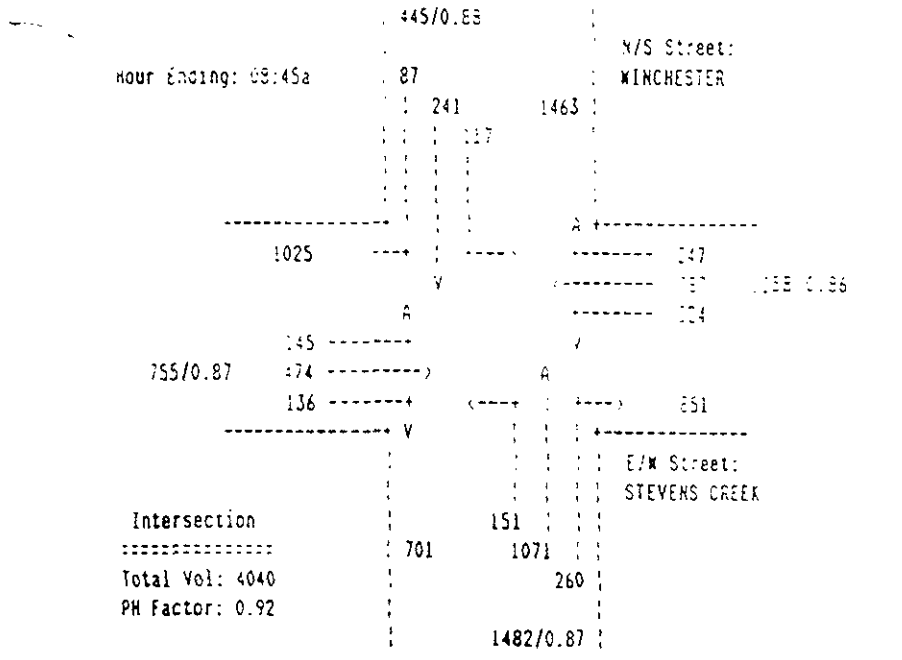


97-036

TOWN & COUNTRY
MED/CLEAR
F SUNDBERG/M.HALEY

SUM-IT
COUNT DATE
4/16/97

. - WINCHESTER/STEVENS CREEK
MORNING PEAK



97-036

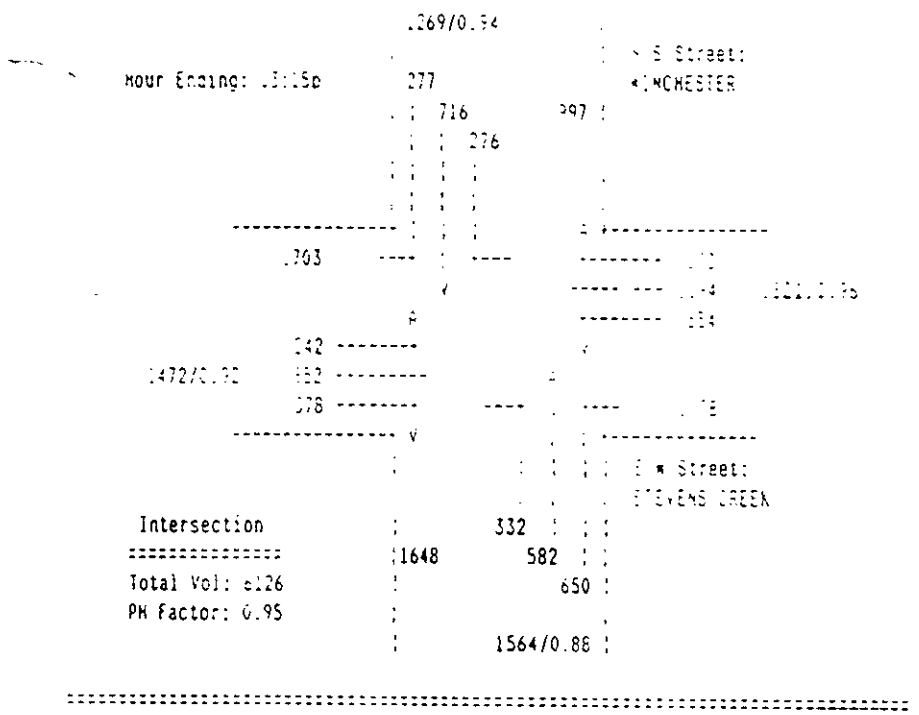
[illegible] AND COUNTRY
[illegible]RS/CLEAR
[illegible]SUNDBERG/N.SUNDBERG

[illegible] *INCHESTER/STEVENS CREEK [illegible]

```
                                  1437/0.95          .
                                                        N-S Street:
     Hour Ending: [illegible]        [illegible]                *INCHESTER
                                     [illegible]        973 |
                                  .      [illegible]        .


              ----------------                  A ----------------
                   .340      ----      ----      --------  [illegible]
                                                ---------  [illegible]
                                                --------  [illegible]
                       [illegible] --------                .
       1534/0.94       [illegible] ---------              -
                       [illegible] --------      ----      ----      [illegible]
              ---------------- V                  .  , +--------------
                                                        [illegible] Street:
                                  .                  .  , |  STEVENS CREEK
      Intersection                |          267  |  , |
     ===============              |1793         517    .
     Total Vol: 5852              .                439 |
     PH Factor: 0.94              |                    .
                                  |         1223/0.87 |
```

97-036



```
TOWN & COUNTRY                                                          [illegible]
CAT/CLEAR                                                              COUNT DATE
*.JACKSON/J.JACKSON                                                      [illegible]

1 - *INCHESTER,STEVENS CREEK                                          EVENING PEAK
==============================================================================

                                 1269/0.94
                                                                  S Street:
    Hour Ending: 13:15p          277                              *INCHESTER
                                 716          997
                                   276
                                                                  [illegible]
                                                                  [illegible]
                                                                  [illegible]
                 ---------------------------------------------------------------
                     1703      ----  ----      --------  [illegible]
                                                ----- --- [illegible]  [illegible]
                                                --------  [illegible]
                     242 --------
      1472/0.92      552 ---------
                     378 --------      ----  ----      [illegible]
                 ---------------------------------------------------------------
                                                                  E * Street:
                                                                  STEVENS CREEK
     Intersection                 332
     ==============              1648        582
     Total Vol: 6126                          650
     PH Factor: 0.95
                                        1564/0.88

==============================================================================
```

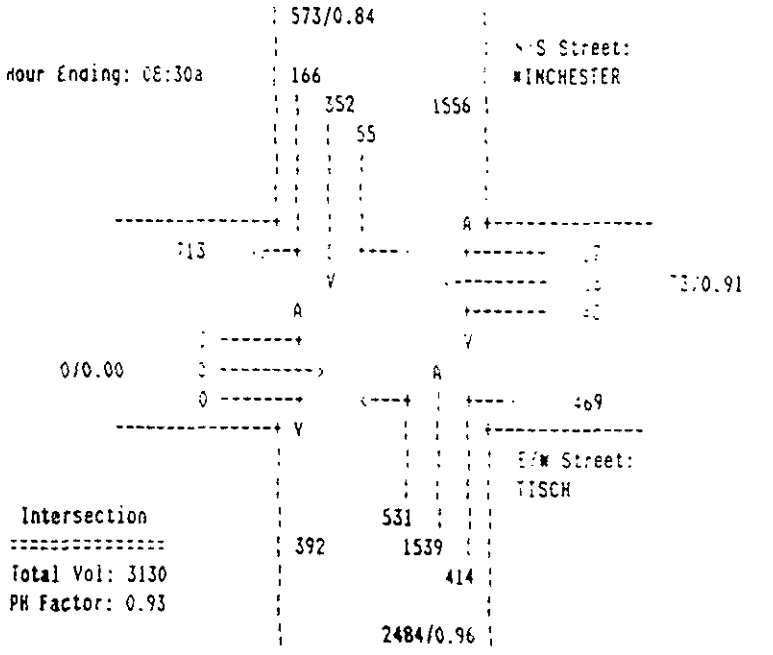
97-036

TOWN & COUNTRY
*ED/CLEAR
D.HOLMES/D.COOM8

SUM-II
COUNT DATE
4/16/97

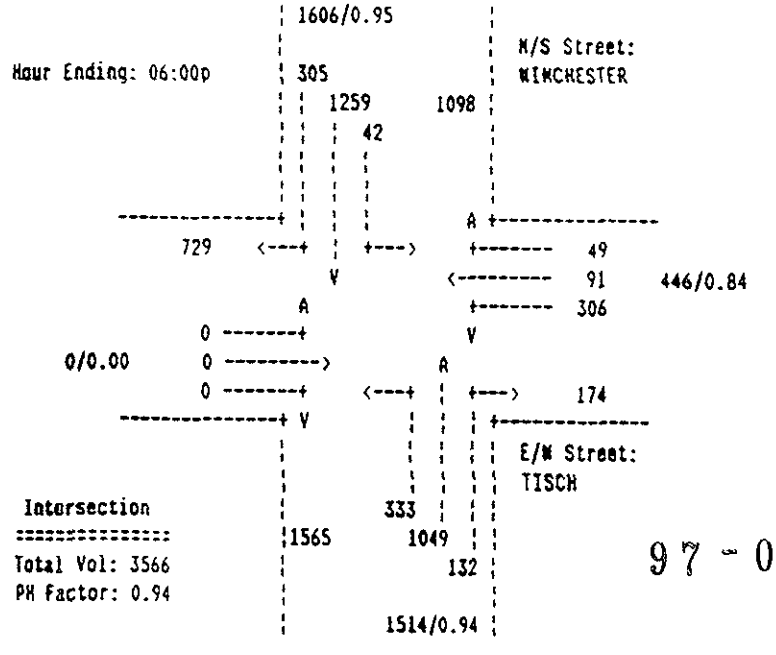
1 - *INCHESTER/TISCH

*ORNING PEAK



1 - WINCHESTER/TISCH

EVENING PEAK



97-036

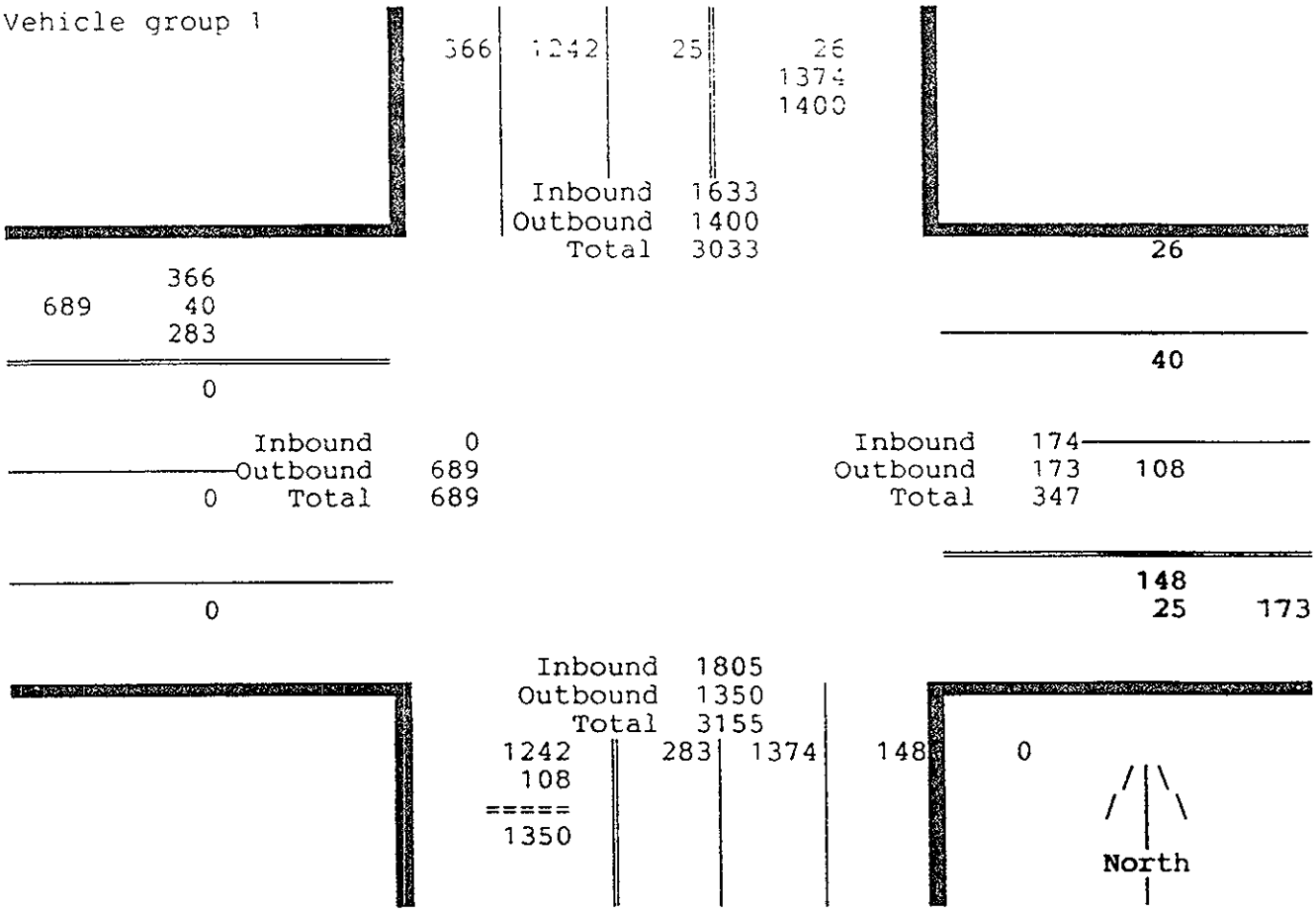
Weather :
Counted by:
Board # :
Other :

356 E. Hamilton Ave.
Suite K
Campbell, CA 95008

Study Name: VF3
Site Code : 00030000
Start Date: 09/27/97
Page : 2

Vehicle group 1

	WINCHESTER From North				TISCH From East				WINCHESTER From South				NB 280 ON-RAMP From West				Intvl.
Start Time	Right	Thru	Left	Other	Right	Thru	Left	Other	Right	Thru	Left	Other	Right	Thru	Left	Other	Total
Peak Hour Analysis By Entire Intersection for the Period: 14:00 on 09/27/97 to 15:45 on 09/27/97																	
Time	14:45				14:45				14:45				14:45				
Vol.	366	1242	25	0	26	40	108	0	148	1374	283	0	0	0	0	0	
Pct.	22.4	76.0	1.5	0.0	14.9	22.9	62.0	0.0	8.1	76.1	15.6	0.0	0.0	0.0	0.0	0.0	
Total	1633				174				1805				0				
High	15:15				15:30				14:45				14:45				
Vol.	106	318	5	0	5	12	28	0	44	340	82	0	0	0	0	0	
Total	429				45				466				0				
PHF	0.951				0.966				0.968				0.000				



97-036

FROM : TRAFFIC DATA SERVICE

Post-it Fax Note 7672

To: ROBERT [illegible]

Company: BARTON [illegible]

Location: SAN JOSE

Fax #: (408) 280-7533

Telephone #: (408) [illegible]

Comments:

Date: [illegible]

Phone #: (408) 374-2970

Call to group

RE: WINCHESTER @ WILLIAMS TURNING MOVEMENT COUNT

TRAFFIC DATA SERVICE

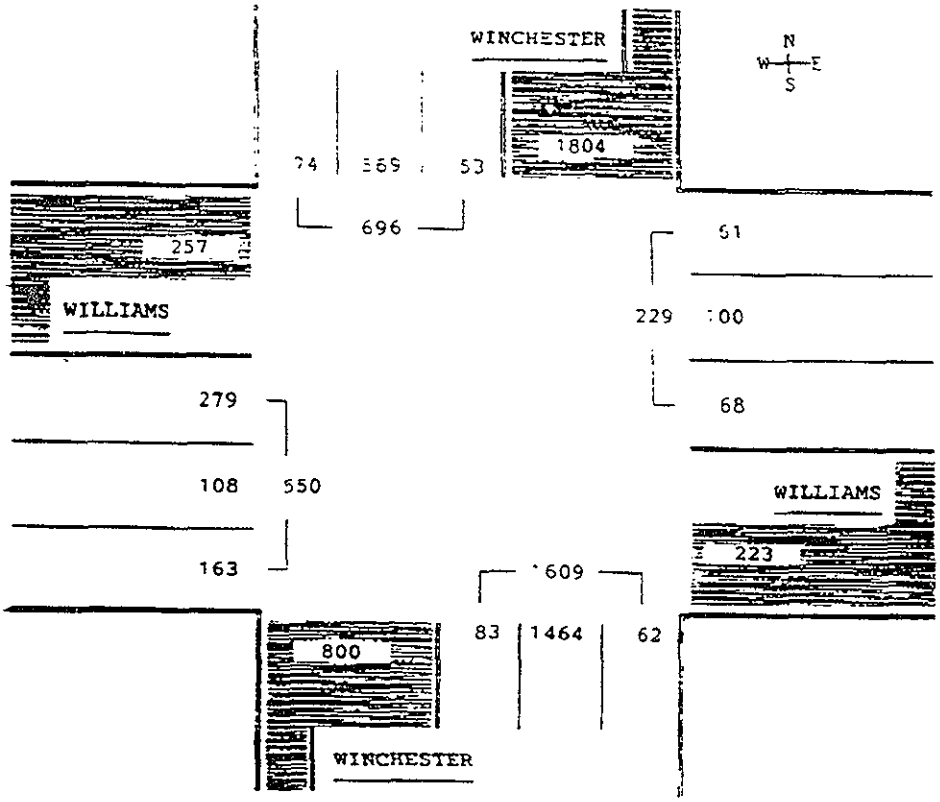
Site Code : WINEWILA
N-S Street: WINCHESTER
E-W Street: WILLIAMS
Weather :

Movements by Printing

PAGE: 1
FILE: WINEWILA
DATE: 4/16/97

PEAK PERIOD ANALYSIS FOR THE PERIOD [illegible] AM - [illegible] AM

DIRECTION FROM	START PEAK HOUR	PEAK HR FACTOR	VOLUMES Right	Thru	Left	Total	PERCENTS Right	Thru	Left
North	6:00 AM	0.92	6	605	[illegible]	[illegible]		84	[illegible]
East	7:15 AM	0.90	57	[illegible]	[illegible]	259	25	45	[illegible]
South	7:15 AM	0.94	62	1484	[illegible]	1613	4	92	4
West	7:30 AM	0.94	163	108	279	550	30	20	51
Entire Intersection									
North	7:30 AM	0.88	74	569	53	696	[illegible]	82	8
East		0.80	51	100	68	229	27	44	30
South		0.94	62	1464	62	1509	4	91	5
West		0.94	163	108	279	550	30	20	51



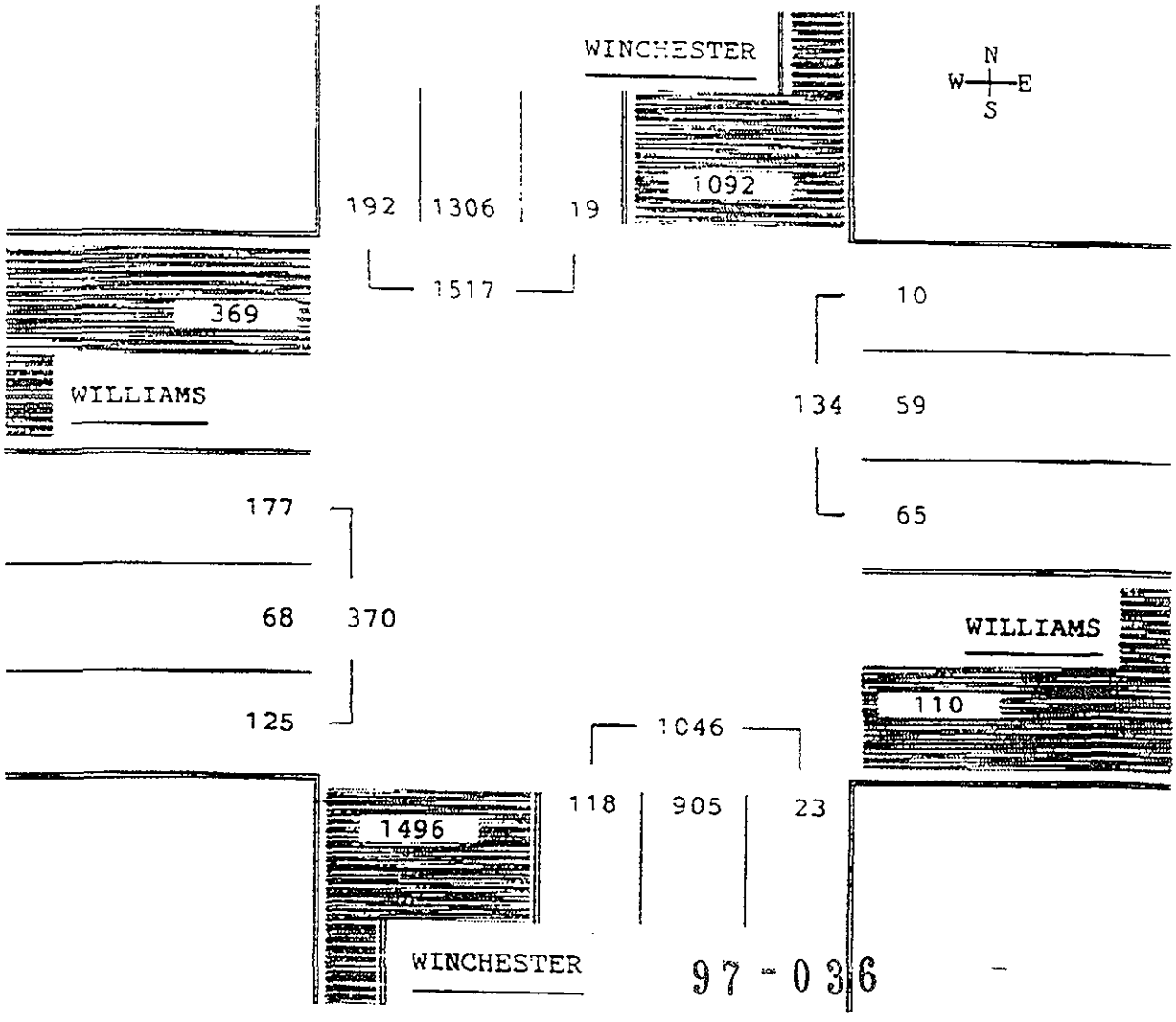
97-036

-> Street: WINCHESTER
-- Street: WILLIAMS
Weather:

Movements at Intersection

PEAK PERIOD ANALYSIS FOR THE PERIOD: 4:00 PM - 6:00 PM

DIRECTION FROM	START PEAK HOUR	PEAK HR FACTOR	VOLUMES Right	Thru	Left	Total	PERCENTS Right	Thru	Left
North	4:45 PM	0.94	192	1306	19	1517	13	86	1
East	4:30 PM	0.85	76	57	73	206	37	28	35
South	4:30 PM	0.94	97	903	103	1103	9	82	9
West	4:45 PM	0.95	125	98	147	370	34	26	40
Entire Intersection									
North	4:45 PM	0.94	192	1306	19	1517	13	86	1
East		0.73	76	57	73	206	37	28	35
South		0.93	118	905	23	1046	11	87	2
West		0.95	125	98	147	370	34	26	40

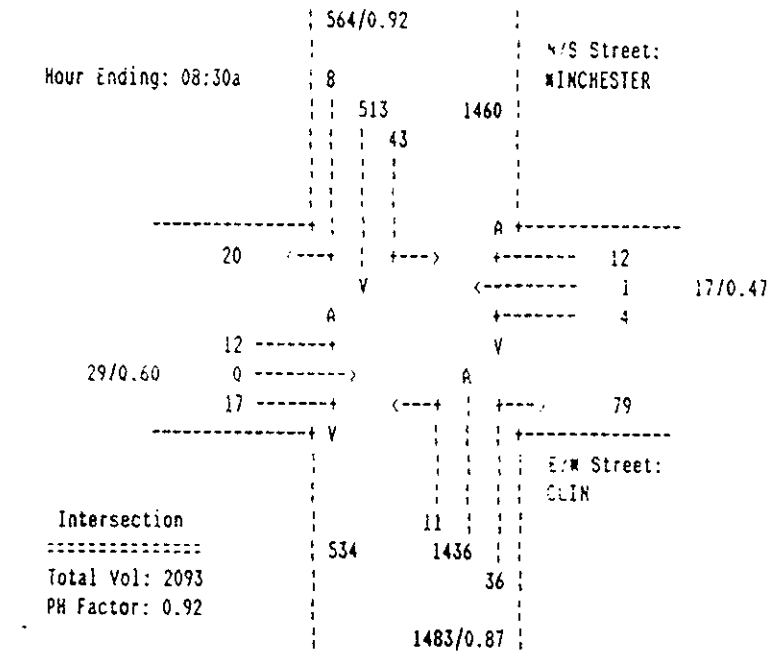


97-036

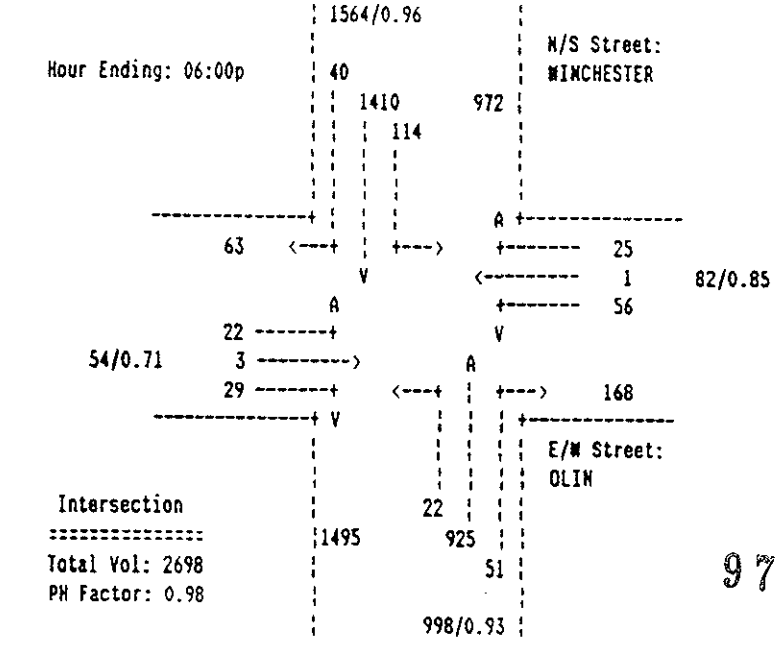
TOWN & COUNTRY
*ED/CLEAR
J.REILLEY/K.REILLEY

SUM-IT
COUNT DATE
4/16/97

1 - WINCHESTER/OLIN — MORNING PEAK



1 - WINCHESTER/OLIN — EVENING PEAK



97-036

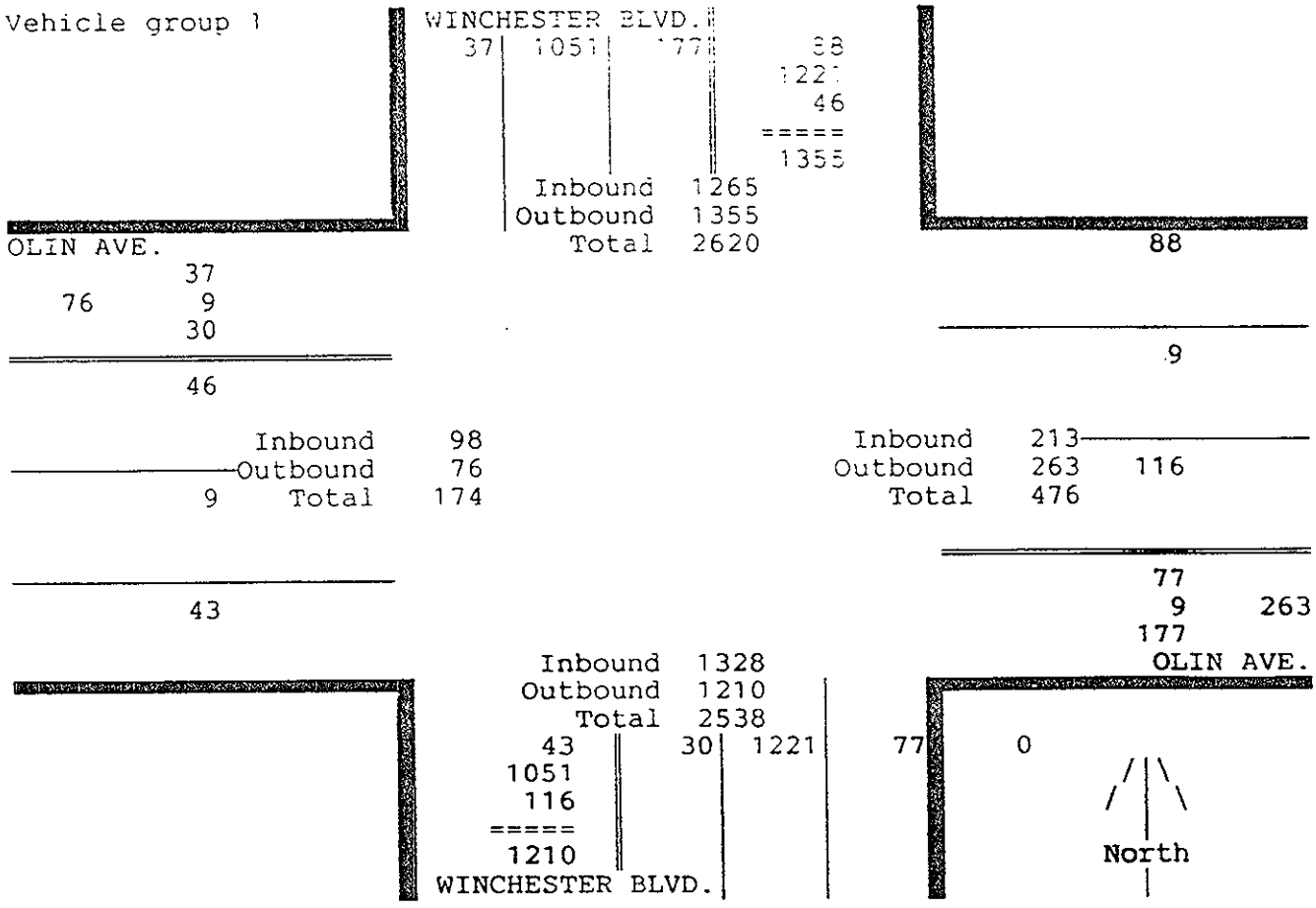
Weather :
Counted By:
Board # :
Other :

255 E. Hamilton Ave., Suite A
Campbell, CA 95008
408)374-2970

Study Name: vf5
Site Code : 00000005
Start Date: 09/27/97
Page : 2

Vehicle group 1

Start Time	WINCHESTER BLVD. From North				OLIN AVE. From East				WINCHESTER BLVD. From South				OLIN AVE. From West				Intvl. Total
	Right	Thru	Left	Other	Right	Thru	Left	Other	Right	Thru	Left	Other	Right	Thru	Left	Other	
Peak Hour Analysis By Entire Intersection for the Period: 14:00 on 09/27/97 to 15:45 on 09/27/97																	
Time	14:00				14:00				14:00				14:00				
Vol.	37	1051	177	0	88	9	116	0	77	1221	30	0	43	9	46	0	
Pct.	2.9	83.0	13.9	0.0	41.3	4.2	54.4	0.0	5.7	91.9	2.2	0.0	43.8	9.1	46.9	0.0	
Total	1265				213				1328				98				
High	14:00				14:15				14:00				14:45				
Vol.	13	289	49	0	28	6	32	0	22	313	12	0	17	1	20	0	
Total	351				66				347				38				
PHF	0.900				0.806				0.956				0.644				

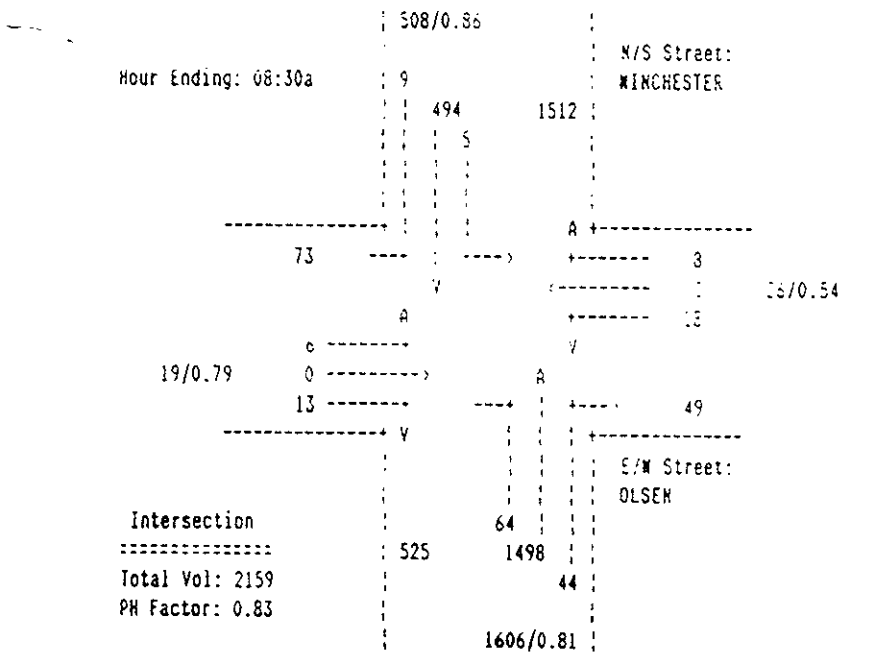


97-036

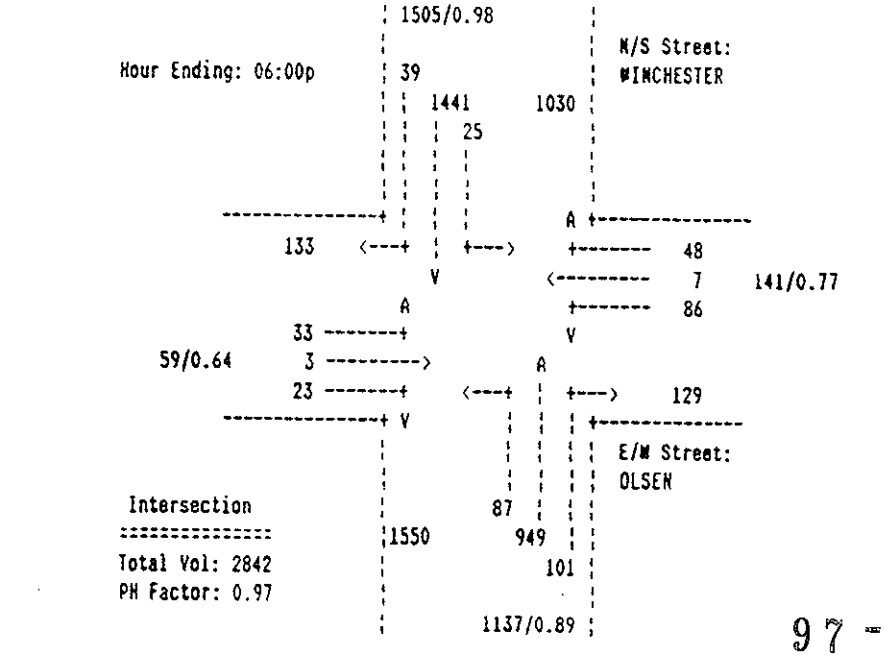
TOWN & COUNTRY
THUR/CLEAR
K.REILLEY/J.REILLEY

SUM-IT
COUNT DATE
4/17/97

1 - WINCHESTER/OLSEN — MORNING PEAK



1 - WINCHESTER/OLSEN — EVENING PEAK



97-036

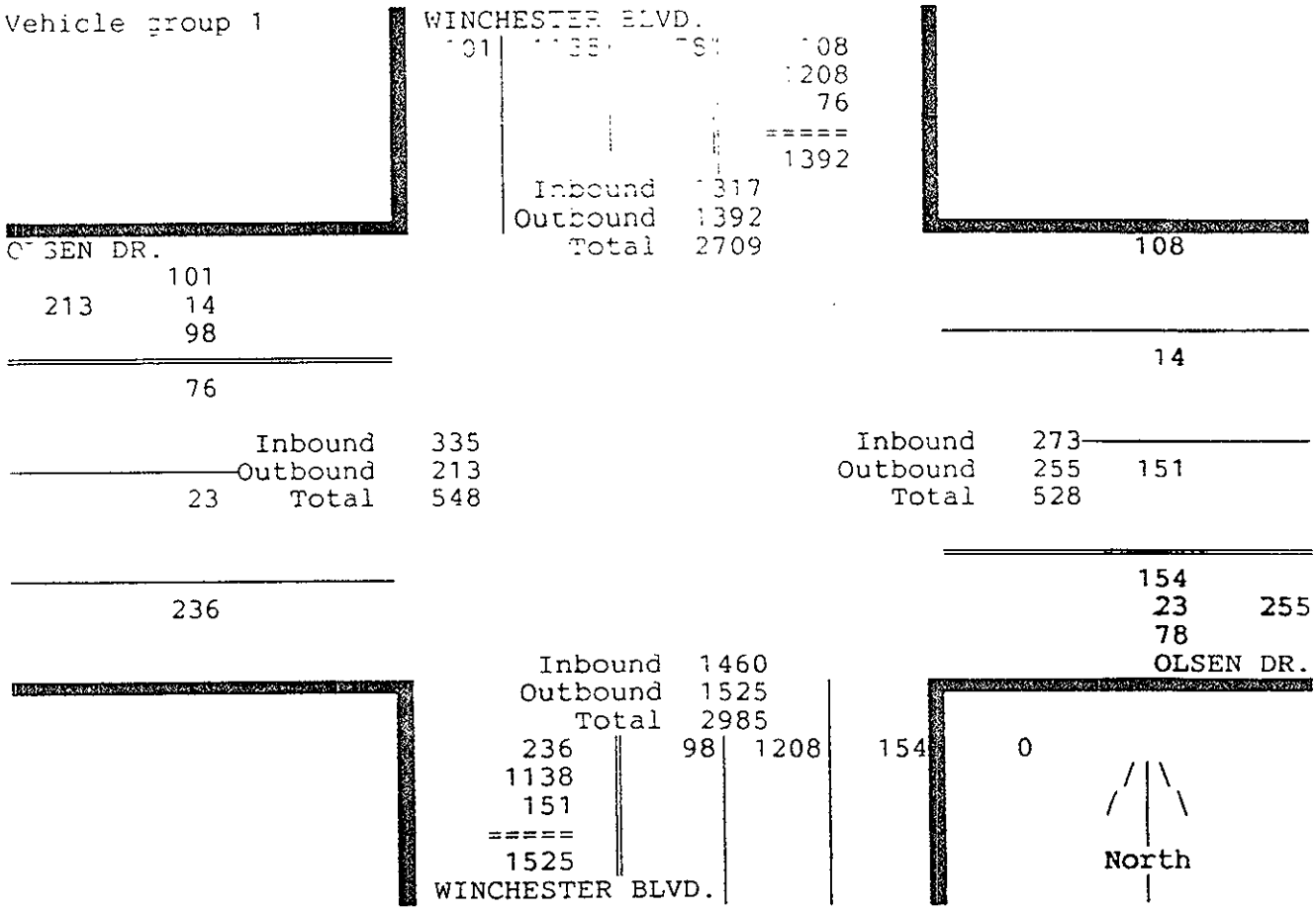
Weather : Fair
Counted by:
Board # :
Other :

386 E. Hamilton Ave.
Suite A
Campbell, CA 95008

Study Name: VF4
Site Code : 00004444
Start Date: 10/04/97

Vehicle group 1

Start Time	WINCHESTER BLVD. From North				OLSEN DR. From East				WINCHESTER BLVD. From South				OLSEN DR. From West				Intvl. Total
	Right	Thru	Left		Right	Thru	Left		Right	Thru	Left		Right	Thru	Left		
Peak Hour Analysis By Entire Intersection for the Period: 14:00 on 10/04/97 to 15:45 on 10/04/97																	
Time	14:15				14:15				14:15				14:15				
Vol.	101	1138	78	0	108	14	151	0	154	1208	38	0	236	23	76	0	
Pct.	7.8	86.4	5.9	0.0	39.5	5.1	55.3	0.0	10.5	82.7	6.7	0.0	70.4	6.8	22.6	0.0	
Total	1317				273				1460				335				
High	14:45				14:30				15:00				14:45				
Vol.	89	299	19	0	32	8	37	0	46	303	37	0	63	8	18	0	
Total	347				77				376				89				
PHF	0.948				0.886				0.970				0.941				



97-036

FACT FINDERS DATA SERVICE

408-227-1604 (Office)
408-280-8838 (Beeper)

PROJECT: Town & Country

INTERSECTION: Country Chevrolet Driveways

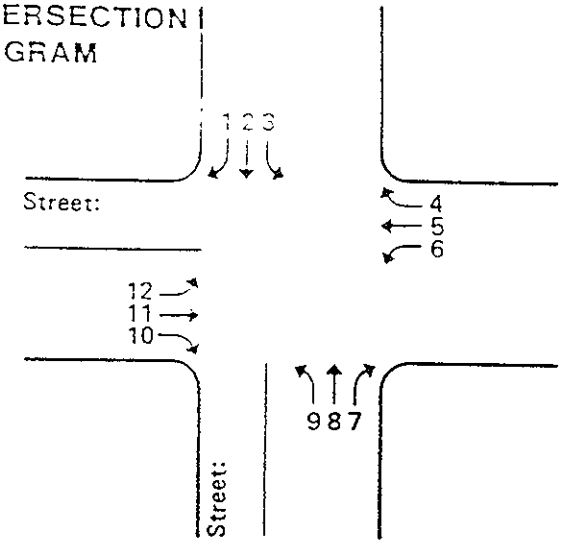
NAME: Chandler & Haley

DATE: 9-30-97

DAY OF WEEK: Tue. 7-9 a.m.

WEATHER: Clear

INTERSECTION DIAGRAM



COUNT TABLE

STREET NAME OF APPROACH	Winchester Driveways				Cottevens Creek Dr.	
MOVEMENT TYPE (Right, Thru, Left)	#3-Customer Parking		#4-Fleet Entrance			
MOVEMENT NUMBER (1-2-3-4-etc.)	In	Out	In	Out	In	Out
TIME OF RECORDED COUNT:	COUNTS:	COUNTS:	COUNTS:	COUNTS:	COUNTS:	COUNTS:
7:00	0	0	0	0	0	0
7:15	4 / 4	2 / 2	closed		6 / 6	0 / 0
7:30	7 / 11	1 / 3			14	1 / 1
7:45	5 / 16	2 / 5			23	5 / 6
8:00	2 / 18	2 / 7			6 / 29	5 / 11
8:15	3 / 21	3 / 10			5 / 34	0 / 11
8:30	2 / 23	1 / 11			10 / 44	1 / 12
8:45	5 / 28	5 / 16			8 / 52	1 / 13
9:00	7 / 35	6 / 22			5 / 57	2 / 15
9:15						
9:30	In	Out	Total			
9:45	47	18	65			
10:00						

SET-UP INSTRUCTIONS

1. Locate landmarks on each corner of the intersection diagram.
   INDICATE NORTH!
2. Label street names in intersection diagram and count table.
3. Circle movement numbers being counted on the intersection diagram and assign one to each of the columns in the count table.
4. Label the approach street name and movement type for each movement in the count table.
5. Record the times at which counts will be recorded in the count table, including the times the survey is started and completed.

In 0
10 2
15 2
14 7
9 7
8 3
12 2
13 6
12 0

COUNTING INSTRUCTIONS

1. Record the initial counts displayed on the count board at the start of the survey in the first row of the count table (many times this is zero but not necessarily).
2. Record the counts every fifteen minutes in the row with the time at which the count is recorded. DO NOT RESET THE COUNT BOARD DURING A COUNT!
3. Do not forget to record the final count at the end of the survey.

97-036

FACT FINDERS DATA SERVICE

408-227-1604 (Office)
408-280-8838 (Beeper)

PROJECT: Town & Country

INTERSECTION: Country Chevrolet Driveways

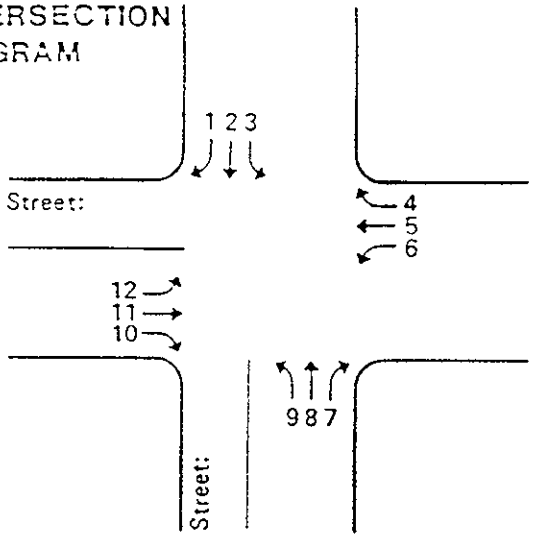
NAME: [illegible]

DATE: 9-30-97

DAY OF WEEK: Tue. 4-6 p.m.

WEATHER: Clear

INTERSECTION DIAGRAM



COUNT TABLE

STREET NAME OF APPROACH	Winchester Driveways				Stevens Creek Div.	
MOVEMENT TYPE (Right, Thru, Left)	Customer Parking		Fleet Entrance			
MOVEMENT NUMBER (1-2-3-4-etc.)	In	Out	In	Out	In	Out
TIME OF RECORDED COUNT:	COUNTS:	COUNTS:	COUNTS:	COUNTS:	COUNTS:	COUNTS:
4:00	0	0	0	0	0	0
4:15	5/5	12/12	1/1	0/0	4/4	1/1
4:30	10/15	9/23	3/4	2/2	8/12	2/3
4:45	2/17	8/31	0/4	0/2	4/16	3/6
5:00	6/23	15/46	0/4	0/2	6/22	5/11
5:15	5/28	17/63	0/4	1/3	8/30	1/12
5:30	6/34	9/72	0/4	0/3	8/38	4/16
5:45	1/35	10/82	0/4	0/3	9/47	3/19
6:00	4/39	10/92	0/4	0/3	4/51	4/23
	In	Out	Total		97-036	
	52	63	115			

SET-UP INSTRUCTIONS

1. Locate landmarks on each corner of the intersection diagram.
   INDICATE NORTH!
2. Label street names in intersection diagram and count table.
3. Circle movement numbers being counted on the intersection diagram and assign one to each of the columns in the count table.
4. Label the approach street name and movement type for each movement in the count table.
5. Record the times at which counts will be recorded in the count table, including the times the survey is started and completed.

COUNTING INSTRUCTIONS

1. Record the initial counts displayed on the count board at the start of the survey in the first row of the count table (many times this is zero but not necessarily).
2. Record the counts every fifteen minutes in the row with the time at which the count is recorded. DO NOT RESET THE COUNT BOARD DURING A COUNT!
3. Do not forget to record the final count at the end of the survey.

PROJECT: Journal & Country

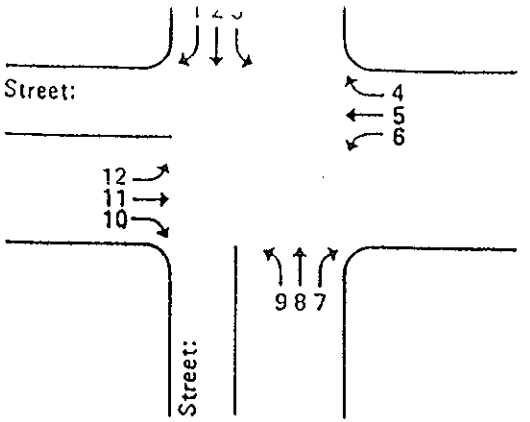
INTERSECTION: Courtesy Chevrolet

NAME: HNN BORG

DATE: 10-4-97

DAY OF WEEK: Sat. 2-4 pm

WEATHER: [illegible]



COUNT TABLE

STREET NAME OF APPROACH	Otterbein Creek											
MOVEMENT TYPE (Right, Thru, Left)												
MOVEMENT NUMBER (1-2-3-4-etc.)		In	Out									
TIME OF RECORDED COUNT:	COUNTS:	COUNTS:	COUNTS:	COUNTS:	COUNTS:	COUNTS:	COUNTS:	COUNTS:	COUNTS:	COUNTS:	COUNTS:	COUNTS:
2:00		0	0		10 T	LV						
2:15		2	4		8	8						
2:30		8	5		8	7						
2:45	97-26	10	11		8	10	IN	OUT	TOTAL			
3:00	9 C 0	14	14		14	10	44	43	87			
3:15		18	18		14	12						
3:30		21	21		8	11						
3:45		25	30		9	13						
4:00		28	37		8	13						

PROJECT: Town V. Country

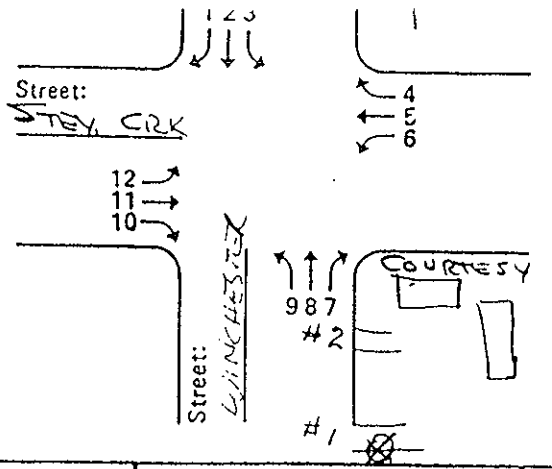
INTERSECTION: Courtesy Chevrolet

NAME:

DATE: 10-4-97

DAY OF WEEK: Sat. 2-4 p.m.

WEATHER: CLEAR



COUNT TABLE Driveways

STREET NAME OF APPROACH	Winchester #1			Winchester #2								
MOVEMENT TYPE (Right, Thru, Left)												
MOVEMENT NUMBER (1-2-3-4-etc.)		In	Out		In	Out						
TIME OF RECORDED COUNT:	COUNTS:	COUNTS:	COUNTS:	COUNTS:	COUNTS:	COUNTS:	COUNTS:	COUNTS:	COUNTS:	COUNTS:	COUNTS:	COUNTS:
2:00	97-0396	0	0		0	0						
2:15		1	6/20		5/5	4/4						
2:30		3/3	3/3		0/5	3/7						
2:45		1/1	3/5		5/10	2/9						
3:00		2/6	2/7		8/18	5/14						
3:15		0/6	1/6		10/28	7/21						
3:30		1/7	0/6		11/32	6/27						
3:45		1/8	5/11		4/36	4/33						
4:00		1/9	1/9		4/40	3/38						

Location ..... S. REDWOOD AVE. S/O STEVENS CREEK
Location Code 7
County ..... SAN JOSE
Recorder Set 10/01/97 15:54
Recording Start ... 10/01/97 16:00
Recording End 10/06/97 11:15
Sample Time ..... 15 Minutes
Operator Number ... 1
Machine Number ....
Channel 1
Divide By 2
Summation ..... No
Two-Way ..... No

Wednesday 10/01/97 Channel: 1

0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	2400	Total
																92	57	41	29	36	21	8	3	28
																23	22	9	10	9	7	4	1	
																22	11	20	7	14	4	1	1	
																22	2	2	6	5	9	1	0	
																25	12	10	6	8	1	2	1	

AM Peak Hour ..... Unavailable
AM Peak Hour Factor ..... Unavailable
PM Peak Hour ..... 16:00 to 17:00 (92 vehicles)
PM Peak Hour Factor 92.0%

Thursday 10/02/97 Channel: 1

0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	2400	Total
2	0	2	1	5	2	4	25	43	69	79	78	75	86	85	83	76	57	42	33	38	28	20	1	93
1	0	1	0	0	0	1	6	11	18	10	21	20	14	31	16	25	19	14	9	13	14	10	0	
1	0	0	0	0	0	2	6	9	22	17	21	21	14	18	21	18	18	10	10	10	8	5	0	
0	0	1	1	4	1	1	7	8	11	29	19	20	23	16	30	21	11	10	6	7	4	4	0	
0	0	0	0	1	1	0	6	15	18	23	17	14	35	20	16	12	9	8	8	8	2	1	1	

AM Peak Hour ..... 10:30 to 11:30 (94 vehicles)
AM Peak Hour Factor 81.0%
PM Peak Hour ..... 13:30 to 14:30 (107 vehicles)
PM Peak Hour Factor 76.4%

24-Hour Moving Total

01:00-	N/A	02:00-	N/A	03:00-	N/A	04:00-	N/A	05:00-	N/A	06:00-	N/A	07:00-	N/A	08:00-	N/A
09:00-	N/A	10:00-	N/A	11:00-	N/A	12:00-	N/A	13:00-	N/A	14:00-	N/A	15:00-	N/A	16:00-	N/A
17:00-	926	18:00-	910	19:00-	910	20:00-	911	21:00-	915	22:00-	917	23:00-	924	24:00-	936

97-036

Friday 10/03/97 Channel: 1

0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	2400	Totals
1	0	4	0	3	1	3	30	46	56	70	82	112	103	113	94	105	71	69	33	13	23	7	7	1050
1	0	1	0	1	0	0	9	14	12	11	17	31	34	27	25	30	18	23	7	4	8	3	6	
0	0	0	0	2	0	0	1	7	17	18	20	34	27	21	27	33	28	15	9	2	3	0	1	
0	0	0	0	1	1	2	10	4	16	15	25	16	21	33	22	28	13	14	4	4	1	1	0	
0	0	3	0	0	0	1	10	21	13	18	20	31	21	34	20	18	16	12	13	3	11	3	0	

AM Peak Hour ..... 11:00 to 12:00 (82 vehicles)
AM Peak Hour Factor 82.0%
PM Peak Hour ..... 14:30 to 15:30 (119 vehicles)
PM Peak Hour Factor 87.5%

24-Hour Moving Total

01:00-	933	02:00-	933	03:00-	935	04:00-	934	05:00-	932	06:00-	931	07:00-	930	08:00-	935
09:00-	938	10:00-	925	11:00-	918	12:00-	922	13:00-	959	14:00-	976	15:00-	1006	16:00-	1017
17:00-	1046	18:00-	1060	19:00-	1087	20:00-	1087	21:00-	1062	22:00-	1057	23:00-	1044	24:00-	1050

Saturday 10/04/97 Channel: 1

0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	2400	Totals
5	2	2	2	2	2	6	11	22	58	53	63	102	65	58	54	40	30	32	37	34	21	11	6	717
4	0	1	1	0	0	0	3	4	15	12	19	18	23	9	17	13	6	6	9	13	4	2	3	
1	0	0	0	0	0	0	2	3	15	12	4	24	19	20	13	7	9	7	16	7	3	3	2	
0	0	1	1	1	2	0	2	8	14	17	21	26	8	24	12	15	9	8	8	7	8	3	0	
0	2	0	0	1	0	6	4	7	14	11	19	24	15	5	12	5	6	11	4	7	6	3	1	

AM Peak Hour ..... 11:00 to 12:00 (63 vehicles)
AM Peak Hour Factor 75.0%
PM Peak Hour ..... 12:00 to 13:00 (102 vehicles)
PM Peak Hour Factor 91.1%

24-Hour Moving Total

01:00-	1054	02:00-	1056	03:00-	1054	04:00-	1056	05:00-	1055	06:00-	1056	07:00-	1059	08:00-	1040
09:00-	1016	10:00-	1018	11:00-	998	12:00-	979	13:00-	969	14:00-	931	15:00-	874	16:00-	834
17:00-	789	18:00-	728	19:00-	691	20:00-	695	21:00-	716	22:00-	714	23:00-	718	24:00-	717

97-036

Sunday 10/05/97 Channel: 1

0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	2400	Totals
3	3	[illegible]	1	2	3	0	8	9	23	[illegible]	35	68	112	81	[illegible]	51	24	28	13	9	8	1	3	522
[illegible]	0	[illegible]	0	0	[illegible]	0	4	[illegible]	1	2	4	[illegible]	[illegible]	[illegible]	3	9	3	1	7	1	1	1	1	
0	0	0	0	2	0	0	0	4	4	4	6	9	31	18	3	19	5	8	1	3	5	0	0	
0	0	0	0	0	1	0	1	0	[illegible]	1	9	21	29	20	[illegible]	10	4	5	3	5	2	0	0	
2	1	0	1	0	0	0	3	4	10	5	10	10	28	21	[illegible]	13	[illegible]7	7	2	0	0	0	2	

AM Peak Hour ..... 11:00 to 12:00 (25 vehicles)
AM Peak Hour Factor 62.5%
PM Peak Hour ..... 13:00 to 14:00 (112 vehicles)
PM Peak Hour Factor 90.3%

24-Hour Moving Total

01:00-	715	02:00-	716	03:00-	715	04:00-	714	05:00-	714	06:00-	715	07:00-	709	08:00-	706
09:00-	693	10:00-	658	11:00-	618	12:00-	580	13:00-	536	14:00-	583	15:00-	606	16:00-	596
17:00-	607	18:00-	601	19:00-	597	20:00-	573	21:00-	548	22:00-	535	23:00-	525	24:00-	522

Monday 10/06/97 Channel: 1

0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	2400	Total:
0	0	0	0	6	0	9	30	55	56	87	78													26[illegible]
0	0	0	0	4	0	1	4	12	10	22	16													
0	0	0	0	0	0	5	4	12	14	30														
0	0	0	0	1	0	2	7	16	15	20														
0	0	0	0	1	0	1	15	16	17	15														

AM Peak Hour ..... 09:45 to 10:45 (89 vehicles)
AM Peak Hour Factor 74.2%
PM Peak Hour ..... Unavailable
PM Peak Hour Factor ..... Unavailable

24-Hour Moving Total

01:00-	519	02:00-	516	03:00-	515	04:00-	514	05:00-	518	06:00-	515	07:00-	524	08:00-	546
09:00-	593	10:00-	626	11:00-	701	12:00-	N/A	13:00-	N/A	14:00-	N/A	15:00-	N/A	16:00-	N/A
17:00-	N/A	18:00-	N/A	19:00-	N/A	20:00-	N/A	21:00-	N/A	22:00-	N/A	23:00-	N/A	24:00-	N/A

97-036

Location ..... HEMLOCK AVE. W/O S. MONROE ST.
Location Code 8
County ..... SAN JOSE
Recorder Set 10/01/97 16:05
Recording Start ... 10/01/97 17:00
Recording End 10/06/97 17:00
Sample Time ..... 15 Minutes
Operator Number ... 1
Machine Number 97
Channel 1
Divide By 2
Summation ..... No
Two-Way ..... No

Wednesday 10/01/97 Channel: 1

0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	2400	Totals
																	179	134	79	45	21	15	8	481
																	54	50	34	13	6	4	2	
																	49	39	15	17	5	3	0	
																	38	26	15	4	4	3	3	
																	38	20	15	11	6	5	3	

AM Peak Hour ..... Unavailable
AM Peak Hour Factor ..... Unavailable
PM Peak Hour ..... 17:00 to 18:00 (179 vehicles)
PM Peak Hour Factor 82.9%

Thursday 10/02/97 Channel: 1

0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	2400	Totals
5	4	4	5	2	8	45	67	86	100	169	125	122	108	84	134	147	138	101	70	40	44	20	9	1637
2	2	1	0	0	2	2	15	17	33	36	40	36	25	26	22	40	43	25	28	7	16	10	4	
2	0	1	1	0	2	10	15	24	22	17	28	24	22	15	47	33	32	23	13	7	8	4	0	
0	0	1	4	2	3	20	26	16	15	28	21	35	30	21	32	42	33	25	11	13	9	3	3	
1	2	1	0	0	1	13	11	29	30	88	36	27	31	22	33	32	30	28	18	13	11	3	2	

AM Peak Hour ..... 10:30 to 11:30 (184 vehicles)
AM Peak Hour Factor 52.3%
PM Peak Hour ..... 15:15 to 16:15 (152 vehicles)
PM Peak Hour Factor 80.9%

24-Hour Moving Total

01:00-	N/A	02:00-	N/A	03:00-	N/A	04:00-	N/A	05:00-	N/A	06:00-	N/A	07:00-	N/A	08:00-	N/A
09:00-	N/A	10:00-	N/A	11:00-	N/A	12:00-	N/A	13:00-	N/A	14:00-	N/A	15:00-	N/A	16:00-	N/A
17:00-	N/A	18:00-	1696	19:00-	1655	20:00-	1622	21:00-	1613	22:00-	1608	23:00-	1631	24:00-	1636

97-036

Friday 10/03/97 Channel: 1

0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	2400	Totals
5	3	3	4	2	7	27	61	73	106	97	106	137	134	117	137	112	151	121	64	45	29	27	12	1565
1	1	2	2	1	1	2	14	16	27	19	19	28	37	38	24	24	36	33	21	14	7	6	2	
1	0	1	0	0	0	6	10	21	20	19	27	37	36	23	32	34	44	38	12	13	8	8	6	
1	1	0	2	1	4	10	13	8	24	20	28	32	36	20	27	29	43	25	18	13	5	8	1	
3	2	2	0	0	2	11	14	28	35	28	32	36	31	39	34	25	28	29	13	5	9	5	3	

AM Peak Hour ..... 09:00 to 10:00 (106 vehicles)
AM Peak Hour Factor 75.7%
PM Peak Hour ..... 17:15 to 18:15 (154 vehicles)
PM Peak Hour Factor 87.5%

24-Hour Moving Total

01:00-	1638	02:00-	1637	03:00-	1636	04:00-	1635	05:00-	1635	06:00-	1634	07:00-	1616	08:00-	1600								
09:00-	1587	10:00-	1593	11:00-	1515	12:00-	1496	13:00-	1511	14:00-	1537	15:00-	1570	16:00-	1573								
17:00-	1538	18:00-	1551	19:00-	1571	20:00-	1565	21:00-	1570	22:00-	1555	23:00-	1562	24:00-	1565								

Saturday 10/04/97 Channel: 1

0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	2400	Totals
4	5	5	2	3	1	9	21	29	54	71	87	108	99	103	106	96	98	86	67	37	34	35	13	1181
1	2	5	1	1	0	3	2	5	8	17	19	24	29	20	42	28	17	18	17	14	9	9	0	
0	2	0	0	1	0	1	6	8	12	22	27	28	30	32	24	25	33	23	17	7	7	11	4	
2	0	0	1	0	1	2	9	8	21	18	16	23	18	31	22	26	28	29	24	11	13	8	6	
1	1	0	0	1	0	3	4	8	13	11	25	33	22	25	18	17	20	24	9	5	5	7	3	

AM Peak Hour ..... 11:00 to 12:00 (87 vehicles)
AM Peak Hour Factor 80.6%
PM Peak Hour ..... 14:15 to 15:15 (130 vehicles)
PM Peak Hour Factor 77.4%

24-Hour Moving Total

01:00-	1563	02:00-	1565	03:00-	1567	04:00-	1565	05:00-	1566	06:00-	1560	07:00-	1542	08:00-	1512								
09:00-	1468	10:00-	1416	11:00-	1399	12:00-	1380	13:00-	1351	14:00-	1316	15:00-	1307	16:00-	1276								
17:00-	1250	18:00-	1207	19:00-	1172	20:00-	1175	21:00-	1167	22:00-	1172	23:00-	1180	24:00-	1181								

97-036

Sunday 10/05/97 Channel: 1

0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	2400	Totals
8	6	5	2	1	3	2	4	21	28	37	53	69	109	115	98	77	60	43	33	20	12	10	9	821
2	1	0	1	2	3	2	2	1	7	4	10	6	22	22	29	27	13	16	3	6	4	4	2	
2	1	0	0	0	0	0	0	8	2	11	16	15	26	36	10	23	14	10	12	7	5	0	3	
3	2	3	0	0	0	1	3	4	8	8	15	12	26	21	28	16	21	8	10	4	2	3	0	
1	1	2	1	1	0	1	1	8	11	14	9	27	32	33	25	11	10	9	6	3	1	3	4	

AM Peak Hour ..... 10:45 to 11:45 (58 vehicles)
AM Peak Hour Factor 90.6%
PM Peak Hour ..... 13:30 to 14:30 (119 vehicles)
PM Peak Hour Factor 82.6%

24-Hour Moving Total

01:00-	1185	02:00-	1185	03:00-	1185	04:00-	1185	05:00-	1183	06:00-	1185	07:00-	1178	08:00-	1161
09:00-	1153	10:00-	1127	11:00-	1090	12:00-	1056	13:00-	1017	14:00-	1027	15:00-	1034	16:00-	1023
17:00-	1004	18:00-	966	19:00-	923	20:00-	889	21:00-	872	22:00-	850	23:00-	825	24:00-	821

Monday 10/06/97 Channel: 1

0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	2400	Total
3	2	1	0	1	3	34	21	0	10	10														15
1	0	0	0	0	2	4	15	0	0	22														
2	0	0	0	0	0	10	16	0	1	17														
0	0	1	0	0	0	7	0	0	0	14														
0	2	0	0	1	1	13	0	0	9	17														

AM Peak Hour ..... 10:00 to 11:00 (70 vehicles)
AM Peak Hour Factor 79.5%
PM Peak Hour ..... Unavailable
PM Peak Hour Factor ..... Unavailable

24-Hour Moving Total

01:00-	816	02:00-	813	03:00-	809	04:00-	807	05:00-	807	06:00-	807	07:00-	839	08:00-	866
09:00-	845	10:00-	827	11:00-	860	12:00-	N/A	13:00-	N/A	14:00-	N/A	15:00-	N/A	16:00-	N/A
17:00-	N/A	18:00-	N/A	19:00-	N/A	20:00-	N/A	21:00-	N/A	22:00-	N/A	23:00-	N/A	24:00-	N/A

97-036

Location ..... DUDLEY AVE. N/O TISCH WAY
Location Code 9
County ..... SAN JOSE
Recorder Set 10/01/97 16:16
Recording Start ... 10/01/97 17:00
Recording End 10/06/97 11:15
Sample Time ..... 15 Minutes
Operator Number ... 1
Machine Number 70
Channel 1
Divide By 2
Summation ..... No
Two-Way ..... No

Wednesday 10/01/97 Channel: 1

0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	2400	Totals
																	45	55	18	8	6	2	2	136
																	13	21	13	2	1	0	0	
																	10	4	3	1	0	1	0	
																	11	7	2	2	4	1	0	
																	11	23	0	3	1	0	2	

AM Peak Hour ..... Unavailable
AM Peak Hour Factor ..... Unavailable
PM Peak Hour ..... 18:00 to 19:00 (55 vehicles)
PM Peak Hour Factor 59.8%

Thursday 10/02/97 Channel: 1

0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	2400	Totals
2	6	2	0	0	1	2	9	93	16	33	38	38	50	17	11	42	30	25	12	8	16	0	0	451
0	0	1	0	0	0	0	3	13	3	8	16	6	19	0	4	14	10	6	0	2	13	0	0	
0	5	1	0	0	0	2	0	39	1	9	12	9	14	4	3	15	7	3	4	2	0	0	0	
0	0	0	0	0	0	0	1	23	4	9	6	14	10	6	1	9	4	9	3	1	2	0	0	
2	0	0	0	0	1	0	5	18	8	7	4	9	7	7	3	4	9	7	5	3	1	0	0	

AM Peak Hour ..... 08:00 to 09:00 (93 vehicles)
AM Peak Hour Factor 59.6%
PM Peak Hour ..... 12:30 to 13:30 (56 vehicles)
PM Peak Hour Factor 73.7%

24-Hour Moving Total

01:00-	N/A	02:00-	N/A	03:00-	N/A	04:00-	N/A	05:00-	N/A	06:00-	N/A	07:00-	N/A	08:00-	N/A
09:00-	N/A	10:00-	N/A	11:00-	N/A	12:00-	N/A	13:00-	N/A	14:00-	N/A	15:00-	N/A	16:00-	N/A
17:00-	N/A	18:00-	496	19:00-	481	20:00-	451	21:00-	445	22:00-	445	23:00-	455	24:00-	453

97-036

Friday 10/03/97 Channel: 1

0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	2400	Totals
0	0	0	0	0	0	0	11	68	22	10	32	38	27	12	23	37	21	9	8	0	9	12	2	339
0	1	1	0	0	1	0	3	13	10	1	6	9	10	5	5	15	10	6	3	0	3	2	0	
0	0	0	0	0	0	0	2	21	1	3	7	12	7	3	3	9	4	0	0	0	1	2	1	
0	0	0	0	0	0	0	1	23	6	1	10	8	2	2	7	4	2	2	2	0	4	3	0	
0	0	0	0	0	0	0	5	11	1	2	10	9	8	2	8	9	5	1	3	0	1	5	1	

AM Peak Hour ..... 08:00 to 09:00 (68 vehicles)
AM Peak Hour Factor 73.9%
PM Peak Hour ..... 12:15 to 13:15 (39 vehicles)
PM Peak Hour Factor 81.3%

24-Hour Moving Total

01:00-	449	02:00-	443	03:00-	441	04:00-	441	05:00-	441	06:00-	440	07:00-	438	08:00-	440
09:00-	415	10:00-	419	11:00-	396	12:00-	390	13:00-	390	14:00-	387	15:00-	362	16:00-	374
17:00-	369	18:00-	360	19:00-	344	20:00-	340	21:00-	332	22:00-	325	23:00-	337	24:00-	339

Saturday 10/04/97 Channel: 1

0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	2400	Totals
1	1	1	0	0	3	3	13	38	15	23	15	32	19	24	5	8	4	4	7	2	3	3	0	225
1	0	0	0	0	1	1	2	12	6	3	2	7	3	18	2	3	2	2	5	0	0	2	0	
0	0	0	0	0	1	2	3	9	2	5	5	11	4	4	1	3	2	1	0	0	0	1	0	
0	0	1	0	0	0	0	1	9	5	0	5	9	3	0	1	2	0	0	1	2	2	0	0	
0	1	0	0	0	2	0	7	8	3	15	3	5	9	2	1	0	0	1	1	0	1	0	0	

AM Peak Hour ..... 08:00 to 09:00 (38 vehicles)
AM Peak Hour Factor 79.2%
PM Peak Hour ..... 13:15 to 14:15 (34 vehicles)
PM Peak Hour Factor 47.2%

24-Hour Moving Total

01:00-	340	02:00-	341	03:00-	342	04:00-	342	05:00-	342	06:00-	345	07:00-	348	08:00-	350
09:00-	320	10:00-	316	11:00-	329	12:00-	312	13:00-	306	14:00-	298	15:00-	310	16:00-	292
17:00-	253	18:00-	246	19:00-	241	20:00-	240	21:00-	242	22:00-	236	23:00-	227	24:00-	225

97-036

Sunday 10/05/97 Channel: 1

0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	2400	Totals
0	1	0	0	1	0	2	10	15	0	1	12	4	1	5	10	18	15	5	4	4	4	1	0	131
0	1	0	0	1	1	1	0	5	0	4	4	1	4	4	2	4	1	0	0	1	0	0	0	
0	1	0	0	0	0	1	0	1	0	1	4	1	0	1	2	3	2	4	2	0	0	1	0	
0	1	0	0	0	0	0	3	4	0	0	4	3	2	0	1	5	10	0	2	1	0	0	0	
0	0	0	0	0	0	0	7	0	0	0	0	0	1	0	5	2	3	0	0	2	4	0	0	

AM Peak Hour ..... 07:45 to 08:45 (23 vehicles)
AM Peak Hour Factor 82.1%
PM Peak Hour ..... 15:45 to 16:45 (21 vehicles)
PM Peak Hour Factor 58.3%

24-Hour Moving Total

01:00-	224	02:00-	224	03:00-	223	04:00-	223	05:00-	223	06:00-	220	07:00-	219	08:00-	216
09:00-	194	10:00-	178	11:00-	162	12:00-	159	13:00-	133	14:00-	121	15:00-	102	16:00-	107
17:00-	117	18:00-	129	19:00-	133	20:00-	130	21:00-	132	22:00-	133	23:00-	131	24:00-	131

Monday 10/06/97 Channel: 1

0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	2400	Totals
0	1	0	0	2	0	3	14	59	17	11	0													106
0	1	0	0	0	0	0	1	12	3	1	0													
0	1	0	0	0	0	0	4	27	7	2														
0	0	0	0	1	0	3	3	17	4	3														
0	1	0	0	1	0	0	6	3	3	5														

AM Peak Hour ..... 07:45 to 08:45 (62 vehicles)
AM Peak Hour Factor 57.4%
PM Peak Hour ..... Unavailable
PM Peak Hour Factor ..... Unavailable

24-Hour Moving Total

01:00-	131	02:00-	130	03:00-	130	04:00-	130	05:00-	132	06:00-	132	07:00-	133	08:00-	137
09:00-	180	10:00-	197	11:00-	201	12:00-	N/A	13:00-	N/A	14:00-	N/A	15:00-	N/A	16:00-	N/A
17:00-	N/A	18:00-	N/A	19:00-	N/A	20:00-	N/A	21:00-	N/A	22:00-	N/A	23:00-	N/A	24:00-	N/A

97-036

Location ..... S. BAYWOOD AVE. N/O TISCH WAY
Location Code 10
County ..... SAN JOSE
Recorder Set 10/01/97 16:26
Recording Start ... 10/01/97 17:00
Recording End 10/06/97 11:15
Sample Time ..... 15 Minutes
Operator Number ... 1
Machine Number ....
Channel 1
Divide By 2
Summation ..... No
Two-Way ..... No

Wednesday 10/01/97 Channel: 1

0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	2400	Total
																	244	214	66	59	112	28	8	73
																	58	65	27	18	14	9	5	
																	45	76	15	9	37	4	1	
																	80	49	12	7	50	5	1	
																	61	24	12	25	11	10	1	

AM Peak Hour ..... Unavailable
AM Peak Hour Factor ..... Unavailable
PM Peak Hour ..... 17:30 to 18:30 (282 vehicles)
PM Peak Hour Factor 88.1%

Thursday 10/02/97 Channel: 1

0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	2400	Total
6	9	16	0	5	9	24	77	165	128	74	130	193	152	108	104	141	210	199	49	58	111	16	9	199
1	1	3	0	3	2	2	11	37	48	21	19	54	50	31	22	28	61	53	11	12	25	4	2	
2	4	7	0	0	0	6	20	43	29	23	49	60	32	39	28	32	39	84	16	13	33	9	3	
0	1	5	0	1	0	10	24	57	17	12	27	33	41	17	25	48	62	37	11	16	28	1	2	
3	3	1	0	2	7	6	22	28	34	18	35	53	29	21	29	33	48	25	11	17	25	2	2	

AM Peak Hour ..... 08:15 to 09:15 (176 vehicles)
AM Peak Hour Factor 77.2%
PM Peak Hour ..... 17:30 to 18:30 (247 vehicles)
PM Peak Hour Factor 73.5%

24-Hour Moving Total

01:00-	N/A	02:00-	N/A	03:00-	N/A	04:00-	N/A	05:00-	N/A	06:00-	N/A	07:00-	N/A	08:00-	N/A
09:00-	N/A	10:00-	N/A	11:00-	N/A	12:00-	N/A	13:00-	N/A	14:00-	N/A	15:00-	N/A	16:00-	N/A
17:00-	N/A	18:00-	2078	19:00-	2044	20:00-	2029	21:00-	2012	22:00-	2011	23:00-	2010	24:00-	1998

97-036

Friday 10/03/97 Channel: 1

0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	2400	Totals
10	2	18	7	11	10	22	84	167	129	142	122	173	158	133	145	173	116	77	47	31	22	19	8	1826
3	2		1	1	2	2	13	31	44	20	1	15	41	35	29	46	1	22	20	6	5	7	2	
3	0	3	1	6	1	5	9	40	32	47	22	29	46	36	32	32	42	16	11	12	7	3	1	
3	0	9	0	1	2	4	22	53	26	37	25	43	30	29	40	37	44	20	8	5	9	3	4	
1	0	5	1	3	5	11	40	43	27	38	12	46	41	33	24	58	28	19	8	8	1	6	1	

AM Peak Hour ..... 08:15 to 09:15 (180 vehicles)
AM Peak Hour Factor 84.9%
PM Peak Hour ..... 12:30 to 13:30 (176 vehicles)
PM Peak Hour Factor 95.7%

24-Hour Moving Total

01:00-	2003	02:00-	1996	03:00-	1998	04:00-	2005	05:00-	2010	06:00-	2011	07:00-	2009	08:00-	2016
09:00-	2018	10:00-	2019	11:00-	2087	12:00-	2079	13:00-	2054	14:00-	2060	15:00-	2085	16:00-	2126
17:00-	2158	18:00-	2064	19:00-	1942	20:00-	1940	21:00-	1913	22:00-	1824	23:00-	1827	24:00-	1826

Saturday 10/04/97 Channel: 1

0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	2400	Totals
14	11	8	2	2	4	1	9	105	63	33	40	107	63	90	44	104	58	31	25	23	21	17	16	892
1	0	4	1	2	2	0	3	20	34	7	6	33	16	19	13	24	18	12	5	10	8	6	5	
6	8	0	0	0	0	0	0	17	14	10	7	18	15	21	9	27	22	6	7	7	7	6	8	
1	0	2	0	0	2	1	2	24	9	8	10	25	11	25	8	21	7	4	7	6	4	4	0	
6	3	2	1	0	0	0	4	44	5	8	19	31	21	25	14	32	11	9	6	0	2	1	3	

AM Peak Hour ..... 08:15 to 09:15 (119 vehicles)
AM Peak Hour Factor 67.6%
PM Peak Hour ..... 12:00 to 13:00 (107 vehicles)
PM Peak Hour Factor 81.1%

24-Hour Moving Total

01:00-	1830	02:00-	1839	03:00-	1829	04:00-	1824	05:00-	1815	06:00-	1809	07:00-	1788	08:00-	1713
09:00-	1651	10:00-	1584	11:00-	1475	12:00-	1395	13:00-	1329	14:00-	1234	15:00-	1191	16:00-	1090
17:00-	1021	18:00-	963	19:00-	917	20:00-	895	21:00-	887	22:00-	886	23:00-	884	24:00-	892

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Sunday 10/05/97 Channel: 1

0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	2400	Total
14	12	4	3	2	1	2	7	7	17	18	28	32	39	34	24	43	27	5	30	20	12	16	9	40
5	1	2	1	1	2	2	1	2	1	1	6	11	11	1	2	18	12	3	6	6	2	2	4	
2	4	0	1	0	1	2	1	2	2	5	2	6	3	16	12	8	1	0	12	4	6	9	5	
3	1	1	0	0	0	0	1	1	3	3	10	2	12	9	6	5	7	2	8	5	2	2	0	
4	0	3	1	1	1	2	4	2	11	3	8	13	7	3	6	12	7	0	4	5	1	3	0	

AM Peak Hour ..... 09:30 to 10:30 (26 vehicles)
AM Peak Hour Factor 59.1%
PM Peak Hour ..... 12:45 to 13:45 (45 vehicles)
PM Peak Hour Factor 86.5%

24-Hour Moving Total

01:00-	892	02:00-	893	03:00-	889	04:00-	890	05:00-	890	06:00-	887	07:00-	888	08:00-	886
09:00-	788	10:00-	743	11:00-	728	12:00-	712	13:00-	537	14:00-	513	15:00-	557	16:00-	537
17:00-	476	18:00-	445	19:00-	419	20:00-	424	21:00-	421	22:00-	412	23:00-	411	24:00-	404

Monday 10/06/97 Channel: 1

0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	2400	Tota
8	4	1	3	5	13	21	91	202	120	65	24													5
0	2	1	0	2	3	3	14	34	34	17	24													
2	1	0	1	4	4	3	14	68	33	14														
1	1	0	0	0	1	3	27	49	29	16														
5	0	0	2	0	5	12	36	51	24	9														

AM Peak Hour ..... 08:00 to 09:00 (202 vehicles)
AM Peak Hour Factor 74.3%
PM Peak Hour ..... Unavailable
PM Peak Hour Factor ..... Unavailable

24-Hour Moving Total

01:00-	398	02:00-	390	03:00-	387	04:00-	387	05:00-	391	06:00-	403	07:00-	422	08:00-	506
09:00-	701	10:00-	804	11:00-	842	12:00-	N/A	13:00-	N/A	14:00-	N/A	15:00-	N/A	16:00-	N/A
17:00-	N/A	18:00-	N/A	19:00-	N/A	20:00-	N/A	21:00-	N/A	22:00-	N/A	23:00-	N/A	24:00-	N/A

97-036

Weekly Summary Report

Generated by MSC3000 Version 2.00 Copyright [illegible] Mitron Systems Corporation

Location ..... STEVENS CREEK E/O BAYWOOD (EB)
Location Code 1
County ..... SAN JOSE
Recorder Set 08/08/97 12:19
Recording Start ... 08/08/97 13:00
Recording End 08/16/97 16:30
Sample Time ..... 15 Minutes
Operator Number ... 1
Machine Number 66
Channel 1
Recorder Mode ..... Volume

Week of August 3, 1997. Channel: 1 Direction: E

End Time	3 Sun	4 Mon	5 Tue	6 Wed	7 Thu	8 Fri	9 Sat	Wkday Avg.	Daily Avg.
01:00							489		489
02:00							192		192
03:00							145		145
04:00							79		79
05:00							64		64
06:00							112		112
07:00							141		141
08:00							317		317
09:00							577		577
10:00							819		819
11:00							1218		1218
12:00							1682		1682
13:00							1857		1857
14:00						2118	1953	2118	2036
15:00						2080	2037	2080	2059
16:00						1940	2159	1940	2050
17:00						2031	2104	2031	2068
18:00						2042	1942	2042	1992
19:00						1811	1739	1811	1775
20:00						1681	1384	1681	1533
21:00						1556	1154	1556	1355
22:00						1496	1122	1496	1309
23:00						1066	784	1066	925
24:00						772	703	772	738
Totals						18593	24773	18593	25529

% Avg Wkday	100.0	133.2	
% Avg Day	72.8	97.0	
AM Peak Hr		12:00	
AM Count		1682	
PM Peak Hr	14:00	16:00	97-036
PM Count	2118	2159	

Weekly Summary Report Page

Location ..... STEVENS CREEK E/O BAYWOOD (EB)
Location Code 1
County ..... SAN JOSE
Recorder Set 08/08/97 12:19
Recording Start ... 08/08/97 13:00
Recording End 08/16/97 16:30
Sample Time ..... 15 Minutes
Operator Number ... 1
Machine Number 66
Channel 1
Recorder Mode ..... Volume

Week of August 10, 1997. Channel: 1 Direction: E

End Time	10 Sun	11 Mon	12 Tue	13 Wed	14 Thu	15 Fri	16 Sat	Wkday Avg.	Daily Avg.
01:00	473	218	202	205	218	226	173	213	302
02:00	158	97	95	91	106	93	206	96	121
03:00	116	58	61	57	63	60	121	60	77
04:00	62	38	42	55	58	60	74	51	56
05:00	59	79	74	71	72	76	71	74	72
06:00	59	153	180	145	171	168	90	163	138
07:00	114	355	360	383	351	341	148	358	293
08:00	202	578	613	572	573	610	298	589	492
09:00	320	706	762	765	789	817	537	768	671
10:00	485	861	900	835	915	947	841	892	826
11:00	727	1139	1108	1059	1128	1367	1250	1160	1111
12:00	1072	1337	1343	1346	1342	1708	1625	1415	1396
13:00	1439	1785	1726	1686	1806	2083	1890	1817	1774
14:00	1699	1945	1915	1870	1953	2233	2010	1983	1946
15:00	1899	1818	1906	1805	1861	2138	2028	1906	1922
16:00	1969	1841	1761	1863	1884	2061	854	1882	1748
17:00	1936	1869	1905	1786	1858	2018		1887	1895
18:00	1795	1868	1899	1859	1906	2165		1939	1915
19:00	1481	1715	1786	1770	1744	1886		1780	1730
20:00	1246	1449	1442	1558	1541	1716		1541	1492
21:00	859	1308	1397	1486	1486	1494		1434	1338
22:00	797	1183	1251	1338	1391	1463		1325	1237
23:00	488	638	739	802	795	1063		807	754
24:00	390	374	386	436	419	565		436	428
Totals	19845	23412	23853	23843	24427	27358	12616	24579	23735
% Avg Wkday	80.7	95.3	97.0	97.0	99.4	111.3	51.3		
% Avg Day	83.6	98.6	100.5	100.5	102.9	115.3	53.2		
AM Peak Hr	12:00	12:00	12:00	12:00	12:00	12:00	12:00		
AM Count	1072	1337	1343	1346	1342	1708	1625		
PM Peak Hr	16:00	14:00	14:00	14:00	14:00	14:00	15:00		
PM Count	1969	1945	1915	1870	1953	2233	2028		

97-036

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AUG 1 9 1997
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Volume Count Report

Generated by MSC2000 Version 2.00 Copyright 1991, 1997 Metron Systems Corporation

Location ..... STEVENS CREEK E/O BAYWOOD (EB)
Location Code 1
County ..... SAN JOSE
Recorder Set 08/08/97 12:19
Recording Start ... 08/08/97 13:00
Recording End 08/16/97 16:30
Sample Time ..... 15 Minutes
Operator Number ... 1
Machine Number 66
Channel 1
Divide By 2
Summation ..... No
Two-Way ..... No

Friday 08/08/97 Channel: 1 Direction: E

0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	2400	Total
[illegible]																	2042	1811	1691	1556	1496	1066	772	18593
[illegible]																	536	512	490	406	352	357	188	
[illegible]																	535	449	416	379	361	282	162	
538	506	450	522	518	467	414	409	413	219	203														
508	507	499	495	483	383	331	362	370	208	219														

AM Peak Hour ..... Unavailable
AM Peak Hour Factor ..... Unavailable
PM Peak Hour ..... 13:30 to 14:30 (2133 vehicles)
PM Peak Hour Factor 95.9%

Saturday 08/09/97 Channel: 1 Direction: E

0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	2400	Total
489	192	145	79	64	112	141	317	577	819	1218	1682	1857	1953	2037	2159	2104	1942	1739	1384	1154	1122	784	703	2477
106	59	40	20	14	21	28	59	126	163	279	362	438	473	536	530	537	507	457	413	282	299	290	163	
80	53	46	23	15	27	36	68	116	202	290	395	489	480	489	538	543	487	481	368	259	272	172	133	
92	38	39	19	14	25	39	90	158	197	293	445	472	495	507	554	518	480	436	292	306	317	167	212	
211	42	20	17	21	39	38	100	177	257	356	480	458	505	505	537	506	468	365	311	307	234	155	195	

AM Peak Hour ..... 11:00 to 12:00 (1682 vehicles)
AM Peak Hour Factor 87.6%
PM Peak Hour ..... 15:30 to 16:30 (2171 vehicles)
PM Peak Hour Factor 98.0%

24-Hour Moving Total

01:00-	N/A	02:00-	N/A	03:00-	N/A	04:00-	N/A	05:00-	N/A	06:00-	N/A	07:00-	N/A	08:00-	N/A
09:00-	N/A	10:00-	N/A	11:00-	N/A	12:00-	N/A	13:00-	N/A	14:00-	26285	15:00-	26120	16:00-	26077
17:00-	26296	18:00-	26369	19:00-	26269	20:00-	26197	21:00-	25900	22:00-	25498	23:00-	25124	24:00-	24842

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Volume Report, 'STEVENS CREEK E/O BAYWOOD (EB)' page 2

Sunday 08/10/97 Channel: 1 Direction: E

0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	2400	Totals
473	168	110	62	69	59	114	202	320	465	727	1072	1439	1699	1899	1969	1936	1795	1481	1246	859	797	488	390	19845
108	41	39	23	17	13	16	47	39	65	145	247	372	404	451	504	456	500	413	403	227	203	184	83	
89	41	28	17	12	16	29	42	72	107	160	268	360	444	498	490	518	439	413	305	261	181	122	81	
77	40	24	13	18	13	32	53	92	145	200	284	344	427	468	454	474	465	326	299	197	249	98	125	
199	23	25	9	12	17	37	61	117	148	222	273	363	424	482	521	478	391	329	239	174	164	84	101	

AM Peak Hour ..... 11:00 to 12:00 (1072 vehicles)
AM Peak Hour Factor 94.4%
PM Peak Hour ..... 15:45 to 16:45 (1979 vehicles)
PM Peak Hour Factor 95.0%

24-Hour Moving Total

01:00- 24757	02:00- 24723	03:00- 24694	04:00- 24677	05:00- 24672	06:00- 24619	07:00- 24592	08:00- 24477
09:00- 24220	10:00- 23886	11:00- 23395	12:00- 22785	13:00- 22367	14:00- 22113	15:00- 21975	16:00- 21785
17:00- 21617	18:00- 21470	19:00- 21212	20:00- 21074	21:00- 20779	22:00- 20454	23:00- 20158	24:00- 19845

Monday 08/11/97 Channel: 1 Direction: E

0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	2400	Total
218	97	58	38	79	153	355	578	706	861	1139	1337	1785	1945	1818	1841	1869	1868	1715	1449	1308	1183	638	374	23412
58	40	19	7	19	30	56	97	159	197	302	311	419	504	453	439	452	470	464	381	347	344	242	108	
55	20	15	10	9	26	90	155	179	206	269	350	430	495	476	435	455	474	458	397	347	320	146	90	
30	20	14	10	22	36	94	153	177	225	284	316	452	464	449	492	503	464	388	349	295	299	141	100	
75	17	10	11	29	61	115	173	191	233	284	360	484	482	440	475	459	460	405	322	319	220	109	76	

AM Peak Hour ..... 11:00 to 12:00 (1337 vehicles)
AM Peak Hour Factor 92.8%
PM Peak Hour ..... 12:45 to 13:45 (1947 vehicles)
PM Peak Hour Factor 96.6%

24-Hour Moving Total

01:00- 19590	02:00- 19529	03:00- 19471	04:00- 19447	05:00- 19467	06:00- 19561	07:00- 19802	08:00- 20178
09:00- 20564	10:00- 20940	11:00- 21352	12:00- 21617	13:00- 21963	14:00- 22209	15:00- 22128	16:00- 22000
17:00- 21933	18:00- 22006	19:00- 22240	20:00- 22443	21:00- 22892	22:00- 23278	23:00- 23428	24:00- 23412

97-036

Tuesday 08/12/97 Channel: 1 Direction: E

0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	2400	Totals
202	98	67	42	74	180	360	613	762	900	1108	1343	1726	1915	1906	1761	1905	1899	1788	1442	1397	1251	739	386	23953
61	29	22	13	18	30	58	111	189	220	249	307	416	513	508	393	436	463	477	404	336	337	280	118	
64	22	17	11	12	35	91	159	180	230	268	314	430	493	484	463	502	496	473	395	372	326	182	81	
41	26	15	9	16	50	96	159	194	214	287	350	424	450	466	458	500	502	437	343	339	309	141	98	
36	19	7	9	33	65	115	184	199	236	294	372	454	459	448	447	467	438	403	340	350	279	136	89	

AM Peak Hour ..... 11:00 to 12:00 (1343 vehicles)
AM Peak Hour Factor 90.3%
PM Peak Hour ..... 16:15 to 17:15 (1932 vehicles)
PM Peak Hour Factor 96.2%

24-Hour Moving Total

01:00- 23395	02:00- 23394	03:00- 23397	04:00- 23401	05:00- 23396	06:00- 23423	07:00- 23428	08:00- 23463
09:00- 23519	10:00- 23558	11:00- 23527	12:00- 23533	13:00- 23474	14:00- 23444	15:00- 23532	16:00- 23452
17:00- 23486	18:00- 23519	19:00- 23590	20:00- 23583	21:00- 23572	22:00- 23740	23:00- 23841	24:00- 23853

Wednesday 08/13/97 Channel: 1 Direction: E

0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	2400	Totals
205	97	57	55	71	145	383	572	765	835	1059	1346	1686	1870	1805	1863	1786	1859	1770	1558	1486	1338	802	436	23843
53	24	20	14	16	24	73	107	185	179	248	325	383	502	450	439	410	456	498	377	356	376	307	143	
55	35	15	14	7	24	99	137	198	203	219	327	413	478	444	442	453	506	472	437	377	350	202	99	
41	19	10	11	24	32	85	119	187	223	276	331	431	428	458	458	458	461	424	393	380	336	168	119	
56	19	12	16	24	65	125	209	195	230	316	363	459	462	453	524	465	436	376	351	373	276	125	75	

AM Peak Hour ..... 11:00 to 12:00 (1346 vehicles)
AM Peak Hour Factor 92.7%
PM Peak Hour ..... 17:15 to 18:15 (1901 vehicles)
PM Peak Hour Factor 93.9%

24-Hour Moving Total

01:00- 23856	02:00- 23852	03:00- 23848	04:00- 23861	05:00- 23858	06:00- 23823	07:00- 23846	08:00- 23805
09:00- 23808	10:00- 23743	11:00- 23694	12:00- 23697	13:00- 23657	14:00- 23612	15:00- 23511	16:00- 23613
17:00- 23494	18:00- 23454	19:00- 23438	20:00- 23554	21:00- 23643	22:00- 23730	23:00- 23793	24:00- 23843

97-036

Volume Report, 'STEVENS CREEK E/O BAYWOOD (EB)'

Thursday 08/14/97 Channel: 1 Direction: E

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	Totals
215	108	63	58	72	171	361	573	789	915	1128	1342	1806	1953	1861	1884	1858	1926	1744	1541	1486	1391	795	419	24427
71	22	12	15	12	24	66	108	177	219	248	308	414	492	453	474	459	477	496	421	362	376	282	126	
49	22	11	11	14	23	68	140	201	223	264	325	426	468	470	449	441	503	450	400	383	365	211	99	
43	35	21	15	20	52	89	137	211	240	287	343	485	518	454	490	492	485	408	363	383	328	183	105	
56	24	19	17	26	66	108	188	200	233	329	366	481	475	454	469	466	435	398	357	358	322	119	69	

AM Peak Hour ..... 11:00 to 12:00 (1342 vehicles)
AM Peak Hour Factor 91.7%
PM Peak Hour ..... 12:45 to 13:45 (1959 vehicles)
PM Peak Hour Factor 94.5%

24-Hour Moving Total

01:00- 23853	02:00- 23868	03:00- 23874	04:00- 23877	05:00- 23878	06:00- 23904	07:00- 23872	08:00- 23873
09:00- 23897	10:00- 23977	11:00- 24046	12:00- 24042	13:00- 24162	14:00- 24245	15:00- 24301	16:00- 24322
17:00- 24394	18:00- 24441	19:00- 24415	20:00- 24398	21:00- 24398	22:00- 24451	23:00- 24444	24:00- 24427

Friday 08/15/97 Channel: 1 Direction: E

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	2400	Tota
226	93	60	60	76	168	341	610	817	947	1367	1708	2083	2233	2138	2061	2018	2165	1886	1716	1494	1463	1063	565	2735	
80	24	16	18	11	18	52	105	192	193	313	407	486	554	536	530	538	559	522	518	363	359	379	166		
58	27	13	12	14	37	87	130	186	232	285	407	491	566	544	502	520	562	491	458	383	320	249	116		
30	24	17	17	23	44	92	155	215	249	370	424	543	546	540	523	478	551	442	407	356	409	261	121		
58	18	14	13	28	69	110	220	224	273	399	470	553	557	518	506	482	493	431	333	392	375	174	162		

AM Peak Hour ..... 11:00 to 12:00 (1708 vehicles)
AM Peak Hour Factor 90.9%
PM Peak Hour ..... 13:00 to 14:00 (2233 vehicles)
PM Peak Hour Factor 98.5%

24-Hour Moving Total

01:00- 24438	02:00- 24425	03:00- 24422	04:00- 24424	05:00- 24428	06:00- 24425	07:00- 24415	08:00- 24452
09:00- 24480	10:00- 24512	11:00- 24751	12:00- 25117	13:00- 25394	14:00- 25674	15:00- 25951	16:00- 26128
17:00- 26288	18:00- 26547	19:00- 26689	20:00- 26864	21:00- 26872	22:00- 26944	23:00- 27212	24:00- 27358

97-036

Volume Report, 'STEVENS CREEK E/O BAYWOOD (EB)'

Saturday 08/16/97 Channel: 1 Direction: E

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	Totals
573	206	101	74	77	90	148	338	537	841	1000	1625	1893	2010	2028	854	3								12616
269	66	31	19	17	16	31	68	114	148	285	411	468	835	502	532	0								
104	63	35	23	18	15	30	73	111	209	304	335	464	870	532	321	0								
104	42	30	12	19	30	34	70	136	232	321	384	496	498	474	1									
96	38	30	20	17	29	51	97	176	252	370	435	462	497	520	0									

AM Peak Hour ..... 11:00 to 12:00 (1625 vehicles)
AM Peak Hour Factor 93.4%
PM Peak Hour ..... 14:15 to 15:15 (2058 vehicles)
PM Peak Hour Factor 96.7%

24-Hour Moving Total

01:00- 27705	02:00- 27818	03:00- 27879	04:00- 27893	05:00- 27886	06:00- 27810	07:00- 27617	08:00- 27305
09:00- 27025	10:00- 26919	11:00- 26802	12:00- 26719	13:00- 26526	14:00- 26303	15:00- 26193	16:00- 24986
17:00- N/A	18:00- N/A	19:00- N/A	20:00- N/A	21:00- N/A	22:00- N/A	23:00- N/A	24:00- N/A

97-036

Weekly Summary Report

Generated by MSC3000 Version 2.00 Copyright 1990. [illegible] Mirror Systems Corporation

Location ..... STEVENS CREEK E/O BAYWOOD (WB)
Location Code 2
County ..... SAN JOSE
Recorder Set 08/08/97 12:35
Recording Start ... 08/08/97 13:00
Recording End 08/16/97 16:30
Sample Time ..... 15 Minutes
Operator Number ... 1
Machine Number 45
Channel 1
Recorder Mode ..... Volume

Week of August 3, 1997. Channel: 1 Direction: W

End Time	3 Sun	4 Mon	5 Tue	6 Wed	7 Thu	8 Fri	9 Sat	Wkday Avg.	Daily Avg.
01:00							266		266
02:00							180		180
03:00							122		122
04:00							72		72
05:00							68		68
06:00							90		90
07:00							202		202
08:00							421		421
09:00							826		826
10:00							1319		1319
11:00							1699		1699
12:00							2018		2018
13:00							2049		2049
14:00						1923	2078	1923	2001
15:00						1907	2034	1907	1971
16:00						1820	1956	1820	1888
17:00						1733	1850	1733	1792
18:00						1731	1566	1731	1649
19:00						1537	1430	1537	1484
20:00						1540	1302	1540	1421
21:00						1322	1029	1322	1176
22:00						1126	891	1126	1009
23:00						703	580	703	642
24:00						401	352	401	377
Totals						15743	24400	15743	24738

% Avg Wkday	100.0	155.0
% Avg Day	63.6	98.6
AM Peak Hr		12:00
AM Count		2018
PM Peak Hr	14:00	14:00
PM Count	1923	2078

97-036

Weekly Summary Report

Location ..... STEVENS CREEK E/O BAYWOOD WB)
Location Code 2
County ..... SAN JOSE
Recorder Set 08/08/97 12:35
Recording Start ... 08/08/97 13:00
Recording End 08/16/97 16:30
Sample Time ..... 15 Minutes
Operator Number ... 1
Machine Number 45
Channel 1
Recorder Mode ..... Volume

Week of August 10, 1997. Channel: 1 Direction: W

End Time	10 Sun	11 Mon	12 Tue	13 Wed	14 Thu	15 Fri	16 Sat	Wkday Avg.	Daily Avg.
01:00	243	114	131	154	154	30	274	141	174
02:00	174	75	89	87	105	95	156	90	112
03:00	112	51	62	62	63	60	126	60	77
04:00	60	26	44	49	54	48	69	44	50
05:00	37	63	44	50	50	46	55	51	49
06:00	60	158	193	140	180	165	92	167	141
07:00	137	469	483	524	520	482	235	496	407
08:00	250	1148	1194	1208	1242	1138	415	1186	942
09:00	416	1220	1265	1389	1434	1375	823	1337	1132
10:00	701	1324	1208	1214	1248	1479	1279	1295	1208
11:00	1200	1490	1426	1436	1548	1702	1652	1520	1493
12:00	1691	1738	1784	1668	1766	2107	2020	1813	1825
13:00	1839	2016	1954	1947	1993	2250	2060	2032	2008
14:00	1913	1835	1811	1737	1810	1992	1987	1837	1869
15:00	1997	1735	1624	1617	1658	1850	2084	1697	1795
16:00	1989	1683	1563	1598	1644	1861	857	1670	1599
17:00	1783	1516	1539	1589	1552	1828		1605	1635
18:00	1444	1589	1644	1647	1665	1762		1661	1625
19:00	1138	1439	1553	1558	1487	1653		1538	1471
20:00	1007	1274	1335	1451	1446	1493		1400	1334
21:00	713	1029	1087	1098	1205	1314		1147	1074
22:00	647	680	783	784	805	1068		824	795
23:00	401	409	459	462	497	623		490	475
24:00	250	255	265	264	308	391		297	289
Totals	20202	23336	23540	23733	24434	26932	14184	24395	23580
% Avg Wkday	82.8	95.7	96.5	97.3	100.2	110.4	58.1		
% Avg Day	85.7	99.0	99.8	100.6	103.6	114.2	60.2		
AM Peak Hr	12:00	12:00	12:00	12:00	12:00	12:00	12:00		
AM Count	1691	1738	1784	1668	1766	2107	2020		
PM Peak Hr	15:00	13:00	13:00	13:00	13:00	13:00	15:00		
PM Count	1997	2016	1954	1947	1993	2250	2084		

97-036

Volume Count Report

Generated by MSC3000 Version 2.00 Copyright [illegible] Mitron Systems Corporation

Location ..... STEVENS CREEK [illegible] BAYWOOD (WB)
Location Code 2
County ..... SAN JOSE
Recorder Set 08/08/97 12:35
Recording Start ... 08/08/97 13:00
Recording End 08/16/97 16:30
Sample Time ..... 15 Minutes
Operator Number ... 1
Machine Number 45
Channel 1
Divide By 2
Summation ..... No
Two-Way ..... No

Friday 08/08/97 Channel: 1 Direction: W

0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	2400	Totals
													1923	1907	1820	1733	[illegible]	1537	1540	1322	1126	703	401	15743
													[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	373	313	220	115	
													481	466	429	424	[illegible]	[illegible]	393	339	299	191	117	
													485	501	449	436	458	372	407	312	253	145	90	
													469	474	451	446	440	379	358	298	261	147	79	

AM Peak Hour ..... Unavailable
AM Peak Hour Factor ..... Unavailable
PM Peak Hour ..... 14:15 to 15:15 (1932 vehicles)
PM Peak Hour Factor 96.4%

Saturday 08/09/97 Channel: 1 Direction: W

0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	2400	Total
266	180	122	72	68	90	202	421	826	1319	1699	2018	2049	2078	2034	1956	1850	1566	1430	1302	1029	891	580	352	2440[illegible]
65	62	45	24	28	11	35	76	166	290	422	491	535	522	491	514	482	400	373	313	277	228	174	100	
100	40	34	15	16	15	44	90	178	265	400	528	497	530	517	466	452	412	364	379	252	229	166	77	
62	42	22	14	13	27	52	105	198	336	424	476	515	512	500	486	488	410	363	308	260	218	126	95	
39	36	21	19	11	37	71	150	284	428	453	523	502	514	526	490	428	344	330	302	240	216	114	80	

AM Peak Hour ..... 11:00 to 12:00 (2018 vehicles)
AM Peak Hour Factor 95.5%
PM Peak Hour ..... 13:00 to 14:00 (2078 vehicles)
PM Peak Hour Factor 98.0%

24-Hour Moving Total

01:00-	N/A	02:00-	N/A	03:00-	N/A	04:00-	N/A	05:00-	N/A	06:00-	N/A	07:00-	N/A	08:00-	N/A
09:00-	N/A	10:00-	N/A	11:00-	N/A	12:00-	N/A	13:00-	N/A	14:00-	25075	15:00-	25230	16:00-	25357
17:00-	25493	18:00-	25610	19:00-	25445	20:00-	25338	21:00-	25100	22:00-	24807	23:00-	24572	24:00-	24449

97-036

Volume Report, 'STEVENS CREEK E/O BAYWOOD (WB)'

Sunday 08/10/97 Channel: 1 Direction: W

0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	2400	Totals
243	174	110	60	37	90	137	280	416	701	1200	1691	1839	1913	1997	1989	1783	1444	1138	1007	713	647	401	250	20202
64	53	33	15	11	13	22	49	66	132	286	492	427	474	484	503	444	362	309	267	213	208	121	73	
67	36	29	16	11	16	25	53	76	173	256	403	474	476	514	484	457	385	314	277	183	142	120	75	
56	33	33	19	12	17	32	95	109	166	299	410	477	472	499	493	474	362	296	240	160	159	89	55	
56	46	17	10	4	14	58	93	145	230	379	456	461	491	500	489	408	335	259	223	157	138	71	47	

AM Peak Hour ..... 11:00 to 12:00 (1691 vehicles)
AM Peak Hour Factor 92.7%
PM Peak Hour ..... 14:15 to 15:15 (2036 vehicles)
PM Peak Hour Factor 97.3%

24-Hour Moving Total

01:00- 24377	02:00- 24371	03:00- 24361	04:00- 24349	05:00- 24318	06:00- 24288	07:00- 24223	08:00- 24052
09:00- 23642	10:00- 23024	11:00- 22525	12:00- 22198	13:00- 21998	14:00- 21823	15:00- 21786	16:00- 21819
17:00- 21752	18:00- 21630	19:00- 21338	20:00- 21043	21:00- 20727	22:00- 20483	23:00- 20304	24:00- 20202

Monday 08/11/97 Channel: 1 Direction: W

0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	2400	Totals
114	75	51	26	63	158	469	1146	1220	1324	1490	1738	2016	1835	1735	1683	1516	1589	1439	1274	1029	680	409	255	23336
36	24	13	6	10	20	90	207	281	332	397	425	551	477	433	429	354	355	374	335	277	213	139	65	
33	12	15	7	14	32	77	247	306	288	315	375	520	472	437	390	362	449	381	366	296	169	106	63	
22	19	12	4	15	35	115	330	307	324	361	438	474	432	419	418	412	394	377	301	227	155	96	70	
23	20	11	9	20	71	187	394	326	380	417	500	492	454	446	446	388	391	307	272	229	143	68	57	

AM Peak Hour ..... 11:00 to 12:00 (1738 vehicles)
AM Peak Hour Factor 86.9%
PM Peak Hour ..... 12:00 to 13:00 (2016 vehicles)
PM Peak Hour Factor 91.6%

24-Hour Moving Total

01:00- 20073	02:00- 19974	03:00- 19913	04:00- 19879	05:00- 19905	06:00- 20003	07:00- 20335	08:00- 21233
09:00- 22037	10:00- 22660	11:00- 22950	12:00- 22997	13:00- 23174	14:00- 23096	15:00- 22834	16:00- 22528
17:00- 22261	18:00- 22406	19:00- 22707	20:00- 22974	21:00- 23290	22:00- 23323	23:00- 23331	24:00- 23336

97-036

Volume Report, 'STEVENS CREEK E/O BAYWOOD (WB)'

Tuesday 08/12/97 Channel: 1 Direction: W

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	Totals
131	89	62	44	44	193	483	1134	1265	1208	1426	1784	1954	1811	1624	1663	1539	1644	1553	1325	1087	783	459	285	23540
37	23	21	10	4	28	76	219	290	305	370	407	526	431	394	387	372	334	415	361	307	221	145	81	
35	17	20	10	13	31	69	265	332	286	328	388	482	465	418	376	358	473	412	354	300	212	117	57	
31	20	9	12	8	61	123	319	295	289	357	460	480	477	417	410	387	450	355	319	247	176	109	61	
28	29	12	10	19	73	195	331	347	328	371	529	466	438	395	490	422	387	371	301	233	174	68	66	

AM Peak Hour ..... 11:00 to 12:00 (1784 vehicles)
AM Peak Hour Factor 84.3%
PM Peak Hour ..... 12:00 to 13:00 (1954 vehicles)
PM Peak Hour Factor 92.9%

24-Hour Moving Total

01:00- 23353	02:00- 23367	03:00- 23378	04:00- 23396	05:00- 23377	06:00- 23412	07:00- 23426	08:00- 23472
09:00- 23517	10:00- 23401	11:00- 23337	12:00- 23383	13:00- 23382	14:00- 23297	15:00- 23186	16:00- 23066
17:00- 23089	18:00- 23144	19:00- 23258	20:00- 23319	21:00- 23377	22:00- 23480	23:00- 23530	24:00- 23540

Wednesday 08/13/97 Channel: 1 Direction: W

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	2400	Total
154	87	62	49	50	140	524	1108	1389	1214	1436	1668	1947	1737	1617	1598	1589	1647	1558	1451	1098	784	462	264		2373
55	28	19	12	9	17	79	219	345	290	330	373	512	474	387	436	372	376	399	376	324	225	129	91		
39	22	15	15	8	27	105	295	370	297	322	400	507	412	405	355	376	456	397	383	279	193	137	59		
27	21	13	9	17	38	129	330	294	290	367	411	461	423	432	372	404	417	392	355	236	176	103	60		
33	16	15	13	16	58	211	264	380	337	417	484	467	428	393	435	437	398	370	337	259	190	93	54		

AM Peak Hour ..... 11:00 to 12:00 (1668 vehicles)
AM Peak Hour Factor 86.2%
PM Peak Hour ..... 12:00 to 13:00 (1947 vehicles)
PM Peak Hour Factor 95.1%

24-Hour Moving Total

01:00- 23563	02:00- 23561	03:00- 23561	04:00- 23566	05:00- 23572	06:00- 23519	07:00- 23560	08:00- 23574
09:00- 23698	10:00- 23704	11:00- 23714	12:00- 23598	13:00- 23591	14:00- 23517	15:00- 23510	16:00- 23545
17:00- 23595	18:00- 23598	19:00- 23603	20:00- 23719	21:00- 23730	22:00- 23731	23:00- 23734	24:00- 23733

97-036

Thursday 08/14/97 Channel: 1 Direction: W

0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	2400	Totals
154	105	[illegible]	[illegible]	59	180	530	1242	1434	1248	1849	1766	1993	1810	1658	1644	1552	1665	1487	1446	1205	805	497	308	24434
53	31	[illegible]	[illegible]	9	23	80	243	379	307	417	390	546	475	431	441	388	383	376	332	324	226	131	89	
41	33	[illegible]	[illegible]	9	40	107	277	362	312	308	407	507	464	401	382	384	432	381	430	336	210	146	85	
32	22	[illegible]	[illegible]	19	57	103	309	363	285	381	446	485	422	431	383	408	453	388	339	289	177	133	79	
28	21	[illegible]	[illegible]	13	60	230	393	330	344	417	523	455	449	395	458	425	417	340	345	256	192	87	55	

AM Peak Hour ..... 11:00 to 12:00 (1766 vehicles)
AM Peak Hour Factor 84.4%
PM Peak Hour ..... 12:00 to 13:00 (1993 vehicles)
PM Peak Hour Factor 91.3%

24-Hour Moving Total

01:00- 23733	02:00- 23751	03:00- 23752	04:00- 23757	05:00- 23757	06:00- 23797	07:00- 23793	08:00- 23827
09:00- 23872	10:00- 23906	11:00- 24018	12:00- 24116	13:00- 24162	14:00- 24235	15:00- 24276	16:00- 24322
17:00- 24285	18:00- 24303	19:00- 24232	20:00- 24227	21:00- 24334	22:00- 24355	23:00- 24390	24:00- 24434

Friday 08/15/97 Channel: 1 Direction: W

0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	2400	Totals
150	98	60	48	46	165	482	1138	1375	1479	1702	2107	2250	1932	1850	1851	1628	1762	1683	1493	1314	1068	623	391	26932
46	27	19	13	8	16	84	214	325	384	400	450	574	500	478	438	466	455	433	380	347	283	208	115	
41	20	16	19	10	38	97	266	359	363	401	501	559	492	475	449	436	464	403	402	350	273	141	96	
40	20	17	7	12	43	122	306	309	335	414	557	574	479	446	520	460	416	416	346	297	250	135	92	
23	28	8	9	16	68	179	352	382	427	457	599	543	501	451	454	464	426	401	365	320	262	139	88	

AM Peak Hour ..... 11:00 to 12:00 (2107 vehicles)
AM Peak Hour Factor 87.9%
PM Peak Hour ..... 12:00 to 13:00 (2250 vehicles)
PM Peak Hour Factor 98.0%

24-Hour Moving Total

01:00- 24430	02:00- 24420	03:00- 24417	04:00- 24411	05:00- 24407	06:00- 24392	07:00- 24354	08:00- 24250
09:00- 24191	10:00- 24422	11:00- 24576	12:00- 24917	13:00- 25174	14:00- 25356	15:00- 25548	16:00- 25765
17:00- 26041	18:00- 26138	19:00- 26304	20:00- 26351	21:00- 26460	22:00- 26723	23:00- 26849	24:00- 26932

97-036

Volume Report, 'STEVENS CREEK E/O BAYWOOD (WB)' page 5

Saturday 08/16/97 Channel: 1 Direction: W

0000	0030	0100	0130	0200	0230	0300	0330	0400	0430	0500	0530	0600	0630	0700	0730	0800	0830	0900	0930	1000	1030	1100	1130	1200	1230	1300	1330	1400	1430	1500	1530	1600	1630	1700	1730	1800	1830	1900	1930	2000	2030	2100	2130	2200	2230	2300	2330	Totals
274	156	126	69	55	92	235	415	823	1279	1652	2020	2060	1987	2084	857	0																														14184
74	44	43	14	14	13	26	70	146	314	421	484	517	490	519	517	0																															
97	33	39	20	11	17	49	73	182	288	335	503	540	446	548	340	0																															
63	43	25	19	13	25	68	113	231	295	421	519	501	497	526	0																															
46	36	26	16	17	37	92	151	282	362	435	514	502	504	491	0																															

AM Peak Hour ..... 11:00 to 12:00 (2020 vehicles)
AM Peak Hour Factor 97.3%
PM Peak Hour ..... 13:45 to 14:45 (2097 vehicles)
PM Peak Hour Factor 95.7%

24-Hour Moving Total

01:00- 27056	02:00- 27117	03:00- 27183	04:00- 27204	05:00- 27213	06:00- 27140	07:00- 26893	08:00- 26170
09:00- 25518	10:00- 25418	11:00- 25368	12:00- 25281	13:00- 25091	14:00- 25086	15:00- 25320	16:00- 24316
17:00- N/A	18:00- N/A	19:00- N/A	20:00- N/A	21:00- N/A	22:00- N/A	23:00- N/A	24:00- N/A

97-036

Weekly Summary Report

Generated by MSC3000 Version [illegible] Copyright [illegible] Mitron Systems Corporation

Location ..... WINCHESTER S/O OLSTEN (NB)
Location Code 3
County ..... SAN JOSE
Recorder Set 07/27/97 10:06
Recording Start ... 07/27/97 11:00
Recording End 08/04/97 16:30
Sample Time ..... 15 Minutes
Operator Number ...
Machine Number 16
Channel 1
Recorder Mode ..... Volume

Week of July 27, 1997. Channel: 1

End Time	27 Sun	28 Mon	29 Tue	30 Wed	31 Thu	1 Fri	2 Sat	Wkday Avg.	Daily Avg.
01:00		68	66	81	71	88	179	75	92
02:00		35	37	29	34	71	76	41	47
03:00		17	28	25	35	26	44	26	29
04:00		24	31	18	31	32	41	27	30
05:00		50	49	38	44	45	34	45	43
06:00		126	131	129	149	134	68	134	123
07:00		394	429	430	416	375	163	409	368
08:00		1240	1309	1246	1221	1151	304	1233	1079
09:00		1189	1159	1139	1187	1119	531	1159	1054
10:00		850	861	862	904	1077	969	911	921
11:00		972	988	1059	1030	1449	1368	1100	1144
12:00	1415	1235	1226	1299	1231	1663	1666	1331	1391
13:00	1377	1332	1281	1374	1347	1665	1633	1400	1430
14:00	1553	1325	1367	1311	1380	1582	1607	1393	1446
15:00	1338	1150	1188	1195	1259	1485	1642	1255	1322
16:00	1278	1149	1162	1204	1153	1385	1417	1211	1250
17:00	1256	1174	1109	1194	1211	1445	1450	1227	1263
18:00	921	1167	1115	1196	1168	1407	1144	1211	1160
19:00	933	1071	1099	1110	1214	1382	1187	1175	1142
20:00	818	1044	1105	1131	1248	1437	1221	1193	1143
21:00	581	738	750	743	804	1071	817	821	786
22:00	539	585	565	579	659	1028	846	683	686
23:00	305	305	370	341	397	535	461	390	388
24:00	141	141	142	146	182	256	249	173	180
Totals	12455	17381	17567	17879	18375	21908	19117	18622	18516

% Avg Wkday	66.9	93.3	94.3	96.0	98.7	117.6	102.7
% Avg Day	67.3	93.9	94.9	96.6	99.2	118.3	103.2
AM Peak Hr	12:00	08:00	08:00	12:00	12:00	12:00	12:00
AM Count	1415	1240	1309	1299	1231	1663	1666
PM Peak Hr	14:00	13:00	14:00	13:00	14:00	13:00	15:00
PM Count	1553	1332	1367	1374	1380	1665	1642

97-036

Weekly Summary Report

Location ..... WINCHESTER S/O OLSTEN (NB)
Location Code 3
County ..... SAN JOSE
Recorder Set 07/27/97 10:06
Recording Start ... 07/27/97 11:00
Recording End 08/04/97 16:30
Sample Time ..... 15 Minutes
Operator Number ...
Machine Number 16
Channel 1
Recorder Mode ..... Volume

Week of August 3, 1997. Channel: 1

Enc Time	3 Sun	4 Mon	5 Tue	6 Wed	7 Thu	8 Fri	9 Sat	Wkday Avg.	Daily Avg.
01:00	119	87						87	103
02:00	63	41						41	52
03:00	51	21						21	36
04:00	30	11						11	21
05:00	32	41						41	37
06:00	60	154						154	107
07:00	96	376						376	236
08:00	162	1192						1192	677
09:00	310	1086						1086	698
10:00	496	841						841	669
11:00	962	1000						1000	981
12:00	1357	1225						1225	1291
13:00	1408	1309						1309	1359
14:00	1515	1306						1306	1411
15:00	1345	1159						1159	1252
16:00	1297	1170						1170	1234
17:00	1236								1236
18:00	928								928
19:00	920								920
20:00	839								839
21:00	534								534
22:00	482								482
23:00	323								323
24:00	134								134
Totals	14699	11019						11019	15557
% Avg Wkday	133.4	100.0							
% Avg Day	94.5	70.8							
AM Peak Hr	12:00	12:00							
AM Count	1357	1225							
PM Peak Hr	14:00	13:00							
PM Count	1515	1309							

97-036

Volume Count Report

Generated by MSC3000 Version 2.00 Copyright 1990, 1991 Mitron Systems Corporation

Location ..... WINCHESTER S/O OLSTEN (NB)
Location Code 3
County ..... SAN JOSE
Recorder Set 07/27/97 10:06
Recording Start ... 07/27/97 11:00
Recording End 08/04/97 16:30
Sample Time ..... 15 Minutes
Operator Number ...
Machine Number 16
Channel 1
Divide By 2
Summation ..... No
Two-Way ..... No

Sunday 07/27/97 Channel: 1

0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	2400	Total
											1415	1377	1553	1335	1278	1256	921	933	818	581	539	305	141	12455
											315	322	[illegible]	[illegible]	320	306	238	[illegible]	230	164	137	[illegible]	40	
											342	[illegible]	[illegible]	[illegible]	[illegible]	337	234	224	232	167	134	99	34	
											393	323	427	340	305	332	248	277	199	114	143	58	33	
											365	365	350	328	322	281	201	222	157	136	125	38	34	

AM Peak Hour ..... 11:00 to 12:00 (1415 vehicles)
AM Peak Hour Factor 90.0%
PM Peak Hour ..... 12:45 to 13:45 (1568 vehicles)
PM Peak Hour Factor 91.8%

Monday 07/28/97 Channel: 1

0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	2400	Total
68	35	17	24	50	126	394	1240	1189	850	972	1235	1332	1325	1150	1149	1174	1167	1071	1044	738	585	305	141	1738
22	13	7	6	6	18	64	205	321	200	241	245	335	314	302	289	273	289	256	263	221	178	125	43	
15	9	1	3	11	22	86	235	285	233	231	302	325	326	274	302	297	281	259	276	202	159	89	39	
19	6	5	5	13	39	113	379	285	194	237	343	324	338	300	273	310	281	276	292	151	132	49	29	
12	7	4	10	20	47	131	421	298	223	263	345	348	347	274	285	294	316	280	213	164	116	42	30	

AM Peak Hour ..... 07:30 to 08:30 (1406 vehicles)
AM Peak Hour Factor 83.5%
PM Peak Hour ..... 12:00 to 13:00 (1332 vehicles)
PM Peak Hour Factor 95.7%

24-Hour Moving Total

01:00-	N/A	02:00-	N/A	03:00-	N/A	04:00-	N/A	05:00-	N/A	06:00-	N/A	07:00-	N/A	08:00-	N/A
09:00-	N/A	10:00-	N/A	11:00-	N/A	12:00-	17420	13:00-	17240	14:00-	17195	15:00-	16967	16:00-	16779
17:00-	16650	18:00-	16568	19:00-	16814	20:00-	16952	21:00-	17178	22:00-	17335	23:00-	17381	24:00-	17381

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Volume Report, 'WINCHESTER S/O OLSTEN (NB)' page 2

Tuesday 07/29/97 Channel: 1

0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	2400	Total
66	27	28	31	49	131	429	1309	1159	861	988	1226	1281	1367	1198	1160	1109	1115	1099	1105	750	565	370	142	17567
29	13	7	7	5	9	54	176	319	201	234	273	322	335	326	294	250	261	257	283	207	148	137	49	
15	6	5	6	9	21	71	280	307	225	241	289	343	340	306	332	267	312	268	314	198	154	95	39	
4	8	8	11	13	36	118	406	276	195	250	341	290	363	263	298	320	296	304	280	187	146	85	24	
18	11	8	7	22	65	186	447	257	240	253	323	326	329	293	268	272	246	270	228	158	117	53	30	

AM Peak Hour ..... 07:30 to 08:30 (1479 vehicles)
AM Peak Hour Factor 82.7%
PM Peak Hour ..... 13:00 to 14:00 (1367 vehicles)
PM Peak Hour Factor 94.1%

24-Hour Moving Total

01:00- 17379	02:00- 17381	03:00- 17392	04:00- 17399	05:00- 17398	06:00- 17403	07:00- 17438	08:00- 17507
09:00- 17477	10:00- 17488	11:00- 17504	12:00- 17495	13:00- 17444	14:00- 17486	15:00- 17524	16:00- 17537
17:00- 17472	18:00- 17420	19:00- 17448	20:00- 17509	21:00- 17521	22:00- 17521	23:00- 17566	24:00- 17567

Wednesday 07/30/97 Channel: 1

0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	2400	Total
81	29	25	18	38	129	430	1246	1139	862	1059	1299	1374	1311	1195	1204	1194	1196	1110	1131	743	579	341	146	17879
32	10	9	2	3	17	75	193	318	207	239	281	362	302	307	343	268	276	253	303	226	160	118	53	
17	8	7	2	9	20	71	235	291	226	256	317	352	342	305	280	284	335	262	320	192	150	101	48	
14	3	5	3	11	38	108	414	291	195	283	348	320	341	281	297	309	287	295	283	166	144	66	23	
18	6	4	11	15	54	176	404	239	233	281	353	340	326	302	284	333	298	303	225	159	125	56	22	

AM Peak Hour ..... 07:30 to 08:30 (1427 vehicles)
AM Peak Hour Factor 86.2%
PM Peak Hour ..... 12:00 to 13:00 (1374 vehicles)
PM Peak Hour Factor 94.9%

24-Hour Moving Total

01:00- 17582	02:00- 17574	03:00- 17571	04:00- 17558	05:00- 17547	06:00- 17545	07:00- 17546	08:00- 17483
09:00- 17463	10:00- 17464	11:00- 17535	12:00- 17608	13:00- 17701	14:00- 17645	15:00- 17652	16:00- 17694
17:00- 17779	18:00- 17860	19:00- 17871	20:00- 17897	21:00- 17890	22:00- 17904	23:00- 17875	24:00- 17879

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Thursday 07/31/97 Channel: 1

0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	2400	Totals
71	54	35	31	44	149	416	1027	1187	904	1030	1031	1047	1180	1059	1153	1217	1193	1074	1048	804	659	397	182	18375
33	8	5	6	10	12	60	197	302	218	230	206	306	347	302	258	236	271	217	244	231	195	135	59	
20	10	8	7	10	30	75	267	320	223	251	248	301	335	328	339	299	311	311	320	207	155	124	37	
10	10	10	13	10	48	108	366	294	220	276	325	305	372	294	290	333	302	279	319	203	164	78	53	
19	4	9	5	10	59	173	404	271	243	270	342	312	331	307	264	313	288	284	265	163	145	60	33	

AM Peak Hour ..... 07:30 to 08:30 (1391 vehicles)
AM Peak Hour Factor 96.1%
PM Peak Hour ..... 13:00 to 14:00 (1380 vehicles)
PM Peak Hour Factor 92.7%

24-Hour Moving Total

01:00- 17869	02:00- 17874	03:00- 17884	04:00- 17897	05:00- 17903	06:00- 17923	07:00- 17909	08:00- 17884
09:00- 17932	10:00- 17974	11:00- 17945	12:00- 17977	13:00- 17950	14:00- 17919	15:00- 17983	16:00- 17932
17:00- 17949	18:00- 17921	19:00- 18025	20:00- 18142	21:00- 18203	22:00- 18183	23:00- 18339	24:00- 18375

Friday 08/01/97 Channel: 1

0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	2400	Totals
66	71	26	32	46	134	375	1157	1119	1077	1449	1663	1666	1582	1485	1385	1445	1407	1382	1437	1071	1028	535	255	21906
32	17	10	8	10	20	65	183	272	226	375	406	435	390	382	370	342	355	370	368	293	273	193	73	
20	20	2	7	9	27	80	250	288	238	342	408	432	389	361	339	354	352	346	398	290	260	159	70	
15	20	8	8	10	40	94	362	273	245	336	409	416	407	368	317	412	378	361	382	247	247	104	48	
15	14	6	9	14	47	136	356	280	368	396	440	383	376	374	359	337	314	363	289	241	248	79	65	

AM Peak Hour ..... 11:00 to 12:00 (1663 vehicles)
AM Peak Hour Factor 94.5%
PM Peak Hour ..... 12:00 to 13:00 (1665 vehicles)
PM Peak Hour Factor 95.7%

24-Hour Moving Total

01:00- 18392	02:00- 18429	03:00- 18420	04:00- 18421	05:00- 18422	06:00- 18407	07:00- 18366	08:00- 18296
09:00- 18228	10:00- 18401	11:00- 18820	12:00- 19252	13:00- 19570	14:00- 19772	15:00- 19998	16:00- 20230
17:00- 20464	18:00- 20703	19:00- 20871	20:00- 21060	21:00- 21327	22:00- 21696	23:00- 21834	24:00- 21908

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Saturday 08/02/97 Channel: 1

0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	2400	Totals
179	[illegible]	44	41	34	68	165	334	531	969	1368	1666	1633	[illegible]	[illegible]	[illegible]	1450	1144	1187	1221	817	846	461	249	19117
68	[illegible]	18	7	9	11	28	60	99	227	333	394	440	518	334	392	376	301	283	348	213	192	194	00	
54	21	9	10	8	19	00	66	101	216	332	365	379	471	407	317	362	308	000	339	194	220	130	63	
23	16	14	11	11	16	39	72	133	253	343	458	420	418	337	328	388	276	327	283	208	248	71	64	
34	18	8	13	6	22	74	118	198	273	390	449	380	308	404	382	304	257	317	253	202	186	66	62	

AM Peak Hour ..... 11:00 to 12:00 (1666 vehicles)
AM Peak Hour Factor 90.9%
PM Peak Hour ..... 13:30 to 14:30 (1644 vehicles)
PM Peak Hour Factor 96.3%

24-Hour Moving Total

01:00- 21999	02:00- 22004	03:00- 22022	04:00- 22031	05:00- 22020	06:00- 21954	07:00- 21742	08:00- 20895
09:00- 20307	10:00- 20199	11:00- 20118	12:00- 20121	13:00- 20089	14:00- 20114	15:00- 20271	16:00- 20303
17:00- 20308	18:00- 20045	19:00- 19850	20:00- 19634	21:00- 19380	22:00- 19198	23:00- 19124	24:00- 19117

Sunday 08/03/97 Channel: 1

0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	2400	Totals
119	63	51	30	32	60	96	162	310	496	962	1357	1408	1515	1345	1297	1236	928	920	839	534	482	323	134	14699
41	19	17	7	12	8	14	24	67	102	175	258	303	363	346	356	318	258	210	227	135	110	120	41	
26	20	16	7	9	13	17	43	59	133	209	351	375	351	328	350	300	233	222	240	148	116	100	27	
29	8	10	8	6	22	20	45	79	114	264	365	375	408	344	318	330	246	248	211	129	119	65	38	
23	16	8	8	5	17	45	50	105	147	314	343	332	393	327	273	288	191	240	161	122	137	38	28	

AM Peak Hour ..... 11:00 to 12:00 (1357 vehicles)
AM Peak Hour Factor 92.9%
PM Peak Hour ..... 13:00 to 14:00 (1515 vehicles)
PM Peak Hour Factor 92.8%

24-Hour Moving Total

01:00- 19057	02:00- 19044	03:00- 19051	04:00- 19040	05:00- 19038	06:00- 19030	07:00- 18963	08:00- 18821
09:00- 18600	10:00- 18127	11:00- 17721	12:00- 17412	13:00- 17187	14:00- 17095	15:00- 16798	16:00- 16678
17:00- 16464	18:00- 16248	19:00- 15981	20:00- 15599	21:00- 15316	22:00- 14952	23:00- 14814	24:00- 14699

97-036

Volume Report, 'WINCHESTER S/O OLSTEN (NB)'

Monday 08/04/97 Channel: 1

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	2400	Total
67	-	21	11	41	154	376	1192	1086	841	1000	1225	1309	1306	1159	1171	947									11566
31	12	6	1	7	18	57	171	295	238	226	272	339	346	293	319	284									
30	11	7	4	7	28	59	238	251	200	245	282	323	308	304	315	263									
14	12	5	2	12	40	114	371	264	192	268	290	312	314	277	272										
12		3	4	15	68	146	332	276	211	261	371	335	378	285	275										

AM Peak Hour ..... 07:15 to 08:15 (1316 vehicles)
AM Peak Hour Factor 83.9%
PM Peak Hour ..... 12:45 to 13:45 (1323 vehicles)
PM Peak Hour Factor 95.6%

24-Hour Moving Total

01:00- 14667	02:00- 14645	03:00- 14615	04:00- 14595	05:00- 14605	06:00- 14699	07:00- 14979	08:00- 16009
09:00- 16785	10:00- 17130	11:00- 17168	12:00- 17036	13:00- 16937	14:00- 16728	15:00- 16542	16:00- 16415
17:00- N/A	18:00- N/A	19:00- N/A	20:00- N/A	21:00- N/A	22:00- N/A	23:00- N/A	24:00- N/A

97-036

FROM : TRAFFIC DATA SERVICE FAX NO. Aug. 18 1997 05:11PM

Week Summary Report

Generated by MSC3000 Version 2.00 Copyright (c) Nitron Systems Corporation

Location ..... WINCHESTER S/O OLSTEN (SB)
Location Code 4
County ..... SAN JOSE
Recorder Set 07/27/97 10:06
Recording Start ... 07/27/97 11:00
Recording End 08/04/97 16:30
Sample Time ..... 15 Minutes
Operator Number ...
Machine Number 16
Channel 2
Recorder Mode ..... Volume

Week of July 27, 1997. Channel: 2

End Time	27 Sun	28 Mon	29 Tue	30 Wed	31 Thu	Fri	Sat	Wkday Avg.	Daily Avg.
01:00		378	304	289	261	312	713	309	376
02:00		58	59	62	59	86	119	65	74
03:00		29	32	38	50	58	113	41	53
04:00		24	30	25	30	37	44	29	32
05:00		31	17	13	24	31	29	23	24
06:00		68	65	72	79	76	50	72	68
07:00		176	194	197	169	175	112	182	171
08:00		395	436	392	383	374	210	396	365
09:00		533	521	513	561	478	274	521	480
10:00		580	595	565	596	632	613	594	597
11:00		734	751	708	783	1085	943	812	834
12:00	916	1005	987	1019	1000	1394	1230	1081	1079
13:00	1087	1267	1265	1242	1269	1524	1466	1313	1303
14:00	1505	1285	1329	1395	1369	1706	1630	1417	1460
15:00	1559	1314	1336	1325	1307	1662	1738	1389	1463
16:00	1359	1239	1261	1298	1319	1466	1534	1317	1354
17:00	1547	1517	1442	1490	1582	1748	1689	1556	1574
18:00	1383	1693	1736	1758	1883	1980	1584	1810	1717
19:00	1148	1431	1447	1524	1618	1716	1373	1547	1465
20:00	1011	1069	1202	1234	1223	1387	1213	1223	1191
21:00	747	982	973	1007	1092	1248	971	1060	1003
22:00	895	1029	1097	1115	1128	1352	1306	1144	1132
23:00	472	530	581	598	594	879	682	636	619
24:00	239	233	241	289	303	541	451	321	328
Totals	13868	17600	17901	18168	18682	21947	20087	18860	18761
% Avg Wkday	73.5	93.3	94.9	96.3	99.1	116.4	106.5		
% Avg Day	73.9	93.8	95.4	96.8	99.6	117.0	107.1		
AM Peak Hr	12:00	12:00	12:00	12:00	12:00	12:00	12:00		
AM Count	916	1005	987	1019	1000	1394	1230		
PM Peak Hr	15:00	18:00	18:00	18:00	18:00	18:00	15:00		
PM Count	1559	1693	1736	1758	1883	1980	1738		

97-036

Weekly Summary Report

Location ..... WINCHESTER S.O OLSTEN (NB)
Location Code 4
County ..... SAN JOSE
Recorder Set 07/27/97 10:06
Recording Start ... 07/27/97 11:00
Recording End 08/04/97 16:30
Sample Time ..... 15 Minutes
Operator Number ...
Machine Number 16
Channel 2
Recorder Mode ..... Volume

Week of August 3, 1997. Channel: 2

End Time	3 Sun	4 Mon	5 Tue	6 Wed	Thu	Fri	Sat	Wkday Avg.	Daily Avg.
01:00	641	290						290	466
02:00	128	56						56	92
03:00	76	34						34	55
04:00	42	24						24	33
05:00	29	30						30	30
06:00	33	66						66	50
07:00	62	160						160	111
08:00	105	363						363	234
09:00	229	520						520	375
10:00	390	617						617	504
11:00	588	751						751	670
12:00	839	1021						1021	930
13:00	1185	1214						1214	1200
14:00	1475	1351						1351	1413
15:00	1616	1262						1262	1439
16:00	1368	1250						1250	1309
17:00	1559								1559
18:00	1367								1367
19:00	1237								1237
20:00	1039								1039
21:00	743								743
22:00	858								858
23:00	479								479
24:00	292								292
Totals	16380	9009						9009	16482

% Avg Wkday	181.8	100.0
% Avg Day	99.4	54.7
AM Peak Hr	12:00	12:00
AM Count	839	1021
PM Peak Hr	15:00	14:00
PM Count	1616	1351

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Volume Count Report

Generated by MC3000 Version 2.00 Copyright 1990, 1991 Micro Systems Corporation

Location ..... WINCHESTER S/O OLSEN (SB)
Location Code 4
County ..... SAN JOSE
Recorder Set 07/27/97 10:06
Recording Start ... 07/27/97 11:00
Recording End 08/04/97 16:30
Sample Time ..... 15 Minutes
Operator Number ...
Machine Number 16
Channel 2
Divide By 2
Summation ..... No
Two-Way ..... No

Sunday 07/27/97 Channel: 2

0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	2400	Total

AM Peak Hour ..... 11:00 to 12:00 (916 vehicles)
AM Peak Hour Factor 84.8%
PM Peak Hour ..... 13:15 to 14:15 (1578 vehicles)
PM Peak Hour Factor 81.5%

Monday 07/28/97 Channel: 2

0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	2400	Total
376	58	29	24	31	68	176	335	533	580	734	1005	1267	1285	1314	1339	1517	1693	1431	1069	982	1029	530	233	1760
173	22	7	8	8	9	26	71	128	141	161	211	303	346	320	308	443	392	387	335	233	323	239	57	
45	14	6	5	6	23	45	87	129	114	176	264	308	313	380	301	326	369	343	248	303	220	114	52	
100	10	3	2	12	19	43	118	144	155	187	239	322	331	298	302	341	455	326	247	217	233	111	49	
60	12	13	9	5	17	60	119	132	170	210	291	334	295	316	328	407	477	375	239	229	253	66	75	

AM Peak Hour ..... 11:00 to 12:00 (1005 vehicles)
AM Peak Hour Factor 86.3%
PM Peak Hour ..... 17:00 to 18:00 (1693 vehicles)
PM Peak Hour Factor 88.7%

24-Hour Moving Total

01:00-	N/A	02:00-	N/A	03:00-	N/A	04:00-	N/A	05:00-	N/A	06:00-	N/A	07:00-	N/A	08:00-	N/A
09:00-	N/A	10:00-	N/A	11:00-	N/A	12:00-	16874	13:00-	16963	14:00-	17143	15:00-	16923	16:00-	16678
17:00-	16558	18:00-	16528	19:00-	16838	20:00-	17121	21:00-	17179	22:00-	17414	23:00-	17548	24:00-	17606

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Tuesday 07/29/97 Channel: 2

0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	2400	Totals
304	69	32	20	17	65	194	438	521	595	721	987	1265	1329	1336	1267	1442	1736	1447	1202	973	1097	581	241	17901
140	15	10	11	4	9	29	81	107	152	152	208	277	362	360	291	421	434	367	343	210	355	261	75	
31	14	6	6	3	15	46	107	137	143	188	236	336	360	322	332	376	369	415	321	300	241	142	44	
63	17	5	6	5	19	59	111	142	148	200	266	317	310	306	288	335	451	336	287	234	234	94	55	
70	13	10	4	5	22	60	137	135	152	211	279	335	297	348	332	370	482	327	251	229	267	84	67	

AM Peak Hour ..... 11:00 to 12:00 (987 vehicles)
AM Peak Hour Factor 88.4%
PM Peak Hour ..... 17:00 to 18:00 (1736 vehicles)
PM Peak Hour Factor 90.0%

24-Hour Moving Total

01:00- 17526	02:00- 17527	03:00- 17530	04:00- 17535	05:00- 17522	06:00- 17519	07:00- **17537**	08:00- 17578
09:00- 17556	10:00- 17581	11:00- 17598	12:00- 17580	13:00- 17578	14:00- 17622	15:00- **17644**	16:00- 17666
17:00- 17591	18:00- 17634	19:00- 17650	20:00- 17783	21:00- 17774	22:00- 17842	23:00- **17893**	24:00- 17901

Wednesday 07/30/97 Channel: 2

0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	2400	Totals
289	82	38	25	18	72	197	392	513	565	708	1019	1242	1335	1325	1293	1490	1758	1504	1234	1007	1115	598	289	18168
137	34	12	11	5	11	33	85	143	132	148	252	320	327	324	308	409	393	338	375	261	350	290	85	
37	12	12	4	3	15	47	98	111	152	189	224	305	384	326	311	337	386	376	306	264	282	115	55	
75	18	11	9	2	13	55	178	113	145	193	264	312	330	344	320	350	457	402	307	246	230	109	59	
40	18	3	1	3	33	62	111	146	136	178	279	305	354	331	359	394	522	348	246	236	253	84	90	

AM Peak Hour ..... 11:00 to 12:00 (1019 vehicles)
AM Peak Hour Factor 91.3%
PM Peak Hour ..... 17:15 to 18:15 (1763 vehicles)
PM Peak Hour Factor 84.4%

24-Hour Moving Total

01:00- 17886	02:00- 17889	03:00- 17895	04:00- 17890	05:00- 17886	06:00- 17893	07:00- **17896**	08:00- 17852
09:00- 17844	10:00- 17814	11:00- 17771	12:00- 17803	13:00- 17780	14:00- 17846	15:00- **17835**	16:00- 17872
17:00- 17920	18:00- 17942	19:00- 18019	20:00- 18051	21:00- 18085	22:00- 18103	23:00- **18120**	24:00- 18168

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Volume Report, 'WINCHESTER S/O OLSTEN (SB)'

Thursday 07/31/97 Channel: 2

0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	2400	Total
261	[illegible]	50	30	24	73	163	333	551	596	733	1000	1269	1069	1007	1319	1582	1883	1618	1223	1092	1128	594	303	18682
123	[illegible]	15	4	2	9	29	[illegible]	112	133	169	209	301	[illegible]	315	330	434	440	457	315	286	329	264	87	
36	[illegible]	11	8	9	26	46	96	146	145	137	246	239	327	335	322	356	473	371	316	300	277	153	68	
59	[illegible]	9	12	5	19	40	88	139	141	200	260	326	345	342	313	365	486	371	293	253	284	95	65	
43	[illegible]	15	6	8	25	55	119	164	171	227	255	343	[illegible]	315	384	427	484	419	269	253	238	82	83	

AM Peak Hour ..... 11:00 to 12:00 (1000 vehicles)
AM Peak Hour Factor 96.2%
PM Peak Hour ..... 17:15 to 18:15 (1900 vehicles)
PM Peak Hour Factor 97.7%

24-Hour Moving Total

01:00- 18140	02:00- 18137	03:00- 18149	04:00- 18154	05:00- 18165	06:00- 18172	07:00- 18144	08:00- 18135
09:00- 18183	10:00- 18214	11:00- 18289	12:00- 18270	13:00- 18297	14:00- 18271	15:00- 18253	16:00- 18274
17:00- 18366	18:00- 18491	19:00- 18585	20:00- 18574	21:00- 18659	22:00- 18672	23:00- 18668	24:00- 18682

Friday 08/01/97 Channel: 2

0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	2400	Total
312	86	58	37	31	76	175	374	478	632	1085	1394	1524	[illegible]	1662	1466	1748	1980	1716	1387	1248	1352	879	541	[illegible]
153	22	31	8	8	14	31	71	108	122	207	335	377	452	419	350	508	432	484	403	331	419	434	115	
42	30	6	11	12	19	33	76	110	163	285	354	362	422	429	375	375	467	433	350	360	313	179	83	
54	18	11	4	4	20	52	126	120	160	291	354	372	424	418	340	416	517	396	326	301	277	149	92	
63	16	10	14	7	23	59	101	140	187	302	351	413	408	396	401	449	564	403	308	256	343	117	251	

AM Peak Hour ..... 11:00 to 12:00 (1394 vehicles)
AM Peak Hour Factor 98.4%
PM Peak Hour ..... 17:15 to 18:15 (2032 vehicles)
PM Peak Hour Factor 90.1%

24-Hour Moving Total

01:00- 18733	02:00- 18760	03:00- 18768	04:00- 18775	05:00- 18782	06:00- 18779	07:00- 18785	08:00- 18776
09:00- 18693	10:00- 18729	11:00- 19031	12:00- 19425	13:00- 19680	14:00- 20017	15:00- 20372	16:00- 20519
17:00- 20685	18:00- 20782	19:00- 20880	20:00- 21044	21:00- 21200	22:00- 21424	23:00- 21709	24:00- 21947

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Saturday 08/02/97 Channel: 2

0000	0030	0100	0400	0430	0500	0530	0600	0630	0700	0730	0800	0830	0900	0930	1000	1030	1100	1130	1200	1230	1300	1330	1400	1430	1500	1530	1600	1630	1700	1730	1800	1830	1900	1930	2000	2030	2100	2130	2200	2230	2300	2330	Total
318	172	113	44	29	50	112	210	374	478	848	1030	1446	1630	1738	1884	1639	1834	1373	1213	971	1306	682	451	2038																		
309	44	28	12	10	14	13	41	97	119	213	249	388	430	437	402	504	414	347	345	210	398	292	101																			
83	21	10	7	1	10	25	37	8	183	217	317	342	413	468	338	305	310	343	345	301	305	155	80																			
106	21	16	13	8	12	36	56	74	155	228	313	387	418	414	367	306	331	337	271	251	310	131	73																			
219	56	21	12	8	12	38	76	96	190	285	351	333	369	419	477	494	419	346	252	209	293	104	197																			

AM Peak Hour ..... 11:00 to 12:00 (1230 vehicles)
AM Peak Hour Factor 87.6%
PM Peak Hour ..... 14:00 to 15:00 (1738 vehicles)
PM Peak Hour Factor 92.8%

24-Hour Moving Total

01:00- 22348	02:00- 22381	03:00- 22436	04:00- 22443	05:00- 22441	06:00- 22415	07:00- 22352	08:00- 22188
09:00- 21984	10:00- 21965	11:00- 21823	12:00- 21659	13:00- 21601	14:00- 21625	15:00- 21601	16:00- 21669
17:00- 21810	18:00- 21214	19:00- 20871	20:00- 20697	21:00- 20420	22:00- 20374	23:00- 20177	24:00- 20087

Sunday 08/03/97 Channel: 2

0000	0030	0100	0400	0430	0500	0530	0600	0630	0700	0730	0800	0830	0900	0930	1000	1030	1100	1130	1200	1230	1300	1330	1400	1430	1500	1530	1600	1630	1700	1730	1800	1830	1900	1930	2000	2030	2100	2130	2200	2230	2300	2330	Total
641	108	76	42	29	33	62	105	209	330	588	839	1148	1475	1616	1388	1559	1307	1237	1039	743	858	479	292	760																		
266	33	27	11	7	8	10	19	48	85	120	149	271	383	441	338	475	320	311	340	216	237	237	73																			
64	33	15	8	5	13	13	20	50	89	139	200	295	440	425	335	382	271	282	255	231	178	94	51																			
99	23	19	14	8	5	19	28	49	116	162	236	313	345	364	319	333	370	333	212	150	236	76	63																			
212	13	15	9	9	7	20	38	82	100	167	254	374	337	366	376	449	396	311	232	146	207	72	105																			

AM Peak Hour ..... 11:00 to 12:00 (839 vehicles)
AM Peak Hour Factor 82.6%
PM Peak Hour ..... 14:00 to 15:00 (1616 vehicles)
PM Peak Hour Factor 91.6%

24-Hour Moving Total

01:00- 20015	02:00- 20024	03:00- 19987	04:00- 19985	05:00- 19985	06:00- 19968	07:00- 19918	08:00- 19813
09:00- 19768	10:00- 19545	11:00- 19190	12:00- 18799	13:00- 18518	14:00- 18363	15:00- 18241	16:00- 18075
17:00- 17945	18:00- 17728	19:00- 17592	20:00- 17418	21:00- 17190	22:00- 16742	23:00- 16539	24:00- 16380

Volume Report, 'WINCHESTER S/O OLSTEN (SB)' page 5

Monday 08/04/97 Channel: 2

0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	2400	Totals
290	[illegible]	34	24	30	66	160	363	520	617	751	1021	1014	1351	1262	1250	756								9765
145	[illegible]	10	5	5	12	24	74	118	123	153	209	264	275	321	324	418								
39	[illegible]	7	[illegible]	[illegible]	14	45	[illegible]	122	160	203	[illegible]	303	322	329	305	338								
48	[illegible]	8	9	3	22	37	106	142	156	194	209	330	344	277	301									
58	[illegible]	9	3	[illegible]	18	54	[illegible]	138	178	201	302	312	309	335	320									

AM Peak Hour ..... 11:00 to 12:00 (1021 vehicles)
AM Peak Hour Factor 84.5%
PM Peak Hour ..... 15:30 to 16:30 (1377 vehicles)
PM Peak Hour Factor 82.4%

24-Hour Moving Total

01:00- 16029	02:00- 15957	03:00- 15915	04:00- 15897	05:00- 15898	06:00- 15931	07:00- 16029	08:00- 16287
09:00- 16578	10:00- 16805	11:00- 16968	12:00- [illegible]	13:00- 17179	14:00- 17055	15:00- 16701	16:00- 16583
17:00- N/A	18:00- N/A	19:00- N/A	20:00- N/A	21:00- N/A	22:00- N/A	23:00- N/A	24:00- N/A

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Volume Count Report

Generated by MSC3000 Version 2.00 Copyright 1990 [illegible] Mitron [illegible] Corporation

Location ..... EB STEVENS CREEK TO ON-RAMP TO SB I-880
Location Code 6
County ..... SAN JOSE
Recorder Set 09/04/97 13:52
Recording Start ... 09/04/97 14:00
Recording End 09/12/97 14:30
Sample Time ..... 15 Minutes
Operator Number ...
Machine Number 48
Channel 1
Divide By 2
Summation ..... No
Two-Way ..... No

AM PEAK = 483
PM PEAK = 1374
SAT PEAK = 1364

WEEKDAY ADT = 16,731

Thursday 09/04/97 Channel: 1

0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	2400	Total
																1138	[illegible]	1176	1324	1039	1161	1047	896	515	[illegible]	986
																275	[illegible]	294	346	340	278	274	214	234	58	
																274	[illegible]	288	353	294	312	266	242	119	60	
																291	[illegible]	298	320	295	281	266	230	103	38	
																297	[illegible]	296	305	310	290	241	210	59	35	

AM Peak Hour ..... Unavailable
AM Peak Hour Factor ..... Unavailable
PM Peak Hour ..... 17:00 to 18:00 (1324 vehicles)
PM Peak Hour Factor 93.8%

Friday 09/05/97 Channel: 1

0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	2400	Total
105	45	30	28	19	58	159	350	470	423	730	953	1221	1350	1406	1312	1292	1211	1207	1168	1072	1099	703	320	1673
46	17	9	10	3	15	26	72	138	97	154	211	263	339	362	332	348	334	307	300	276	268	253	91	
23	14	10	8	4	7	39	77	129	103	158	244	290	318	353	328	338	301	288	272	278	284	172	102	
15	8	10	5	4	16	45	95	86	118	188	226	327	340	332	329	299	302	301	295	226	324	166	75	
21	6	1	5	8	20	49	106	117	105	230	272	341	353	359	323	307	274	311	301	292	223	112	52	

AM Peak Hour ..... 11:00 to 12:00 (953 vehicles)
AM Peak Hour Factor 87.6%
PM Peak Hour ..... 13:30 to 14:30 (1408 vehicles)
PM Peak Hour Factor 97.2%

24-Hour Moving Total

01:00-	N/A	02:00-	N/A	03:00-	N/A	04:00-	N/A	05:00-	N/A	06:00-	N/A	07:00-	N/A	08:00-	N/A
09:00-	N/A	10:00-	N/A	11:00-	N/A	12:00-	N/A	13:00-	N/A	14:00-	N/A	15:00-	15802	16:00-	16070
17:00-	16208	18:00-	16324	19:00-	16211	20:00-	16179	21:00-	16185	22:00-	16211	23:00-	16414	24:00-	16602

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Volume Report, 'EB STEVENS CREEK TO ON-RAMP TO SB I-880' page 1

Saturday 09/06/97 Channel: 1

0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	2400	Total
273	[illegible]	47	23	09	31	90	[illegible]	384	[illegible]	[illegible]	911	[illegible]	[illegible]	[illegible]	[illegible]	1491	[illegible]	[illegible]	732	839	923	433	230	[illegible]
68	[illegible]	19	5	7	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	219	242	299	328	331	356	388	369	269	204	253	133	65	
95	[illegible]	8	2	7	8	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	206	233	299	364	350	380	337	340	228	190	225	[illegible]	44	
73	[illegible]	[illegible]	8	7	[illegible]	27	[illegible]	80	[illegible]	[illegible]	233	256	[illegible]	[illegible]	348	[illegible]	345	[illegible]	328	210	278	106	67	
37	[illegible]	[illegible]	8	8	[illegible]	25	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	235	167	80	54	

AM Peak Hour ..... 11:00 to 12:00 (911 vehicles)
AM Peak Hour Factor 90.0%
PM Peak Hour ..... 16:15 to 17:15 (1491 vehicles)
PM Peak Hour Factor 95.5%

24-Hour Moving Total

01:00- [illegible]	02:00- 16930	03:00- 16947	[illegible]	[illegible]	[illegible]	07:00- 16853	08:00- 16629
09:00- [illegible]	10:00- 16390	[illegible]	[illegible]	[illegible]	[illegible]	15:00- 15905	16:00- 15957
17:00- [illegible]	18:00- 16321	19:00- [illegible]	[illegible]	[illegible]	[illegible]	23:00- 15466	24:00- [illegible]

Sunday 09/07/97 Channel: 1

0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	2400	Tota
269	[illegible]	56	36	23	22	54	98	168	294	377	604	870	[illegible]	[illegible]	1358	1385	[illegible]	[illegible]	852	447	417	222	109	[illegible]
64	[illegible]	18	9	2	4	9	[illegible]	35	[illegible]	[illegible]	140	[illegible]	[illegible]	303	351	324	[illegible]	[illegible]	278	154	100	89	38	
82	[illegible]	11	6	7		[illegible]	28	46	66	69	135	195	248	312	317	356	325	266	208	97	134	47	32	
96	22	17	15	6	9	16	26	38	77	89	152	219	264	301	354	356	280	274	204	116	103	54	25	
27	[illegible]	10	6	8	9	19	32	69	87	[illegible]	176	259	304	339	336	349	292	250	162	80	80	32	14	

AM Peak Hour ..... 11:00 to 12:00 (604 vehicles)
AM Peak Hour Factor 85.8%
PM Peak Hour ..... 16:00 to 17:00 (1385 vehicles)
PM Peak Hour Factor 97.3%

24-Hour Moving Total

01:00- 15372	02:00- 15371	03:00- 15380	04:00- 15393	05:00- 15387	06:00- 15373	07:00- 15345	08:00- 15317
09:00- 15221	10:00- 15145	11:00- 14867	12:00- 14560	13:00- 14408	14:00- 14271	15:00- 14169	16:00- 14163
17:00- 14069	18:00- 13893	19:00- 13708	20:00- 13628	21:00- 13236	22:00- 12730	23:00- 12519	24:00- 12398

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Volume Report, 'EB STEVENS CREEK TO 'N-RAMP TO SB I-880' page 3

Monday 09/08/97 Channel: 1

0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	2400	Totals
92	24	30	11	15	64	154	349	418	449	524	800	974	1132	1165	1154	1167	1283	1135	999	827	744	455	177	14193
24	5	12	6	1	9	26	66	114	105	117	181	244	266	306	292	399	348	304	258	249	219	198	59	
25	5	11	1	4	8	38	60	114	117	119	175	241	237	308	300	264	304	308	226	187	173	111	54	
29	1	3	1	3	19	41	105	100	109	144	212	213	297	323	284	304	318	271	251	193	175	82	34	
14	4	4	3	7	28	49	93	90	118	150	274	272	302	248	273	300	313	273	254	198	177	64	30	

AM Peak Hour ..... 11:00 to 12:00 (800 vehicles)
AM Peak Hour Factor 93.3%
PM Peak Hour ..... 17:00 to 18:00 (1283 vehicles)
PM Peak Hour Factor 92.2%

24-Hour Moving Total

01:00- 12221	02:00- 12170	03:00- 12144	04:00- [illegible]	05:00- [illegible]	06:00- 12153	07:00- 12253	08:00- 12504
09:00- 12734	10:00- 12889	11:00- 13046	12:00- 13142	13:00- 13344	14:00- 13385	15:00- 13315	16:00- 13111
17:00- 12893	18:00- 12964	19:00- 13038	20:00- 13185	21:00- 13565	22:00- 13890	23:00- 14125	24:00- 14193

Tuesday 09/09/97 Channel: 1

0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	2400	Total
98	44	25	22	18	66	162	331	469	406	512	775	951	1103	1156	1100	1135	1243	1129	1057	978	908	435	189	143
29	9	5	6	1	14	27	54	116	106	109	181	216	267	271	277	312	335	318	274	272	253	182	62	
30	13	7	9	3	7	28	86	116	105	123	203	221	296	269	273	270	320	297	266	244	203	105	52	
22	10	6	4	8	23	48	87	119	100	134	209	231	268	306	280	275	296	255	254	242	291	97	36	
17	12	7	3	6	22	59	104	118	95	146	182	283	272	310	270	278	291	259	263	220	161	51	39	

AM Peak Hour ..... 11:00 to 12:00 (775 vehicles)
AM Peak Hour Factor 92.7%
PM Peak Hour ..... 17:00 to 18:00 (1243 vehicles)
PM Peak Hour Factor 92.5%

24-Hour Moving Total

01:00- 14199	02:00- 14219	03:00- 14214	04:00- 14225	05:00- 14228	06:00- 14230	07:00- 14238	08:00- 14220
09:00- 14271	10:00- 14228	11:00- 14206	12:00- 14181	13:00- 14158	14:00- 14129	15:00- 14100	16:00- 14046
17:00- 14014	18:00- 13974	19:00- 13947	20:00- 14005	21:00- 14155	22:00- 14320	23:00- 14300	24:00- 14312

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Volume Report: WB STEVENS CREEK TO ON-RAMP TO EB I-280

Wednesday 09/10/97 Channel: 1

0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	2400	Totals
92	50	37	22	33	64	[illegible]	343	478	395	646	747	871	1 46	1103	1171	1107	1283	1131	1130	971	1038	532	175	14769
38	11	6	5	6	14	40	68	131	110	116	178	218	233	201	307	276	334	310	309	268	266	223	97	
20	12	3	4	7	4	41	72	103	108	107	195	207	216	203	284	284	311	317	269	216	233	132	55	
20	8	2	6	7	25	8	113	116	104	71	199	246	195	282	277	285	331	291	261	240	253	101	49	
16	19	6	7	9	21	63	91	126	73	151	138	280	211	282	270	270	307	272	291	227	276	76	23	

AM Peak Hour ..... 11:00 to 12:00 (747 vehicles)
AM Peak Hour Factor 94.3%
PM Peak Hour ..... 17:00 to 18:00 (1283 vehicles)
PM Peak Hour Factor 96.0%

24-Hour Moving Total

01:00- 14306	02:00- 14298	03:00- 14290	04:00- 14290	05:00- 14295	06:00- 14393	07:00- 14297	08:00- 14314
09:00- 14321	10:00- 14310	11:00- 14324	12:00- 14396	13:00- 14476	14:00- 14558	15:00- 14305	16:00- 14396
17:00- 14388	18:00- 14428	19:00- 14490	20:00- 14563	21:00- 14556	22:00- 14666	23:00- 14763	24:00- 14769

Thursday 09/11/97 Channel: 1

0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	2400	Tota
103	51	22	19	25	54	173	379	483	423	593	817	1015	1181	1222	1252	1253	1374	1256	1218	1136	1035	551	187	1581
37	18	6	6	8	6	28	83	128	118	121	184	205	194	233	302	321	361	333	282	289	267	204	79	
31	12	5	6	3	10	40	68	134	95	146	206	209	267	309	302	307	322	311	310	276	276	145	46	
19	11	7	3	11	23	45	104	109	100	144	215	280	321	318	297	310	331	316	315	289	266	127	27	
16	10	4	4	5	15	60	104	112	110	172	202	321	319	302	311	315	360	306	311	282	226	75	35	

AM Peak Hour ..... 11:00 to 12:00 (817 vehicles)
AM Peak Hour Factor 95.0%
PM Peak Hour ..... 17:00 to 18:00 (1374 vehicles)
PM Peak Hour Factor 95.2%

24-Hour Moving Total

01:00- 14780	02:00- 14795	03:00- 14800	04:00- 14797	05:00- 14799	06:00- 14789	07:00- 14796	08:00- 14827
09:00- 14834	10:00- 14862	11:00- 14924	12:00- 14994	13:00- 15038	14:00- 15074	15:00- 15193	16:00- 15254
17:00- 15380	18:00- 15471	19:00- 15536	20:00- 15624	21:00- 15789	22:00- 15786	23:00- 15805	24:00- 15817

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Volume Report, 'EB STEVENS CREEK TO ON-RAMP TO SB I-880' page 5

Friday 09/12/97 Channel: 1

0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	2400	Total
56	34	24	17	29	47	148	373	446	481	773	1049	1070	706	487										574
30	17	14	6	4	8	27	61	141	122	147	238	314	185	242										
26	15	10	3	7	10	47	88	117	117	160	373	313	173	245										
28	12	6	4	5	12	39	113	99	124	197	285	259	186											
4	10	3	4	13	17	47	101	89	118	208	252	184	212											

AM Peak Hour ..... 11:00 to 12:00 (1049 vehicles)
AM Peak Hour Factor 91.7%
PM Peak Hour ..... 12:00 to 13:00 (1070 vehicles)
PM Peak Hour Factor 85.2%

24-Hour Moving Total

01:00-	15810	02:00-	15813	03:00-	15825	04:00-	15823	05:00-	15827	06:00-	15820	07:00-	15795	08:00-	15789								
09:00-	15752	10:00-	15810	11:00-	15934	12:00-	15956	13:00-	16027	14:00-	15946	15:00-	N/A	16:00-	N/A								
17:00-	N/A	18:00-	N/A	19:00-	N/A	20:00-	N/A	21:00-	N/A	22:00-	N/A	23:00-	N/A	24:00-	N/A								

97-036

FROM : TRAFFIC DATA SERVICE PHONE : [illegible] [illegible] 1997 12:26PM P1

Post-it Fax Note 7672

To: STEPHEN HOUGH
Company: BARTON ASCHMAN
Location: SAN JOSE
Fax #: (408) 280-7533 Telephone #: (408) 280-6600

From: RICH [illegible]
Company: T.D.S.
Location: CAMPBELL
Fax #: Telephone #: (408) 374-2970

Comments: STEPHEN - ATTACHED ARE THE COUNTS FOR THE VALLEY FAIR MALL AREA STUDY.
* SPECIAL NOTE: THEY WERE RE PAVING STEVENS CREEK WHEN THE COUNTS WERE PICKED UP

Volume Count Report

Generated by MSC3000 Version 2.00 Copyright 1990 [illegible] Mitron Systems Corporation

Location ..... I-880 NB OFF-RAMP TO WB STEVENS CREEK
Location Code 5
County ..... SAN JOSE
Recorder Set ..... 09/04/97 [illegible]
Recording Start ... 09/04/97 14:00
Recording End 09/12/97 14:45
Sample Time ..... 15 Minutes
Operator Number ...
Machine Number 16
Channel 1
Divide By 2
Summation ..... No
Two-Way ..... No

AM PEAK = 1004
PM PEAK = 1051
SAT PEAK = 1245

WEEKDAY ADT = 16,723

Thursday 09/04/97 Channel: 1

0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	2400	Totals
														964	945	994	916	969	853	585	337	190	101	6849
														258	225	245	214	224	233	158	90	67	28	
														252	248	230	261	254	227	155	89	43	27	
														213	237	251	211	238	236	142	73	35	17	
														241	235	257	230	253	155	115	85	45	29	

AM Peak Hour ..... Unavailable
AM Peak Hour Factor ..... Unavailable
PM Peak Hour ..... 16:00 to 17:00 (994 vehicles)
PM Peak Hour Factor 93.1%

Friday 09/05/97 Channel: 1

0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	2400	Totals
52	43	35	24	37	140	434	830	1000	1150	1263	1268	1273	1215	1062	1027	1034	1051	926	971	762	555	364	207	16723
18	9	9	3	7	15	73	188	254	302	300	300	304	310	253	253	252	240	234	250	202	142	131	62	
11	9	6	7	8	20	80	194	276	270	302	296	332	297	257	261	261	275	228	247	211	139	97	51	
13	15	10	6	9	41	100	184	222	231	330	335	318	295	264	260	249	266	230	242	187	137	69	50	
10	10	10	8	13	64	181	264	238	347	331	337	319	312	288	253	262	270	234	232	162	137	67	44	

AM Peak Hour ..... 09:45 to 10:45 (1279 vehicles)
AM Peak Hour Factor 92.1%
PM Peak Hour ..... 12:15 to 13:15 (1279 vehicles)
PM Peak Hour Factor 96.3%

97 036

24-Hour Moving Total

01:00-	N/A	02:00-	N/A	03:00-	N/A	04:00-	N/A	05:00-	N/A	06:00-	N/A	07:00-	N/A	08:00-	N/A	09:00-	N/A	10:00-	N/A	11:00-	N/A	12:00-	N/A
13:00-	N/A	14:00-	N/A	15:00-	15613	16:00-	15711	17:00-	15793	18:00-	15833	19:00-	15968	20:00-	15925	21:00-	16043	22:00-	16225	23:00-	16443	24:00-	16617

Volume Report, 'I-880 NB OFF-RAMP TO WB STEVENS CREEK' page 2

Saturday 09/06/97 Channel: 1

0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	2400	Totals
142	78	101	29	14	52	168	382	676	892	1128	1257	1380	1043	1245	1185	1185	1021	885	801	532	454	290	169	15310
35	29	23	10	4	14	16	64	176	175	284	315	340	330	317	280	275	255	207	224	172	116	107	34	
49	18	30	6	4	7	25	89	144	195	283	316	328	332	315	315	282	283	223	216	133	116	84	50	
28	21	31	6	1	9	54	109	164	219	280	291	351	296	314	310	302	245	208	171	123	107	62	55	
30	10	25	7	5	22	73	150	252	303	339	335	361	285	309	278	286	237	207	190	104	115	37	30	

AM Peak Hour ..... 11:00 to 12:00 (1257 vehicles)
AM Peak Hour Factor 93.8%
PM Peak Hour ..... 12:00 to 13:00 (1380 vehicles)
PM Peak Hour Factor 95.3%

24-Hour Moving Total

01:00- 14813	02:00- 16848	03:00- 16914	04:00- 16976	05:00- 16996	06:00- 16916	07:00- 16542	08:00- 16094
09:00- 15770	10:00- 15512	11:00- 15377	12:00- 15356	13:00- 15473	14:00- 15507	15:00- 15684	16:00- 15842
17:00- 15993	18:00- 15963	19:00- 15923	20:00- 15753	21:00- 15523	22:00- 15422	23:00- 15348	24:00- 15310

Sunday 09/07/97 Channel: 1

0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	2400	Total
112	84	58	28	32	58	99	187	310	479	1033	1168	1318	1091	1273	1171	1082	832	682	478	315	268	158	77	1249
38	25	17	6	9	11	14	24	64	96	153	274	317	299	315	274	259	232	144	125	99	71	44	22	
31	13	18	13	3	12	15	30	47	119	233	260	313	328	323	337	288	232	183	143	81	74	45	18	
24	24	13	3	5	16	32	44	89	104	259	289	316	326	314	299	278	192	151	116	74	71	44	22	
19	22	10	6	15	19	38	89	110	158	345	335	376	328	321	262	258	175	154	94	61	52	25	15	

AM Peak Hour ..... 10:45 to 11:45 (1168 vehicles)
AM Peak Hour Factor 84.6%
PM Peak Hour ..... 12:45 to 13:45 (1331 vehicles)
PM Peak Hour Factor 88.0%

24-Hour Moving Total

01:00- 15280	02:00- 15286	03:00- 15243	04:00- 15242	05:00- 15260	06:00- 15266	07:00- 15197	08:00- 15002
09:00- 14636	10:00- 14223	11:00- 14095	12:00- 13996	13:00- 13934	14:00- 13972	15:00- 14000	16:00- 13986
17:00- 13883	18:00- 13694	19:00- 13440	20:00- 13117	21:00- 12900	22:00- 12714	23:00- 12582	24:00- 12490

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Volume Report, 'I-880 NB OFF-RAMP TO WB STEVENS CREEK' page 3

Monday 09/08/97 Channel: 1

0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	2400	Totals
34	22	19	13	30	124	396	692	930	947	956	1021	1063	996	890	922	882	903	823	702	446	328	162	92	13443
10	6	5	1	3	14	59	168	237	258	231	240	242	254	225	229	212	216	205	205	145	89	58	22	
7	3	4	4	10	14	61	158	219	228	205	229	271	258	214	221	212	242	213	165	116	76	51	33	
10	7	3	5	5	28	102	183	212	191	242	251	278	279	213	232	227	231	210	174	105	64	25	18	
7	4	7	3	12	78	174	183	262	270	278	301	293	255	238	250	231	234	195	158	80	99	28	19	

AM Peak Hour ..... 11:00 to 12:00 (1021 vehicles)
AM Peak Hour Factor 84.8%
PM Peak Hour ..... 12:15 to 13:15 (1094 vehicles)
PM Peak Hour Factor 93.8%

24-Hour Moving Total

01:00- 12412	02:00- 12350	03:00- 12311	04:00- 12295	05:00- 12294	06:00- 12370	07:00- 12667	08:00- 13172				
09:00- 13792	10:00- 14260	11:00- 14216	12:00- 14079	13:00- 13844	14:00- 13559	15:00- 13176	16:00- 12927				
17:00- 12727	18:00- 12816	19:00- 13009	20:00- 13233	21:00- 13354	22:00- 13424	23:00- 13428	24:00- 13443				

Tuesday 09/09/97 Channel: 1

0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	2400	Totals
56	30	19	10	34	124	426	734	892	976	940	1027	1066	944	834	891	800	926	1021	741	502	310	215	117	13655
20	7	5	3	7	8	65	159	222	276	212	238	270	264	213	192	192	206	261	211	152	77	86	26	
10	5	5	0	8	22	81	143	213	221	203	252	276	246	212	221	186	257	256	197	155	94	52	42	
17	10	6	4	7	31	109	202	210	198	259	265	237	222	196	234	206	210	274	154	93	80	46	22	
9	8	4	3	12	63	171	230	247	281	256	272	283	232	213	244	214	253	230	179	102	59	31	27	

AM Peak Hour ..... 11:00 to 12:00 (1027 vehicles)
AM Peak Hour Factor 94.4%
PM Peak Hour ..... 12:00 to 13:00 (1066 vehicles)
PM Peak Hour Factor 94.2%

24-Hour Moving Total

01:00- 13465	02:00- 13473	03:00- 13473	04:00- 13470	05:00- 13474	06:00- 13464	07:00- 13494	08:00- 13536
09:00- 13498	10:00- 13527	11:00- 13511	12:00- 13517	13:00- 13500	14:00- 13468	15:00- 13412	16:00- 13381
17:00- 13299	18:00- 13302	19:00- 13500	20:00- 13539	21:00- 13595	22:00- 13577	23:00- 13630	24:00- 13655

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Volume Report, I-880 NB OFF-RAMP TO WB STEVENS CREEK' page 4

Wednesday 09/10/97 Channel: 1

0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	2400	Totals
41	18	30	15	35	133	370	721	894	662	840	1113	1165	976	878	887	932	1003	1001	811	492	324	219	107	14069
12	3	12	1	5	15	54	183	224	205	221	247	306	288	226	208	210	235	277	233	166	80	81	33	
10	4	4	4	6	24	65	168	262	175	218	270	300	259	231	216	214	242	266	234	129	80	64	30	
9	5	6	3	7	29	72	173	186	227	235	279	277	223	213	225	238	235	257	194	110	89	41	24	
10	6	8	8	18	65	179	197	222	254	246	317	282	252	208	227	270	290	241	178	87	75	33	20	

AM Peak Hour ..... 11:00 to 12:00 (1113 vehicles)
AM Peak Hour Factor 87.8%
PM Peak Hour ..... 12:00 to 13:00 (1165 vehicles)
PM Peak Hour Factor 95.2%

24-Hour Moving Total

01:00- 13640	02:00- 13628	03:00- 13639	04:00- 13645	05:00- 13687	06:00- 13656	07:00- 13600	08:00- 13587
09:00- 13589	10:00- 13475	11:00- 13475	12:00- 13561	13:00- 13650	14:00- 13672	15:00- 13716	16:00- 13722
17:00- 13854	18:00- 13931	19:00- 13971	20:00- 14071	21:00- 14061	22:00- 14075	23:00- 14079	24:00- 14069

Thursday 09/11/97 Channel: 1

0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	2400	Totals
55	34	21	16	35	131	438	791	839	908	707	556	509	569	746	955	971	994	966	833	537	359	200	106	12277
22	8	7	3	7	11	56	171	261	252	236	176	138	137	128	216	244	235	251	225	173	111	69	26	
11	5	3	2	8	23	81	178	220	192	211	130	129	153	176	246	206	238	223	205	141	69	47	37	
10	11	3	5	7	30	110	185	206	204	132	157	109	131	208	259	260	248	233	200	114	91	40	28	
12	10	8	6	14	67	191	257	152	260	128	153	133	148	234	234	261	273	259	202	109	88	44	15	

AM Peak Hour ..... 07:45 to 08:45 (944 vehicles)
AM Peak Hour Factor 90.4%
PM Peak Hour ..... 17:15 to 18:15 (1010 vehicles)
PM Peak Hour Factor 92.5%

24-Hour Moving Total

01:00- 14083	02:00- 14099	03:00- 14090	04:00- 14090	05:00- 14090	06:00- 14088	07:00- 14156	08:00- 14226
09:00- 14171	10:00- 14217	11:00- 13984	12:00- 13427	13:00- 12771	14:00- 12364	15:00- 12232	16:00- 12290
17:00- 12329	18:00- 12320	19:00- 12225	20:00- 12217	21:00- 12262	22:00- 12297	23:00- 12278	24:00- 12277

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Volume Report, 'I-880 NB OFF-RAMP TO WB STEVENS CREEK' page 5

Friday 09/12/97 Channel: 1

0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	2400	Totals
72	35	20	12	33	138	430	775	1004	1043	1215	1248	1238	1184	782										9229
28	[illegible]	5	0	8	13	55	[illegible]	247	225	293	290	306	299	249										
16	3	3	2	11	25	61	183	243	234	269	310	293	285	277										
17	[illegible]	9	6	5	38	116	201	266	234	342	302	329	308	255										
11	[illegible]	3	4	9	62	178	230	248	350	311	346	310	292											

AM Peak Hour ..... 09:45 to 10:45 (1254 vehicles)
AM Peak Hour Factor 89.6%
PM Peak Hour ..... 12:00 to 13:00 (1238 vehicles)
PM Peak Hour Factor ..... 94.[illegible]%

24-Hour Moving Total

01:00- 12294	02:00- 12295	03:00- 12294	04:00- 12290	05:00- 12287	06:00- 12294	07:00- 12286	08:00- 12270
09:00- 12435	10:00- 12570	11:00- 13078	12:00- 13770	13:00- 14499	14:00- [illegible]	15:00- N/A	16:00- N/A
17:00- N/A	18:00- N/A	19:00- N/A	20:00- N/A	21:00- N/A	22:00- N/A	23:00- N/A	24:00- N/A

97-036

Location ..... I-880 SB OFF-RAMP TO WB STEVENS CREEK
Location Code 1
County ..... SAN JOSE
Recorder Set ..... 10/01/97 [illegible]
Recording Start ... 10/01/97 [illegible]
Recording End ..... 10/06/97 [illegible]
Sample Time ..... 15 Minutes
Operator Number ... 1
Machine Number 46
Channel 1
Divide By 2
Summation ..... No
Two-Way ..... No

AM PEAK = 493
PM PEAK = 628
SAT PEAK = 850
WEEKDAY ADT = 9,839

Wednesday 10/01/97 Channel: 1

0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	2400	Total
															635	600	628	640	566	311	215	147	87	380
															171	188	167	163	139	102	57	39	17	
															150	148	162	173	152	83	59	43	29	
															162	167	148	162	144	65	44	37	20	
															152	097	151	142	131	61	55	28	21	

AM Peak Hour ..... Unavailable
AM Peak Hour Factor ..... Unavailable
PM Peak Hour ..... 17:30 to 18:30 (653 vehicles)
PM Peak Hour Factor 94.4%

Thursday 10/02/97 Channel: 1

0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	2400	Total
52	25	24	43	35	92	170	360	493	673	639	755	853	685	587	622	586	595	629	580	347	221	144	89	919
15	10	3	11	6	15	30	58	150	188	180	149	232	186	145	162	127	137	145	150	109	75	46	19	
13	5	6	9	10	16	28	66	138	203	147	164	249	159	164	159	160	146	151	155	97	42	36	31	
13	7	8	6	11	13	52	84	101	177	136	212	190	174	147	153	156	167	158	145	76	56	30	17	
11	3	7	17	8	48	60	152	104	165	136	240	182	166	131	148	143	155	175	130	65	48	32	22	

AM Peak Hour ..... 11:00 to 12:00 (755 vehicles)
AM Peak Hour Factor 78.6%
PM Peak Hour ..... 12:00 to 13:00 (853 vehicles)
PM Peak Hour Factor 85.6%

24-Hour Moving Total

01:00-	N/A	02:00-	N/A	03:00-	N/A	04:00-	N/A	05:00-	N/A	06:00-	N/A	07:00-	N/A	08:00-	N/A
09:00-	N/A	10:00-	N/A	11:00-	N/A	12:00-	N/A	13:00-	N/A	14:00-	N/A	15:00-	N/A	16:00-	9187
17:00-	9174	18:00-	9188	19:00-	9155	20:00-	9144	21:00-	9158	22:00-	9194	23:00-	9200	24:00-	9197

97-036

Friday 10/03/97 Channel: 1

0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	2400	Tota
58	45	17	15	35	94	174	368	444	490	673	802	960	714	738	684	643	580	641	641	433	260	199	131	96
22	11	4	3	1	11	26	70	119	99	108	177	222	193	204	170	155	128	173	186	127	62	62	30	
20	12	9	0	7	27	42	103	109	116	165	190	251	165	172	162	155	149	144	167	123	78	59	30	
8	3	0	4	9	23	43	90	118	120	165	212	227	192	172	174	159	155	160	163	99	67	45	37	
8	15	2	3	11	33	63	103	98	155	185	223	219	164	190	178	173	138	164	125	84	53	33	34	

AM Peak Hour ..... 11:00 to 12:00 (802 vehicles)
AM Peak Hour Factor 89.9%
PM Peak Hour ..... 12:00 to 13:00 (960 vehicles)
PM Peak Hour Factor 91.3%

24-Hour Moving Total

01:00-	9205	02:00-	9225	03:00-	9218	04:00-	9190	05:00-	9190	06:00-	9192	07:00-	9196	08:00-	920-
09:00-	9155	10:00-	8972	11:00-	9106	12:00-	9153	13:00-	9260	14:00-	9289	15:00-	9440	16:00-	950:
17:00-	9559	18:00-	9544	19:00-	9556	20:00-	9617	21:00-	9703	22:00-	9742	23:00-	9797	24:00-	983:

Saturday 10/04/97 Channel: 1

0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	2400	Tot
76	49	30	21	25	38	82	173	329	506	663	788	940	882	860	807	775	654	570	470	311	219	162	115	9
22	15	6	4	7	6	8	34	60	113	148	176	194	212	236	194	201	174	137	123	78	63	52	39	
25	14	11	8	6	9	23	51	79	114	134	183	219	210	191	211	205	163	133	138	89	61	43	21	
13	12	7	7	10	17	26	44	96	153	186	210	207	235	206	198	198	154	153	120	79	53	36	33	
16	8	6	2	2	6	25	44	104	146	185	219	220	225	217	204	171	163	147	89	65	42	31	22	

AM Peak Hour ..... 11:00 to 12:00 (788 vehicles)
AM Peak Hour Factor 90.0%
PM Peak Hour ..... 13:15 to 14:15 (906 vehicles)
PM Peak Hour Factor 96.0%

24-Hour Moving Total

01:00-	9857	02:00-	9861	03:00-	9874	04:00-	9880	05:00-	9870	06:00-	9814	07:00-	9722	08:00-	952
09:00-	9412	10:00-	9448	11:00-	9428	12:00-	9414	13:00-	9294	14:00-	9462	15:00-	9574	16:00-	969
17:00-	9829	18:00-	9903	19:00-	9832	20:00-	9661	21:00-	9539	22:00-	9498	23:00-	9461	24:00-	944

97-036

Sunday 10/05/97 Channel: 1

0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	2400	Total:
[illegible]	53	42	20	[illegible]	21	44	98	144	238	478	638	679	798	727	702	590	455	340	258	193	174	120	76	699
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	6	[illegible]	[illegible]	22	43	87	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	86	66	58	50	33	23	
[illegible]	[illegible]	8	4	7	4	[illegible]	[illegible]	21	64	109	142	[illegible]	[illegible]	[illegible]	157	113	102	69	42	54	37	[illegible]	19	
[illegible]	[illegible]	12	5	5	6	[illegible]	[illegible]	38	55	127	[illegible]	[illegible]	[illegible]	[illegible]	138	129	69	62	46	42	26	19		
[illegible]	[illegible]	8	4	4	5	[illegible]	[illegible]	63	75	155	[illegible]	[illegible]	[illegible]	[illegible]	144	96	83	71	47	28	24	[illegible]		

AM Peak Hour ..... 11:00 to 12:00 (638 vehicles)
AM Peak Hour Factor 91.1%
PM Peak Hour ..... 13:00 to 14:00 (798 vehicles)
PM Peak Hour Factor 94.1%

24-Hour Moving Total

01:00-	9446	02:00-	9450	03:00-	9463	04:00-	9462	05:00-	9454	06:00-	9437	07:00-	9399	08:00-	9294								
09:00-	9109	10:00-	8821	11:00-	8646	12:00-	8496	13:00-	8335	14:00-	8251	15:00-	8128	16:00-	8053								
17:00-	7868	18:00-	7669	19:00-	7439	20:00-	7237	21:00-	[illegible]	22:00-	7074	23:00-	7032	24:00-	6993								

Monday 10/06/97 Channel: 1

0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	2400	Tota
[illegible]	[illegible]	[illegible]	15	23	[illegible]	152	[illegible]	453	413	[illegible]														190
5	[illegible]	6	9	5	8	29	63	116	93	88														
7	6	5	2	3	17	35	116	122	85	115														
15	[illegible]	2	2	9	18	36	143	110	113															
6	5	5	2	7	28	52	145	103	122															

AM Peak Hour ..... 07:30 to 08:30 (528 vehicles)
AM Peak Hour Factor 91.0%
PM Peak Hour ..... Unavailable
PM Peak Hour Factor ..... Unavailable

24-Hour Moving Total

01:00-	6959	02:00-	6938	03:00-	6913	04:00-	6908	05:00-	6914	06:00-	6964	07:00-	7072	08:00-	7471								
09:00-	7780	10:00-	7955	11:00-	N/A	12:00-	N/A	13:00-	N/A	14:00-	N/A	15:00-	N/A	16:00-	N/A								
17:00-	N/A	18:00-	N/A	19:00-	N/A	20:00-	N/A	21:00-	N/A	22:00-	N/A	23:00-	N/A	24:00-	N/A								

97-036

Location ..... I-880 SB OFF-RAMP TO EB STEVENS CREEK
Location Code 2
County ..... SAN JOSE
Recorder Set 10/01/97 14:36
Recording Start ... 10/01/97 15:00
Recording End 10/06/97 11:45
Sample Time ..... 15 Minutes
Operator Number ...
Machine Number 62
Channel 1
Divide By 2
Summation ..... No
Two-Way ..... No

AM PEAK = 136
PM PEAK = 168
SAT PEAK = 179

WEEKDAY ADT = 2,450

Wednesday 10/01/97 Channel: 1

0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	2400	Total:
																184		151	128	87	62	79	40	108.
																39		40	37	29	17	19	9	
																37		40	23	15	16	12		
																53		45	39	19	17	21	10	
																35		26	29	16	13	23	9	

AM Peak Hour ..... Unavailable
AM Peak Hour Factor ..... Unavailable
PM Peak Hour ..... 16:15 to 17:15 (201 vehicles)
PM Peak Hour Factor 75.0%

Thursday 10/02/97 Channel: 1

0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	2400	Total:
18	13	15	6	7	24	78	110	136	150	166	138	179	176	175	169	151	168	125	129	95	69	59	34	2450
3	5	2	4	1	8	9	24	27	26	41	39	52	51	43	44	29	32	35	26	28	14	14	8	
5	1	5	2	2	6	21	35	34	54	41	45	38	41	33	45	50	62	32	40	22	15	17	7	
6	4	5	0	3	2	22	25	34	38	41	43	41	38	38	33	39	31	27	32	16	25	11	12	
4	3	3	0	1	8	26	35	41	32	43	71	48	46	61	47	33	43	31	31	29	15	17	7	

AM Peak Hour ..... 11:00 to 12:00 (198 vehicles)
AM Peak Hour Factor 69.7%
PM Peak Hour ..... 14:30 to 15:30 (188 vehicles)
PM Peak Hour Factor 77.0%

24-Hour Moving Total

01:00-	N/A	02:00-	N/A	03:00-	N/A	04:00-	N/A	05:00-	N/A	06:00-	N/A	07:00-	N/A	08:00-	N/A
09:00-	N/A	10:00-	N/A	11:00-	N/A	12:00-	N/A	13:00-	N/A	14:00-	N/A	15:00-	N/A	16:00-	2534
17:00-	2528	18:00-	2495	19:00-	2486	20:00-	2460	21:00-	2461	22:00-	2469	23:00-	2476	24:00-	2456

97-036

Friday 10/03/97 Channel: 1

0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	2400	Total
23	[illegible]	16	11	6	22	73	123	134	121	145	188	189	177	181	210	144	139	129	137	95	62	61	54	244
[illegible]	[illegible]	[illegible]	3	[illegible]		[illegible]	[illegible]	36	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	65	38	[illegible]	[illegible]	37	24	13	6	24	
[illegible]	4	4	5	2	[illegible]	17	30	23	25	34	49	44	47	55	43	49	40	40	28	32	20	15	12	
6	[illegible]	2	3	[illegible]	[illegible]	22	37	39	29	46	45	47	45	29	46	30	38	29	31	18	18	20	9	
6	[illegible]	2	0	2	[illegible]	23	39	36	35	32	55	41	47	56	55	27	34	33	41	21	11	20	9	

AM Peak Hour ..... 11:00 to 12:00 (188 vehicles)
AM Peak Hour Factor 81.0%
PM Peak Hour ..... 14:45 to 15:45 (210 vehicles)
PM Peak Hour Factor 80.8%

24-Hour Moving Total

01:00-	2455	02:00-	2451	03:00-	2452	04:00-	2457	05:00-	2456	06:00-	2454	07:00-	2449	08:00-	2462
09:00-	2460	10:00-	2431	11:00-	2410	12:00-	2400	13:00-	2410	14:00-	2411	15:00-	2417	16:00-	2458
17:00-	2451	18:00-	2422	19:00-	2426	20:00-	2434	21:00-	2434	22:00-	2427	23:00-	2429	24:00-	2449

Saturday 10/04/97 Channel: 1

0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	2400	Total
36	15	7	9	6	14	28	56	77	97	121	114	151	136	179	123	113	137	116	89	105	60	59	45	18
[illegible]	5	2	2	1	2	2	10	24	22	25	24	44	30	37	30	35	31	21	37	22	22	16	13	
15	7	3	5	2	1	7	16	18	19	27	22	31	38	45	39	24	48	41	17	33	18	15	12	
6	3	2	2	2	5	7	12	13	32	40	30	45	35	40	24	24	32	25	20	26	12	17	10	
4	1	0	0	1	6	12	18	22	27	39	28	30	33	57	30	30	26	29	15	24	8	11	11	

AM Peak Hour ..... 10:00 to 11:00 (121 vehicles)
AM Peak Hour Factor 75.6%
PM Peak Hour ..... 14:00 to 15:00 (179 vehicles)
PM Peak Hour Factor 78.5%

24-Hour Moving Total

01:00-	2462	02:00-	2468	03:00-	2459	04:00-	2457	05:00-	2457	06:00-	2449	07:00-	2404	08:00-	2337
09:00-	2280	10:00-	2256	11:00-	2232	12:00-	2148	13:00-	2109	14:00-	2068	15:00-	2066	16:00-	1979
17:00-	1948	18:00-	1946	19:00-	1933	20:00-	1885	21:00-	1895	22:00-	1893	23:00-	1891	24:00-	1883

Sunday 10/05/97 Channel: 1

0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	2400	Total:
[illegible]	[illegible]	18	8	7	4	25	23	45	43	88	91	[illegible]	[illegible]	108	[illegible]	[illegible]	93	85	90	46	51	57	27	136
		[illegible]	[illegible]	[illegible]	[illegible]					[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]	9	[illegible]	31	[illegible]	18	11	7	
[illegible]	[illegible]	5	2	[illegible]	[illegible]	2	[illegible]	[illegible]		15	[illegible]	24	30	[illegible]	[illegible]	[illegible]	15	18	22	[illegible]	13	15	4	
[illegible]	[illegible]	6	2	4	[illegible]	7	[illegible]	[illegible]	[illegible]	22	23	[illegible]	[illegible]	32	[illegible]	[illegible]	30	28	19	[illegible]	12	19	7	
[illegible]		1	2	[illegible]	[illegible]	12	[illegible]	[illegible]	[illegible]	28	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	20	25	18	9	8	12	9	

AM Peak Hour ..... 10:45 to 11:45 (90 vehicles)
AM Peak Hour Factor 86.5%
PM Peak Hour ..... 12:30 to 13:30 (124 vehicles)
PM Peak Hour Factor 86.1%

24-Hour Moving Total

01:00-	1883	02:00-	1886	03:00-	1897	04:00-	1894	05:00-	1895	06:00-	1885	07:00-	1883	08:00-	1850
09:00-	1718	10:00-	1764	11:00-	1728	12:00-	1705	13:00-	1666	14:00-	1631	15:00-	1560	16:00-	1533
17:00-	30	18:00-	1486	19:00-	1456	20:00-	1457	21:00-	1398	22:00-	1389	23:00-	1387	24:00-	1368

Monday 10/06/97 Channel: 1

0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	2400	Total
[illegible]		[illegible]	5	5	25	78	[illegible]	[illegible]	[illegible]	[illegible]														[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	8	[illegible]	[illegible]	[illegible]	28														
4	[illegible]	1	3	[illegible]	3	20	31	29	33	29														
9	[illegible]	2	0	4	6	26	44	35	23	43														
3	[illegible]	2	1	0	10	24	35	37	34															

AM Peak Hour ..... 08:30 to 09:30 (142 vehicles)
AM Peak Hour Factor 95.9%
PM Peak Hour ..... Unavailable
PM Peak Hour Factor ..... Unavailable

24-Hour Moving Total

01:00-	1350	02:00-	1339	03:00-	1328	04:00-	1327	05:00-	1325	06:00-	1346	07:00-	1398	08:00-	1506
09:00-	1590	10:00-	1673	11:00-	N/A	12:00-	N/A	13:00-	N/A	14:00-	N/A	15:00-	N/A	16:00-	N/A
17:00-	N/A	18:00-	N/A	19:00-	N/A	20:00-	N/A	21:00-	N/A	22:00-	N/A	23:00-	N/A	24:00-	N/A

Location ..... I-880 NB OFF-RAMP TO EB STEVENS CREEK
Location Code 3
County ..... SAN JOSE
Recorder Set 10/01/97 14:47
Recording Start ... 10/01/97 15:00
Recording End 10/06/97 10:30
Sample Time ..... 15 Minutes
Operator Number ... 1
Machine Number 60
Channel 1
Divide By 2
Summation ..... No
Two-Way ..... No

AM PEAK = 272
PM PEAK = 272
SAT PEAK = 501

WEEKDAY ADT = 4,465

Wednesday 10/01/97 Channel: 1

0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	2400	Total
															289	271	223	230	196	113	85	83	63	155
															56	72	54	47	57	25	26	16	29	
															[illegible]	60	68	53	55	25	19	20	16		
															73	67	47	66	47	35	23	20	11		
															72	72	60	64	36	28	17	27	7		

AM Peak Hour ..... Unavailable
AM Peak Hour Factor ..... Unavailable
PM Peak Hour ..... 15:15 to 16:15 (295 vehicles)
PM Peak Hour Factor 95.8%

Thursday 10/02/97 Channel: 1

0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	2400	Total
17	14	10	5	7	33	141	162	272	287	287	301	264	304	308	331	267	232	201	207	97	77	87	48	395
3	5	5	1	1	5	21	50	56	86	92	88	77	64	71	79	61	70	38	51	21	15	26	15	
3	6	2	1	2	4	39	31	60	77	57	70	67	76	62	82	65	57	60	59	27	19	21	15	
6	0	2	1	1	9	35	24	61	57	75	71	56	83	80	73	58	49	53	55	20	18	16	9	
5	3	1	2	3	15	46	57	95	67	63	72	64	81	95	97	83	56	50	42	29	25	24	9	

AM Peak Hour ..... 08:30 to 09:30 (319 vehicles)
AM Peak Hour Factor 83.9%
PM Peak Hour ..... 14:30 to 15:30 (336 vehicles)
PM Peak Hour Factor 88.4%

24-Hour Moving Total

01:00-	N/A	02:00-	N/A	03:00-	N/A	04:00-	N/A	05:00-	N/A	06:00-	N/A	07:00-	N/A	08:00-	N/A
09:00-	N/A	10:00-	N/A	11:00-	N/A	12:00-	N/A	13:00-	N/A	14:00-	N/A	15:00-	N/A	16:00-	3965
17:00-	4007	18:00-	4003	19:00-	4012	20:00-	3983	21:00-	3994	22:00-	3978	23:00-	3970	24:00-	3974

97-036

Friday 10/03/97 Channel:

0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	2400	Totals
15	4	5	2	12	47	166	302	240	338	303	369	479	391	337	334	372	252	179	134	109	89	103	78	4465
4	1	1	1	1	1	4	31	47	71	1	103	1	1	1	78	77	71	41	44	41	1	19	25	
1	2	1	2	1	4	37	73	45	82	61	99	103	2	73	71	87	62	47	37	35	28	27	13	
6	0	1	1	4	13	46	77	61	74	71	99	119	0	71	61	61	57	39	47	35	19	26	20	
3	1	2	1	6	19	65	49	86	122	68	103	109	74	100	71	77	67	45	46	29	18	35	17	

AM Peak Hour ..... 09:15 to 10:15 (372 vehicles)
AM Peak Hour Factor 76.2%
PM Peak Hour ..... 12:00 to 13:00 (479 vehicles)
PM Peak Hour Factor 92.8%

24-Hour Moving Total

01:00-	3957	02:00-	3961	03:00-	3957	04:00-	3954	05:00-	3959	06:00-	3966	07:00-	3991	08:00-	3991
09:00-	3959	10:00-	4007	11:00-	4053	12:00-	4101	13:00-	4136	14:00-	4396	15:00-	4425	16:00-	4388
17:00-	4393	18:00-	4413	19:00-	4391	20:00-	4378	21:00-	4417	22:00-	4422	23:00-	4438	24:00-	4465

Saturday 10/04/97 Channel: 1

0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	2400	Totals
34	11	13	17	16	41	71	112	136	192	228	341	378	418	421	341	373	289	243	89	89	79	86	4521	
10	4	3	5	5	1	7	20	30	41	53	111	114	7	121	114	82	66	57	25	34	16	14	20	
7	6	2	8	4	1	8	23	23	47	65	134	100	106	121	108	64	42	53	43	20	24	16	12	
11	5	6	2	1	4	19	36	31	48	77	113	159	108	134	121	82	37	60	25	15	30	22	13	
6	7	2	2	6	9	43	33	48	49	70	101	105	112	115	100	61	44	49	40	30	19	27	11	

AM Peak Hour ..... 11:00 to 12:00 (482 vehicles)
AM Peak Hour Factor 89.9%
PM Peak Hour ..... 12:30 to 13:30 (569 vehicles)
PM Peak Hour Factor 89.5%

24-Hour Moving Total

01:00-	4474	02:00-	4488	03:00-	4495	04:00-	4510	05:00-	4514	06:00-	4490	07:00-	4403	08:00-	4353
09:00-	4249	10:00-	4104	11:00-	4026	12:00-	4139	13:00-	4278	14:00-	4389	15:00-	4553	16:00-	4719
17:00-	4708	18:00-	4635	19:00-	4645	20:00-	4594	21:00-	4564	22:00-	4564	23:00-	4540	24:00-	4521

97-036

Sunday 10/05/97 Channel: 1

0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	2400	Total
32	[illegible]	13	14	[illegible]	[illegible]	58	53	80	104	[illegible]	[illegible]	333	468	517	229	189	143	155	148	89	70	61	40	33
		[illegible]		[illegible]			[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]	[illegible]	33	46	24	[illegible]	[illegible]	[illegible]	
6	[illegible]	5	4	[illegible]	[illegible]	6	[illegible]	25	[illegible]	37	[illegible]	[illegible]	[illegible]	103	[illegible]	[illegible]	38	40	41	33	15	16	10	
12	[illegible]	2	4	[illegible]	[illegible]	15	14	20	32	[illegible]	[illegible]	[illegible]	[illegible]	137	44	43	[illegible]	39	22	14	19	17	7	
6	[illegible]	0	0	[illegible]	[illegible]	35	13	28	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	41	[illegible]	49	39	18	15	14	6	

AM Peak Hour ..... [illegible]:00 to 12:00 ([illegible] vehicles)
AM Peak Hour Factor 63.3%
PM Peak Hour ..... 14:00 to 15:00 (517 vehicles)
PM Peak Hour Factor 94.3%

24-Hour Moving Total

01:00-	4519	02:00-	4519	03:00-	4519	[illegible]:00-	[illegible]	[illegible]:00-	[illegible]	[illegible]:00-	4510	07:00-	4489	08:00-	4436
09:00-	[illegible]	10:00-	[illegible]	[illegible]:00-	4220	[illegible]:00-	[illegible]	[illegible]:00-	[illegible]	14:00-	3760	15:00-	3776	16:00-	3545
17:00-	[illegible]73	18:00-	[illegible]	19:00-	[illegible]19	[illegible]:00-	[illegible]	[illegible]:00-	[illegible]	22:00-	3395	23:00-	3377	24:00-	3361

Monday 10/06/97 Channel: 1

0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	2400	Total
[illegible]	[illegible]	[illegible]	[illegible]	16	[illegible]	217	147	[illegible]	[illegible]	[illegible]														[illegible]
[illegible]	[illegible]	3	2	[illegible]	[illegible]	[illegible]	45	43	[illegible]	[illegible]														
[illegible]	[illegible]	[illegible]	3	4	13	30	[illegible]	33	[illegible]	74														
5	[illegible]	2	0	2	13	58	39	60	[illegible]															
2	[illegible]	3	2	[illegible]	15	112	34	54	95															

AM Peak Hour ..... 09:30 to 10:30 (301 vehicles)
AM Peak Hour Factor 88.5%
PM Peak Hour ..... Unavailable
PM Peak Hour Factor ..... Unavailable

24-Hour Moving Total

01:00-	3340	02:00-	3329	03:00-	3325	04:00-	3318	05:00-	3325	06:00-	3356	07:00-	3515	08:00-	3603
09:00-	3717	10:00-	3872	[illegible]:00-	N/A	[illegible]:00-	N/A	[illegible]:00-	N/A	14:00-	N/A	15:00-	N/A	16:00-	N/A
[illegible]:00-	N/A	18:00-	N/A	19:00-	N/A	[illegible]:00-	N/A	[illegible]:00-	N/A	22:00-	N/A	23:00-	N/A	24:00-	N/A

Location ..... WB STEVENS CREEK ON-RAMP TO NB I-680
Location Code 4
County ..... SAN JOSE
Recorder Set ..... 10/01/97 [illegible]
Recording Start ... 10/01/97 [illegible]
Recording End ..... 10/06/97 [illegible]
Sample Time ..... 15 Minutes
Operator Number ... 1
Machine Number 49
Channel 1
Divide By 2
Summation ..... No
Two-Way ..... No

AM PEAK = 218
PM PEAK = 179
SAT PEAK = 234

WEEKDAY ADT = 2,960

Wednesday 10/01/97 Channel: 1

0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	2400	Total
																[illegible]								
															179	[illegible]	144	103	103	120	101	66	48	[illegible]
															40	[illegible]	[illegible]	[illegible]	27	26	22	21	16	
															33	[illegible]	[illegible]	[illegible]	24	33	41	15	11	
															80	[illegible]	[illegible]	[illegible]	29	21	26	16	15	
															28	[illegible]	[illegible]	[illegible]	23	40	12	14	6	

AM Peak Hour ..... Unavailable
AM Peak Hour Factor ..... Unavailable
PM Peak Hour ..... 15:30 to 16:30 (188 vehicles)
PM Peak Hour Factor 88.7%

Thursday 10/02/97 Channel: 1

0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	2400	Total
26	[illegible]	5	8	8	36	98	(178)	172	169	[illegible]	[illegible]	231	219	210	229	(154)	149	144	132	102	91	57	54	27
13	[illegible]	2	1	0	1	16	35	48	43	36	[illegible]	66	66	43	50	44	34	38	35	24	25	14	14	
3	[illegible]	2	5	0	8	[illegible]	25	44	40	[illegible]	[illegible]	[illegible]	57	59	53	28	37	40	37	31	19	13	15	
6	[illegible]	1	1	4	13	31	70	45	39	25	38	69	51	61	76	45	37	35	27	22	20	11	14	
4	[illegible]	0	1	4	14	34	[illegible]	35	[illegible]	[illegible]	[illegible]	69	45	47	50	37	41	31	33	25	27	19	11	

AM Peak Hour ..... 07:30 to 08:30 (209 vehicles)
AM Peak Hour Factor 74.6%
PM Peak Hour ..... 12:30 to 13:30 (251 vehicles)
PM Peak Hour Factor 90.9%

24-Hour Moving Total

01:00-	N/A	02:00-	N/A	03:00-	N/A	04:00-	N/A	05:00-	N/A	06:00-	N/A	07:00-	N/A	08:00-	N/A
09:00-	N/A	10:00-	N/A	11:00-	N/A	12:00-	N/A	13:00-	N/A	14:00-	N/A	15:00-	N/A	16:00-	2717
17:00-	2757	18:00-	2754	19:00-	2759	20:00-	2783	21:00-	2815	22:00-	2797	23:00-	2787	24:00-	2778

97-036

Friday 10/03/97 Channel: 1

0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	2400	Totals
18	7	3	7	12	44	105	167	136	100	159	222	255	294	284	260	179	147	138	102	79	98	63	51	2965
[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	42	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	23	[illegible]	42	31	20	[illegible]	17	15	
[illegible]	2	[illegible]	4	3	13	36	64	32	34	40	60	[illegible]	85	68	55	54	29	32	24	19	24	17	12	
[illegible]	[illegible]	[illegible]	[illegible]	3	20	30	46	32	40	48	64	[illegible]	[illegible]	[illegible]	[illegible]	47	37	25	25	20	27	11	8	

AM Peak Hour ..... 11:00 to 12:00 (222 vehicles)
AM Peak Hour Factor 86.7%
PM Peak Hour ..... 12:45 to 13:45 (300 vehicles)
PM Peak Hour Factor 88.2%

24-Hour Moving Total

01:00-	2776	02:00-	2774	03:00-	2772	04:00-	2771	05:00-	2775	06:00-	2783	07:00-	2790	08:00-	2779
09:00-	2743	10:00-	2704	11:00-	2731	12:00-	2772	13:00-	2806	14:00-	2881	15:00-	2955	16:00-	2986
17:00-	3011	18:00-	3009	19:00-	3003	20:00-	2973	21:00-	2950	22:00-	2957	23:00-	2963	24:00-	2960

Saturday 10/04/97 Channel: 1

0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	2400	Total
[illegible]	25	22	11	12	15	35	53	64	82	108	136	169	207	183	234	[illegible]	108	102	101	84	73	67	58	218
8	4	7	8	1	4	3	7	17	18	35	30	32	46	29	59	47	23	42	19	25	14	17	12	
11	7	11	2	4	1	9	12	14	17	22	28	47	56	43	53	36	48	28	36	19	18	15	16	
6	7	1	1	2	6	9	17	19	21	28	32	42	52	51	70	52	26	24	32	23	20	16	17	
6	7	3	0	5	4	14	17	14	24	21	46	37	51	60	52	42	31	28	14	17	21	19	13	

AM Peak Hour ..... 11:00 to 12:00 (136 vehicles)
AM Peak Hour Factor 73.9%
PM Peak Hour ..... 14:45 to 15:45 (242 vehicles)
PM Peak Hour Factor 86.4%

24-Hour Moving Total

01:00-	2973	02:00-	2991	03:00-	3010	04:00-	3014	05:00-	3014	06:00-	2985	07:00-	2915	08:00-	2801
09:00-	2729	10:00-	2689	11:00-	2638	12:00-	2552	13:00-	2446	14:00-	2359	15:00-	2258	16:00-	2232
17:00-	2230	18:00-	2211	19:00-	2195	20:00-	2194	21:00-	2199	22:00-	2174	23:00-	2178	24:00-	2185

97-036

Sunday 10/05/97 Channel: 1

0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	2400	Totals
37	31	23	7	4	11	22	40	38	73	83	97	134	167	212	145	145	174	96	60	76	43	43	35	1727
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
12	[illegible]	4	3	0	2	3	9	[illegible]	20	20	25	31	[illegible]	[illegible]	[illegible]	41	23	30	20	20	12	14	[illegible]	
8	10	[illegible]	2	1	5	6	16	9	17	26	27	35	40	47	33	31	24	18	11	19	12	5	9	
7	[illegible]	2	1	2	3	5	8	14	19	22	22	39	43	44	22	28	19	24	11	18	8	13	10	

AM Peak Hour ..... 10:45 to 11:45 (98 vehicles)
AM Peak Hour Factor 90.7%
PM Peak Hour ..... 14:00 to 15:00 (212 vehicles)
PM Peak Hour Factor 85.5%

24-Hour Moving Total

01:00-	2191	02:00-	2197	03:00-	2198	04:00-	2194	05:00-	2186	06:00-	2182	07:00-	2169	08:00-	2156
09:00-	2130	10:00-	2123	11:00-	2098	12:00-	2059	13:00-	2034	14:00-	1994	15:00-	2023	16:00-	1934
17:00-	1903	18:00-	1879	19:00-	1953	20:00-	1912	21:00-	1904	22:00-	1774	23:00-	1750	24:00-	1727

Monday 10/06/97 Channel: 1

0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	2400	Totals
16	11	8	4	8	48	122	218	144	102	48														74[illegible]
9	1	2	0	0	7	14	62	34	21	39														
4	3	1	2	0	7	10	50	45	21	29														
2	3	5	2	5	15	37	62	42	27															
1	2	0	0	3	19	61	44	23	33															

AM Peak Hour ..... 06:45 to 07:45 (235 vehicles)
AM Peak Hour Factor 94.8%
PM Peak Hour ..... Unavailable
PM Peak Hour Factor ..... Unavailable

24-Hour Moving Total

01:00-	1705	02:00-	1685	03:00-	1670	04:00-	1667	05:00-	1671	06:00-	1708	07:00-	1808	08:00-	1986
09:00-	2092	10:00-	2121	11:00-	N/A	12:00-	N/A	13:00-	N/A	14:00-	N/A	15:00-	N/A	16:00-	N/A
17:00-	N/A	18:00-	N/A	19:00-	N/A	20:00-	N/A	21:00-	N/A	22:00-	N/A	23:00-	N/A	24:00-	N/A

97-036

Location ..... WB STEVENS CREEK ON-RAMP TO SB I-880
Location Code 5
County ..... SAN JOSE
Recorder Set 10/01/97 11:16
Recording Start ... 10/01/97 15:00
Recording End 10/06/97 10:30
Sample Time ..... 15 Minutes
Operator Number ... 1
Machine Number 12
Channel 2
Divide By 2
Summation ..... No
Two-Way ..... No

AM PEAK = 160
PM PEAK = 354
SAT PEAK = 270

WEEKDAY ADT = 3,433

Wednesday 10/01/97 Channel: 2

0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	2400	Total
																364	(317)	277	208	192	148	115	89	54	168
																53	68	65	75	53	23	27	30	19	
																61	61	63	51	49	35	36	17	9	
																63	71	66	64	45	47	28	20	13	
																77	87	83	18	45	43	24	22	13	

AM Peak Hour ..... Unavailable
AM Peak Hour Factor ..... Unavailable
PM Peak Hour ..... 16:30 to 17:30 (326 vehicles)
PM Peak Hour Factor 84.0%

Thursday 10/02/97 Channel: 2

0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	2400	Total
31	7	9	7	5	15	53	152	(159)	127	167	202	212	251	243	326	293	(354)	201	193	146	117	77	49	339
14	3	2	3	2	1	12	19	44	34	30	55	62	57	54	77	71	94	58	51	32	33	19	15	
4	3	5	1	1	1	6	27	39	29	44	52	47	61	66	87	70	104	45	53	33	24	18	8	
8	0	1	3	0	7	17	40	35	37	46	45	39	70	64	87	72	84	52	48	40	32	14	13	
5	1	1	0	2	6	18	66	40	37	47	50	64	63	59	75	80	72	46	41	41	28	26	13	

AM Peak Hour ..... 11:00 to 12:00 (202 vehicles)
AM Peak Hour Factor 91.8%
PM Peak Hour ..... 16:45 to 17:45 (362 vehicles)
PM Peak Hour Factor 87.0%

24-Hour Moving Total

01:00-	N/A	02:00-	N/A	03:00-	N/A	04:00-	N/A	05:00-	N/A	06:00-	N/A	07:00-	N/A	08:00-	N/A
09:00-	N/A	10:00-	N/A	11:00-	N/A	12:00-	N/A	13:00-	N/A	14:00-	N/A	15:00-	N/A	16:00-	3324
17:00-	3386	18:00-	3362	19:00-	3439	20:00-	3412	21:00-	3413	22:00-	3411	23:00-	3413	24:00-	3401

97-036

Friday 10/03/97 Channel: 2

0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	2400	Total
25	13	9	8	4	16	57	144	151	164	180	240	214	276	268	329	272	271	189	180	134	122	104	58	343
3	1	4	1		1		12	43	34	18	59	41	70	45	62	70	72	57	44	32	30	19	19	
5	3	1	0	2	1	11	35	37	31	46	63	60	65	75	84	76	68	45	45	33	33	31	11	
9	5	3	3	2	3	13	59	29	47	48	64	61	71	68	73	76	65	32	37	38	38	26	17	
3	4	1	3	0	7	28	48	37	52	60	67	58	67	59	60	50	66	55	54	31	21	28	11	

AM Peak Hour ..... 11:00 to 12:00 (240 vehicles)
AM Peak Hour Factor 89.6%
PM Peak Hour ..... 15:00 to 16:00 (329 vehicles)
PM Peak Hour Factor 91.4%

24-Hour Moving Total

01:00-	3390	02:00-	3401	03:00-	3401	04:00-	3402	05:00-	3401	06:00-	3402	07:00-	3406	08:00-	3398								
09:00-	3390	10:00-	3427	11:00-	3440	12:00-	3478	13:00-	3480	14:00-	3505	15:00-	3530	16:00-	3533								
17:00-	3512	18:00-	3429	19:00-	3417	20:00-	3404	21:00-	3392	22:00-	3397	23:00-	3424	24:00-	3433								

Saturday 10/04/97 Channel: 2

0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	2400	Tota
41	23	18	9	8	15	19	66	98	123	139	141	110	123	168	270	217	198	185	152	75	82	78	74	25
16	11	5	4	1	2	2	13	29	32	32	33	42	61	54	59	66	54	62	31	16	29	20	28	
5	2	5	2	0	3	8	10	21	22	31	37	45	50	49	63	44	49	42	30	11	25	17	14	
10	7	6	2	5	3	4	20	30	37	36	38	34	61	41	77	55	45	38	53	26	17	20	17	
10	8	2	1	2	7	5	23	18	36	40	33	49	51	44	71	52	50	43	38	22	11	21	15	

AM Peak Hour ..... 10:45 to 11:45 (148 vehicles)
AM Peak Hour Factor 92.5%
PM Peak Hour ..... 15:15 to 16:15 (277 vehicles)
PM Peak Hour Factor 89.9%

24-Hour Moving Total

01:00-	3449	02:00-	3459	03:00-	3468	04:00-	3469	05:00-	3473	06:00-	3472	07:00-	3434	08:00-	3356								
09:00-	3303	10:00-	3262	11:00-	3221	12:00-	3122	13:00-	3078	14:00-	3025	15:00-	2945	16:00-	2886								
17:00-	2831	18:00-	2758	19:00-	2754	20:00-	2726	21:00-	2667	22:00-	2627	23:00-	2601	24:00-	2617								

97-036

Sunday 10/05/97 Channel: 2

0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	2400	Tota
44	27	11	11	3	8	14	55	57	75	87	146	129	157	171	208	178	169	148	112	107	66	40	44	20
18	1	3	3	0	2	4	14	11	11	23	32	22	33	47	39	48	42	32	30	38	27	14	13	
8	6	1	4	0	1	1	9	15	19	24	48	34	40	44	53	42	51	42	24	27	20	6	7	
9	7	1	0	0	2	3	15	13	21	18	32	39	48	46	58	46	45	45	31	19	12	9	18	
9	9	1	4	1	3	6	17	15	19	17	34	34	31	35	58	42	30	29	27	23	7	11	6	

AM Peak Hour ..... 11:00 to 12:00 (146 vehicles)
AM Peak Hour Factor 76.0%
PM Peak Hour ..... 15:15 to 16:15 (217 vehicles)
PM Peak Hour Factor 93.5%

24-Hour Moving Total

01:00-	2620	02:00-	2619	03:00-	2612	04:00-	2614	05:00-	2609	06:00-	2602	07:00-	2597	08:00-	2586
09:00-	2545	10:00-	2497	11:00-	2445	12:00-	2450	13:00-	2409	14:00-	2343	15:00-	2326	16:00-	2264
17:00-	2225	18:00-	2196	19:00-	2159	20:00-	2119	21:00-	2151	22:00-	2135	23:00-	2097	24:00-	2067

Monday 10/06/97 Channel: 2

0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	2400	Tot
15	12	10	6	4	24	58	116	160	161	91														
3	5	2	2	1	3	7	24	49	55	33														
2	1	2	2	0	4	11	20	40	35	58														
5	4	2	1	1	7	15	33	38	43															
5	2	4	1	2	10	25	39	33	28															

AM Peak Hour ..... 07:45 to 08:45 (166 vehicles)
AM Peak Hour Factor 84.7%
PM Peak Hour ..... Unavailable
PM Peak Hour Factor ..... Unavailable

24-Hour Moving Total

01:00-	2038	02:00-	2023	03:00-	2022	04:00-	2017	05:00-	2018	06:00-	2034	07:00-	2078	08:00-	213
09:00-	2242	10:00-	2328	11:00-	N/A	12:00-	N/A	13:00-	N/A	14:00-	N/A	15:00-	N/A	16:00-	N/
17:00-	N/A	18:00-	N/A	19:00-	N/A	20:00-	N/A	21:00-	N/A	22:00-	N/A	23:00-	N/A	24:00-	N/

97-036

Location ..... EB STEVENS CREEK ON-RAMP TO NB I-880
Location Code 6
County ..... SAN JOSE
Recorder Set 10/01/97 14:04
Recording Start ... 10/01/97 15:00
Recording End 10/06/97 10:45
Sample Time ..... 15 Minutes
Operator Number ... 1
Machine Number 37
Channel 1
Divide By 2
Summation ..... No
Two-Way ..... No

AM PEAK = 252
PM PEAK = 504
SAT PEAK = 750

WEEKDAY ADT = 8,250

Wednesday 10/01/97 Channel: 1

0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	2400	Tota
															492	(473)	468	460	428	405	364	202	92	33
															128	108	105	107	112	123	101	80	26	
															128	125	115	115	100	94	94	62	26	
															136	117	141	115	102	99	105	23	18	
															100	103	107	103	114	89	64	37	22	

AM Peak Hour ..... Unavailable
AM Peak Hour Factor ..... Unavailable
PM Peak Hour ..... 15:00 to 16:00 (492 vehicles)
PM Peak Hour Factor 90.4%

Thursday 10/02/97 Channel: 1

0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	2400	Tota
47	23	25	23	52	112	198	181	(190)	281	353	434	618	757	595	532	(458)	456	452	395	448	369	205	102	73
14	7	9	9	6	12	50	51	27	64	80	102	117	210	169	139	111	121	116	104	112	95	74	40	
13	4	3	3	10	23	47	57	39	66	78	121	137	177	147	158	103	115	106	113	106	91	59	27	
10	5	6	6	18	24	63	44	65	68	97	116	176	171	131	130	133	127	122	93	119	105	47	15	
10	6	7	5	18	53	38	29	59	83	98	95	188	199	148	105	111	93	108	85	111	78	25	20	

AM Peak Hour ..... 10:45 to 11:45 (437 vehicles)
AM Peak Hour Factor 90.3%
PM Peak Hour ..... 13:00 to 14:00 (757 vehicles)
PM Peak Hour Factor 90.1%

24-Hour Moving Total

01:00-	N/A	02:00-	N/A	03:00-	N/A	04:00-	N/A	05:00-	N/A	06:00-	N/A	07:00-	N/A	08:00-	N/A
09:00-	N/A	10:00-	N/A	11:00-	N/A	12:00-	N/A	13:00-	N/A	14:00-	N/A	15:00-	N/A	16:00-	7273
17:00-	7313	18:00-	7298	19:00-	7286	20:00-	7278	21:00-	7245	22:00-	7288	23:00-	7293	24:00-	7296

97-036

Friday 10/03/97 Channel: 1

0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	2400	Totals
63	29	21	21	54	106	208	[illegible]	252	289	438	558	712	779	641	545	482	504	494	504	428	461	285	159	8250
19	[illegible]	3	8	7	[illegible]	41	[illegible]	45	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	125	138	137	122	109	98	44	
15	6	[illegible]	2	8	23	65	[illegible]	57	75	118	157	[illegible]	230	157	[illegible]	118	133	125	135	111	108	69	45	
12	12	[illegible]	6	14	22	60	[illegible]	69	89	109	126	172	184	150	139	136	129	112	119	91	149	56	42	
17	5	5	5	25	50	42	[illegible]	81	66	125	141	223	178	161	140	115	116	119	113	104	95	62	28	

AM Peak Hour ..... 11:00 to 12:00 (558 vehicles)
AM Peak Hour Factor 88.9%
PM Peak Hour ..... 12:45 to 13:45 (824 vehicles)
PM Peak Hour Factor 89.6%

24-Hour Moving Total

01:00-	7322	02:00-	7328	03:00-	7324	04:00-	7322	05:00-	7324	06:00-	7318	07:00-	7328	08:00-	7364
09:00-	7426	10:00-	7434	11:00-	7519	12:00-	7643	13:00-	7737	14:00-	7759	15:00-	7805	16:00-	7818
17:00-	7842	18:00-	7890	19:00-	7932	20:00-	8041	21:00-	8021	22:00-	8113	23:00-	8193	24:00-	8250

Saturday 10/04/97 Channel: 1

0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	2400	Totals
138	50	42	21	28	59	88	[illegible]	174	263	382	502	549	630	604	750	781	754	678	550	426	438	256	158	8436
36	12	15	8	3	11	19	29	39	53	80	105	134	139	142	191	192	196	170	143	107	140	93	44	
23	15	11	4	9	16	19	22	33	60	85	128	134	149	155	192	202	189	149	143	118	121	57	52	
42	14	9	6	5	13	28	40	54	77	93	121	121	185	150	182	197	168	185	151	118	96	64	35	
37	9	7	3	11	19	22	24	48	73	123	148	160	157	157	185	190	201	174	113	83	81	42	27	

AM Peak Hour ..... 11:00 to 12:00 (502 vehicles)
AM Peak Hour Factor 84.8%
PM Peak Hour ..... 16:15 to 17:15 (785 vehicles)
PM Peak Hour Factor 97.2%

24-Hour Moving Total

01:00-	8325	02:00-	8346	03:00-	8367	04:00-	8367	05:00-	8341	06:00-	8294	07:00-	8174	08:00-	8072
09:00-	7994	10:00-	7968	11:00-	7912	12:00-	7856	13:00-	7693	14:00-	7544	15:00-	7507	16:00-	7712
17:00-	8011	18:00-	8261	19:00-	8445	20:00-	8491	21:00-	8489	22:00-	8466	23:00-	8437	24:00-	8436

97-036

Sunday 10/05/97 Channel: 1

0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	2400	Total
116	54	36	16	23	28	46	55	96	158	241	310	440	520	615	636	720	597	476	451	209	189	105	74	620
25	[illegible]	4	4	3	4	8	17	3	41	82	72	91	118	145	[illegible]	178	152	131	140	74	46	37	23	
18	[illegible]	8	8	6	7	17	11	19	28	53	72	105	112	161	153	191	159	136	132	47	39	23	17	
41	[illegible]	18	1	7	7	8	14	29	42	62	88	114	142	146	161	190	150	128	96	49	58	25	21	
31	[illegible]	6	3	7	10	13	13	39	41	74	78	130	148	163	148	161	136	81	83	39	46	20	13	

AM Peak Hour ..... 11:00 to 12:00 (310 vehicles)
AM Peak Hour Factor 88.1%
PM Peak Hour ..... 16:00 to 17:00 (720 vehicles)
PM Peak Hour Factor 94.2%

24-Hour Moving Total

01:00-	8414	02:00-	8418	03:00-	8412	04:00-	8407	05:00-	8402	06:00-	8371	07:00-	8329	08:00-	8269
09:00-	8191	10:00-	8084	11:00-	7943	12:00-	7751	13:00-	7642	14:00-	7532	15:00-	7543	16:00-	7429
17:00-	7368	18:00-	7211	19:00-	7009	20:00-	6910	21:00-	6693	22:00-	6444	23:00-	6293	24:00-	6209

Monday 10/06/97 Channel: 1

0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	2400	Tota
54	[illegible]	10	13	38	109	154	135	186	249	283														12
11	3	4	4	9	12	36	25	32	49	94														
12	4	2	2	4	13	54	44	39	67	81														
22	4	2	1	10	35	45	32	57	52	108														
9	5	2	6	15	49	19	34	58	77															

AM Peak Hour ..... 09:45 to 10:45 (360 vehicles)
AM Peak Hour Factor 83.3%
PM Peak Hour ..... Unavailable
PM Peak Hour Factor ..... Unavailable

24-Hour Moving Total

01:00-	6147	02:00-	6110	03:00-	6084	04:00-	6081	05:00-	6096	06:00-	6177	07:00-	6285	08:00-	6365
09:00-	6455	10:00-	6544	11:00-	N/A	12:00-	N/A	13:00-	N/A	14:00-	N/A	15:00-	N/A	16:00-	N/A
17:00-	N/A	18:00-	N/A	19:00-	N/A	20:00-	N/A	21:00-	N/A	22:00-	N/A	23:00-	N/A	24:00-	N/A

97-036

AM APPROVED TRIPS 18-Apr-1997

PROJECT	M1	M2	M3	M4	M5	M6	M7	M8	M9	M10	M11	M12
FDC91-04-034	0	0	0	7	8	0	0	0	0	0	4	0
AM TOTAL	0	0	0	7	8	0	0	0	0	0	4	0

STREET 1: 280
STREET 2: MOORPARK

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	0	8	7
SOUTH	0	0	0
WEST	0	4	0

NOTE: THESE TRIPS ARE OBTAINED BY REVERSING PM TRIPS WITH RETAIL TRIPS DEDUCTED AND ARE NOT APPLICABLE TO INTERSECTIONS OF ONE-WAY STREETS AND RAMPS

97-036

PM APPROVED TRIPS 18-Apr-1997

PROJECT	M1	M2	M3	M4	M5	M6	M7	M8	M9	M10	M11	M12
H95-05-038	0	0	5	0	0	0	0	0	0	0	0	0
PDC91-04-034	0	0	7	0	4	0	0	0	0	0	8	0
TOTAL	0	0	12	0	4	0	0	0	0	0	8	0

STREET 1: 280
STREET 2: MOORPARK

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

97-036

AM APPROVED TRIPS 18-Apr-1997

PROJECT	M1	M2	M3	M4	M5	M6	M7	M8	M9	M10	M11	M12
CP91-02-006	0	0	0	0	87	0	0	0	139	0	44	17
FDC90-01-005	0	0	0	0	11	0	0	0	0	0	14	0
FDC95-08-040	0	0	0	0	0	0	0	0	0	0	24	24
AM TOTAL	0	0	0	0	98	0	0	0	139	0	82	41

STREET 1: 880
STREET 2: STEVENS CREEK

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	0	98	0
SOUTH	139	0	0
WEST	41	82	0

NOTE: THESE TRIPS ARE OBTAINED BY REVERSING PM TRIPS WITH RETAIL TRIPS DEDUCTE
AND ARE NOT APPLICABLE TO INTERSECTIONS OF ONE-WAY STREETS AND RAMPS

97-036

PM APPROVED TRIPS 18-Apr-1997

PROJECT	M1	M2	M3	M4	M5	M6	M7	M8	M9	M10	M11	M12
CP91-02-006	17	0	0	0	44	0	0	0	0	139	87	0
H95-05-038	13	0	0	0	79	0	0	0	0	0	0	0
PDC90-01-005	0	0	0	0	14	0	0	0	0	0	11	0
PDC95-08-040	24	0	0	0	24	0	0	0	0	0	0	0
TOTAL	54	0	0	0	161	0	0	0	0	139	98	0

STREET 1: 880
STREET 2: STEVENS CREEK

	LEFT	THRU	RIGHT
NORTH	0	0	54
EAST	0	161	0
SOUTH	0	0	0
WEST	0	98	139

97-036

AM APPROVED TRIPS 18-Apr-1997

PROJECT	M1	M2	M3	M4	M5	M6	M7	M8	M9	M10	M11	M12
CP91-02-006	0	0	0	0	0	0	0	0	0	0	0	0
PDC90-01-005	0	8	0	0	0	0	0	17	0	0	0	0
AM TOTAL	0	8	0	0	0	0	0	17	0	0	0	0

STREET 1: BASCOM
STREET 2: MOORPARK

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

NOTE: THESE TRIPS ARE OBTAINED BY REVERSING PM TRIPS WITH RETAIL TRIPS DEDUCTED AND ARE NOT APPLICABLE TO INTERSECTIONS OF ONE-WAY STREETS AND RAMPS

97-036

PM APPROVED TRIPS 18-Apr-1997

PROJECT	M1	M2	M3	M4	M5	M6	M7	M8	M9	M10	M11	M12
CP91-02-006	0	0	0	0	0	0	0	0	0	0	0	0
PDC90-01-005	0	17	0	0	0	0	0	8	0	0	0	0
TOTAL	0	17	0	0	0	0	0	8	0	0	0	0

STREET 1: BASCOM
STREET 2: MOORPARK

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

97-036

AM APPROVED TRIPS 18-Apr-1997

PROJECT	M1	M2	M3	M4	M5	M6	M7	M8	M9	M10	M11	M12
PDC90-01-005	25	0	0	0	9	0	0	0	21	8	4	10
AM TOTAL	25	0	0	0	9	0	0	0	21	8	4	10

STREET 1: BASCOM
STREET 2: NAGLEE

	LEFT	THRU	RIGHT
NORTH	0	0	25
EAST	0	9	0
SOUTH	21	0	0
WEST	10	4	8

NOTE: THESE TRIPS ARE OBTAINED BY REVERSING PM TRIPS WITH RETAIL TRIPS DEDUCTED AND ARE NOT APPLICABLE TO INTERSECTIONS OF ONE-WAY STREETS AND RAMPS

97-036

PM APPROVED TRIPS 18-Apr-1997

PROJECT	M1	M2	M3	M4	M5	M6	M7	M8	M9	M10	M11	M12
PDC90-01-005	10	0	0	0	4	0	0	0	8	21	9	25
TOTAL	10	0	0	0	4	0	0	0	8	21	9	25

STREET 1: BASCOM
STREET 2: NAGLEE

	LEFT	THRU	RIGHT
NORTH	0	0	10
EAST	0	4	0
SOUTH	8	0	0
WEST	25	9	21

97-036

AM APPROVED TRIPS 18-Apr-1997

PROJECT	M1	M2	M3	M4	M5	M6	M7	M8	M9	M10	M11	M12
SP91-02-006	3	0	0	0	20	0	0	3	0	0	5	0
SDC90-01-005	3	6	2	7	8	0	0	14	3	2	5	0
AM TOTAL	3	6	2	7	28	0	0	14	3	2	10	0

STREET 1: BASCOM
STREET 2: SAN CARLOS

	LEFT	THRU	RIGHT
NORTH	2	6	0
EAST	0	28	7
SOUTH	3	14	0
WEST	0	10	2

NOTE: THESE TRIPS ARE OBTAINED BY REVERSING PM TRIPS WITH RETAIL TRIPS DEDUCTED AND ARE NOT APPLICABLE TO INTERSECTIONS OF ONE-WAY STREETS AND RAMPS

97-036

PM APPROVED TRIPS 18-Apr-1997

PROJECT	M1	M2	M3	M4	M5	M6	M7	M8	M9	M10	M11	M12
CP91-02-006	0	0	0	0	5	0	0	0	0	0	20	0
H95-06-038	11	0	0	0	25	0	0	0	23	21	20	10
PDC90-01-005	0	14	7	2	5	0	0	6	2	3	8	0
TOTAL	11	14	7	2	35	0	0	6	25	24	48	10

STREET 1: BASCOM
STREET 2: SAN CARLOS

	LEFT	THRU	RIGHT
NORTH	7	14	11
EAST	0	35	2
SOUTH	25	6	0
WEST	10	48	24

97-036

AM APPROVED TRIPS 18-Apr-1997

PROJECT	M1	M2	M3	M4	M5	M6	M7	M8	M9	M10	M11	M12
CP91-02-006	0	0	0	2	20	0	0	0	0	0	5	0
PDC90-01-005	0	0	2	11	0	0	0	0	0	0	8	0
AM TOTAL	0	0	2	11	20	0	0	0	0	0	13	0

STREET 1: BELLEROSE
STREET 2: STEVENS CREEK

	LEFT	THRU	RIGHT
NORTH	2	0	0
EAST	0	20	11
SOUTH	0	0	0
WEST	0	13	0

NOTE: THESE TRIPS ARE OBTAINED BY REVERSING PM TRIPS WITH RETAIL TRIPS DEDUCTE
AND ARE NOT APPLICABLE TO INTERSECTIONS OF ONE-WAY STREETS AND RAMPS

97-036

PM APPROVED TRIPS 18-Apr-1997

PROJECT	M1	M2	M3	M4	M5	M6	M7	M8	M9	M10	M11	M12
CP91-02-006	0	0	0	0	3	0	0	0	0	0	20	0
H95-05-038	0	0	0	0	55	0	0	0	0	0	51	0
PDC90-01-005	0	0	11	2	8	0	0	0	0	0	0	0
TOTAL	0	0	11	2	68	0	0	0	0	0	71	0

STREET 1: BELLEROSE
STREET 2: STEVENS CREEK

	LEFT	THRU	RIGHT
NORTH	11	0	0
EAST	0	68	2
SOUTH	0	0	0
WEST	0	71	0

97-036

PM APPROVED TRIPS 18-Apr-1997

PROJECT	M1	M2	M3	M4	M5	M6	M7	M8	M9	M10	M11	M12
PDC90-01-005	0	0	0	0	0	0	0	0	6	0	0	0
TOTAL	0	0	0	0	0	0	0	0	6	0	0	0

STREET 1: HEDDING
STREET 2: MONROE

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

AM APPROVED TRIPS 18-Apr-1997

PROJECT	M1	M2	M3	M4	M5	M6	M7	M8	M9	M10	M11	M12
PDC90-01-005	0	0	0	0	0	0	0	0	0	6	0	0
AM TOTAL	0	0	0	0	0	0	0	0	0	6	0	0

STREET 1: HEDDING
STREET 2: MONROE

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

NOTE: THESE TRIPS ARE OBTAINED BY REVERSING PM TRIPS WITH RETAIL TRIPS DEDUCTE
AND ARE NOT APPLICABLE TO INTERSECTIONS OF ONE-WAY STREETS AND RAMPS

97-036

AM APPROVED TRIPS 18-Apr-1997

PROJECT	M1	M2	M3	M4	M5	M6	M7	M8	M9	M10	M11	M12
CP91-02-006	0	12	0	0	0	226	61	3	5	20	0	0
PDC90-01-005	0	0	0	0	11	0	0	0	0	0	14	0
PDC95-08-040	0	0	0	0	0	26	48	0	0	0	0	0
AM TOTAL	0	12	0	0	11	252	109	3	5	20	14	0

STREET 1: MONROE
STREET 2: STEVENS CREEK

	LEFT	THRU	RIGHT
NORTH	0	12	0
EAST	252	11	0
SOUTH	5	3	109
WEST	0	14	20

NOTE: THESE TRIPS ARE OBTAINED BY REVERSING PM TRIPS WITH RETAIL TRIPS DEDUCTE AND ARE NOT APPLICABLE TO INTERSECTIONS OF ONE-WAY STREETS AND RAMPS

97-036

PM APPROVED TRIPS 18-Apr-1997

PROJECT	M1	M2	M3	M4	M5	M6	M7	M8	M9	M10	M11	M12
CP91-02-006	0	3	0	0	3	61	126	12	20	5	0	0
H95-05-038	22	0	0	0	82	0	47	0	0	0	46	81
PDC90-01-005	0	0	0	0	14	0	0	0	0	0	11	0
PDC95-08-040	0	0	0	0	3	48	26	0	0	0	0	0
TOTAL	22	3	0	0	106	109	199	12	20	5	57	81

STREET 1: MONROE
STREET 2: STEVENS CREEK

	LEFT	THRU	RIGHT
NORTH	0	3	22
EAST	109	106	0
SOUTH	20	12	199
WEST	81	57	5

97-036

AM APPROVED TRIPS 18-Apr-1997

PROJECT	M1	M2	M3	M4	M5	M6	M7	M8	M9	M10	M11	M12
PDC96-06-033	0	0	0	0	2	0	0	0	1	2	4	0
AM TOTAL	0	0	0	0	2	0	0	0	1	2	4	0

STREET 1: SAN TOMAS
STREET 2: STEVENS CREEK

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

NOTE: THESE TRIPS ARE OBTAINED BY REVERSING PM TRIPS WITH RETAIL TRIPS DEDUCTED AND ARE NOT APPLICABLE TO INTERSECTIONS OF ONE-WAY STREETS AND RAMPS

97-036

PM APPROVED TRIPS 18-Apr-1997

PROJECT	M1	M2	M3	M4	M5	M6	M7	M8	M9	M10	M11	M12
PDC96-06-033	0	0	0	0	4	0	0	0	2	1	2	0
TOTAL	0	0	0	0	4	0	0	0	2	1	2	0

STREET 1: SAN TOMAS
STREET 2: STEVENS CREEK

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

97-036

AM APPROVED TRIPS 18-Apr-1997

PROJECT	M1	M2	M3	M4	M5	M6	M7	M8	M9	M10	M11	M12
CP91-02-006	19	7	0	0	0	0	0	28	0	0	0	12
PDC91-04-034	0	7	3	3	6	0	0	8	9	3	1	0
PDC95-08-040	20	4	0	0	0	0	0	2	0	0	0	0
AM TOTAL	39	18	3	3	6	0	0	38	9	3	1	12

STREET 1: MOORPARK
STREET 2: WINCHESTER

	LEFT	THRU	RIGHT
NORTH	3	18	39
EAST	0	6	3
SOUTH	9	38	0
WEST	12	1	3

NOTE: THESE TRIPS ARE OBTAINED BY REVERSING PM TRIPS WITH RETAIL TRIPS DEDUCTE
AND ARE NOT APPLICABLE TO INTERSECTIONS OF ONE-WAY STREETS AND RAMPS

97-036

PM APPROVED TRIPS 18-Apr-1997

PROJECT	M1	M2	M3	M4	M5	M6	M7	M8	M9	M10	M11	M12
CP91-02-006	12	38	0	0	0	0	0	7	0	0	0	19
H95-05-038	0	20	0	0	0	0	0	20	0	0	0	5
PDC91-04-034	0	8	3	3	1	0	0	7	3	9	6	0
PDC95-08-040	0	2	0	0	0	0	0	4	0	0	0	20
TOTAL	12	58	3	3	1	0	0	38	3	9	6	44

STREET 1: MOORPARK
STREET 2: WINCHESTER

	LEFT	THRU	RIGHT
NORTH	3	58	12
EAST	0	1	3
SOUTH	3	38	0
WEST	44	6	9

97-036

AM APPROVED TRIPS 18-Apr-1997

PROJECT	M1	M2	M3	M4	M5	M6	M7	M8	M9	M10	M11	M12
PDC96-06-033	1	0	0	0	0	0	0	0	0	0	6	3
AM TOTAL	1	0	0	0	0	0	0	0	0	0	6	3

STREET 1: SARATOGA
STREET 2: STEVENS CREEK

	LEFT	THRU	RIGHT
NORTH	0	0	1
EAST	0	3	0
SOUTH	0	0	0
WEST	3	6	0

NOTE: THESE TRIPS ARE OBTAINED BY REVERSING PM TRIPS WITH RETAIL TRIPS DEDUCTED AND ARE NOT APPLICABLE TO INTERSECTIONS OF ONE-WAY STREETS AND RAMPS

97-036

PM APPROVED TRIPS 18-Apr-1997

PROJECT	M1	M2	M3	M4	M5	M6	M7	M8	M9	M10	M11	M12
PDC96-06-033	3	0	1	0	5	1	0	1	0	0	3	1
TOTAL	3	0	1	0	5	1	0	1	0	0	3	1

STREET 1: SARATOGA
STREET 2: STEVENS CREEK

	LEFT	THRU	RIGHT
NORTH	0	0	3
EAST	0	6	0
SOUTH	0	0	0
WEST	1	3	0

97-036

AM APPROVED TRIPS 18-Apr-1997

PROJECT	M1	M2	M3	M4	M5	M6	M7	M8	M9	M10	M11	M12
CP91-02-106	0	0	0	0	9	0	0	0	0	0	20	0
PDC95-08-040	0	0	0	0	4	0	0	0	0	0	4	0
AM TOTAL	0	0	0	0	13	0	0	0	0	0	24	0

STREET 1: EMPORIUM
STREET 2: STEVENS CREEK

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	0	13	0
SOUTH	0	0	0
WEST	0	24	0

NOTE: THESE TRIPS ARE OBTAINED BY REVERSING PM TRIPS WITH RETAIL TRIPS DEDUCTE
AND ARE NOT APPLICABLE TO INTERSECTIONS OF ONE-WAY STREETS AND RAMPS

97-036

PM APPROVED TRIPS 18-Apr-1997

PROJECT	M1	M2	M3	M4	M5	M6	M7	M8	M9	M10	M11	M12
CP91-02-006	0	0	0	0	13	0	0	0	0	0	5	0
H95-05-038	0	0	0	0	82	0	0	0	0	0	90	0
PDC95-08-040	0	0	0	0	4	0	0	0	0	0	8	0
TOTAL	0	0	0	0	86	0	0	0	0	0	103	0

STREET 1: EMPORIUM
STREET 2: STEVENS CREEK

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	0	86	0
SOUTH	0	0	0
WEST	0	103	0

97-036

AM APPROVED TRIPS 18-Apr-1997

PROJECT	M1	M2	M3	M4	M5	M6	M7	M8	M9	M10	M11	M12
CP91-02-006	0	0	0	0	5	0	0	0	0	0	20	0
PDC95-08-040	0	0	0	0	0	0	0	0	8	4	0	0
AM TOTAL	0	0	0	0	5	0	0	0	8	4	20	0

STREET 1: REDWOOD
STREET 2: STEVENS CREEK

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	0	5	0
SOUTH	8	0	0
WEST	0	20	4

NOTE: THESE TRIPS ARE OBTAINED BY REVERSING PM TRIPS WITH RETAIL TRIPS DEDUCTE
AND ARE NOT APPLICABLE TO INTERSECTIONS OF ONE-WAY STREETS AND RAMPS

97-036

PM APPROVED TRIPS 18-Apr-1997

PROJECT	M1	M2	M3	M4	M5	M6	M7	M8	M9	M10	M11	M12
CP91-02-006	0	0	0	0	20	0	0	0	0	0	5	0
H95-05-038	0	0	0	0	62	114	0	0	0	0	90	0
PDC95-08-040	0	0	0	0	0	0	0	0	4	8	0	0
TOTAL	0	0	0	0	82	114	0	0	4	8	95	0

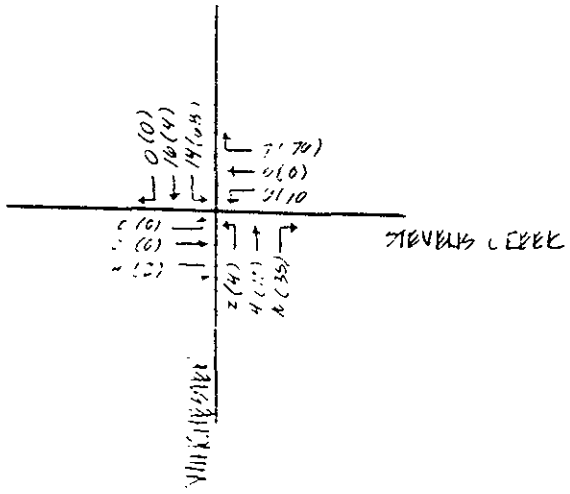
STREET 1: REDWOOD
STREET 2: STEVENS CREEK

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	114	82	0
SOUTH	4	0	0
WEST	0	95	8

97-036

STEVENS CREEK BLVD / WINCHESTER BLVD.

(IMPLEMENTATION FROM - ENGINEERED INTERSECTIONS)



AM PEAK HOUR

14	16	0
6	0	7
2	4	10
0	0	4

PM PEAK HOUR

68	4	0
10	0	76
4	12	35
0	0	2

PM APPROVED TRIPS 18-Apr-1997

PROJECT	M1	M2	M3	M4	M5	M6	M7	M8	M9	M10	M11	M12
CP91-02-006	0	0	0	0	20	0	0	0	0	0	5	0
H95-05-038	0	0	0	0	62	114	0	0	0	0	90	0
PDC95-08-040	0	0	0	0	0	0	0	0	4	8	0	0
TOTAL	0	0	0	0	82	114	0	0	4	8	95	0

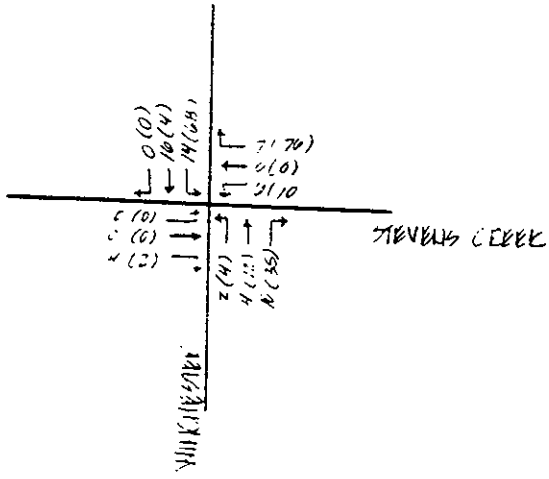
STREET 1: REDWOOD
STREET 2: STEVENS CREEK

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	114	82	0
SOUTH	4	0	0
WEST	0	95	8

97-036

STEVENS CREEK BLVD / WINCHESTER BLVD.

(LIMITED TO FOUR-LEGGED INTERSECTIONS)



AM PEAK HOUR

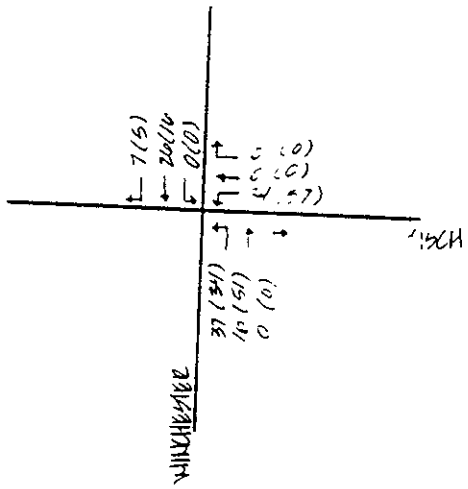
14	16	0
6	0	7
2	4	10
0	0	4

PM PEAK HOUR

68	4	0
10	0	76
4	12	35
0	0	2

WINCHESTER BLVD. / TISCH WY.

(UPDATED FROM COUNTS INCLUDING INTERSECTIONS)



AM PEAK HOUR

0	26	7
34	0	0
37	16	0
0	0	0

PM PEAK HOUR

0	16	5
57	0	0
34	51	0
0	0	0

97-036

AM APPROVED TRIPS 18-Apr-1997

PROJECT	M1	M2	M3	M4	M5	M6	M7	M8	M9	M10	M11	M12
CP91-02-006	0	20	0	0	0	0	0	5	0	0	0	0
PDC91-04-034	0	6	0	0	0	0	0	11	0	0	0	0
AM TOTAL	0	26	0	0	0	0	0	16	0	0	0	0

STREET 1: OLSEN
STREET 2: WINCHESTER

	LEFT	THRU	RIGHT
NORTH	0	26	0
EAST	0	0	0
SOUTH	0	16	0
WEST	0	0	0

NOTE: THESE TRIPS ARE OBTAINED BY REVERSING PM TRIPS WITH RETAIL TRIPS DEDUCTE
AND ARE NOT APPLICABLE TO INTERSECTIONS OF ONE-WAY STREETS AND RAMPS

97-036

PM APPROVED TRIPS 18-Apr-1997

PROJECT	M1	M2	M3	M4	M5	M6	M7	M8	M9	M10	M11	M12
CP91-02-006	0	5	0	0	0	0	0	20	0	0	0	0
H95-05-038	0	0	0	0	0	0	0	25	0	0	0	0
PDC91-04-034	0	11	0	0	0	0	0	6	0	0	0	0
TOTAL	0	16	0	0	0	0	0	51	0	0	0	0

STREET 1: OLSEN
STREET 2: WINCHESTER

	LEFT	THRU	RIGHT
NORTH	0	16	0
EAST	0	0	0
SOUTH	0	51	0
WEST	0	0	0

97-036

AM APPROVED TRIPS 18-Apr-1997

PROJECT	M1	M2	M3	M4	M5	M6	M7	M8	M9	M10	M11	M12
CP91-02-006	0	20	0	0	0	0	0	5	0	0	0	0
PDC91-04-034	0	6	0	0	0	0	0	11	0	0	0	0
AM TOTAL	0	26	0	0	0	0	0	16	0	0	0	0

STREET 1: OLIN
STREET 2: WINCHESTER

	LEFT	THRU	RIGHT
NORTH	0	26	0
EAST	0	0	0
SOUTH	0	16	0
WEST	0	0	0

NOTE: THESE TRIPS ARE OBTAINED BY REVERSING PM TRIPS WITH RETAIL TRIPS DEDUCTE
AND ARE NOT APPLICABLE TO INTERSECTIONS OF ONE-WAY STREETS AND RAMPS

97-036

PM APPROVED TRIPS 18-Apr-1997

PROJECT	M1	M2	M3	M4	M5	M6	M7	M8	M9	M10	M11	M12
CP91-02-006	0	5	0	0	0	0	0	20	0	0	0	0
H95-05-038	0	0	0	0	0	0	0	25	0	0	0	0
PDC91-04-034	0	11	0	0	0	0	0	6	0	0	0	0
TOTAL	0	16	0	0	0	0	0	51	0	0	0	0

STREET 1: OLIN
STREET 2: WINCHESTER

	LEFT	THRU	RIGHT
NORTH	0	16	0
EAST	0	0	0
SOUTH	0	51	0
WEST	0	0	0

97-036

LEVEL OF SERVICE ANALYSIS

LOCATION: I-280 & MOORPARK
MESSAGE: PROJECT CONDITIONS
PEAK HOUR: AM
COUNT DATE: 4/9/97
ANAL. DATE: 7/2/97
ANAL. INIT: RD
GROWTH FACTOR % : 0.0

SIGNAL TYPE : FULLY ACTUATED
N-S 30.00 3.00
E-W 30.00 4.00
CYCLE LENGTH = 67
LOST TIME = 0.104

LEG	PATTERN	LANE COUNTS			APPROVED TRIPS			PROJECT TRIPS			TOTAL TRIPS		
	LSTSRO	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT
N	300100	756	0	13	16	0	0	55	0	0	827	0	13
E	002000	0	467	0	0	8	0	0	1	0	0	476	0
S	000000	0	0	0	0	0	0	0	0	0	0	0	0
W	002000	0	507	0	0	4	0	0	3	0	0	514	0

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	3	3 0 0 0 0 0	756	4221	0.179	0.345	0.524	2212
E	0	0 0 0 0 0 0	0	0	0.000	0.000	0.000	0
S	0	0 0 0 0 0 0	0	0	0.000	0.000	0.000	0
W	2	0 0 2 0 0 0	507	3560	0.142	0.230	0.372	1324
				LT = 0.104				
TOTALS	5		1263		0.425			3536
				1 - 0.425 = 0.575 / S = 0.115				
							V/C = 0.357	

EXISTING LEVEL OF SERVICE = A

N	3	3 0 0 0 0 0	772	4221	0.183	0.341	0.524	2212
E	0	0 0 0 0 0 0	0	0	0.000	0.000	0.000	0
S	0	0 0 0 0 0 0	0	0	0.000	0.000	0.000	0
W	2	0 0 2 0 0 0	511	3560	0.144	0.228	0.372	1324
				LT = 0.104				
TOTALS	5		1283		0.431			3536
				1 - 0.431 = 0.569 / S = 0.114				
							V/C = 0.363	

EXISTING + APPROVED LEVEL OF SERVICE = A

N	3	3 0 0 0 0 0	827	4221	0.196	0.334	0.530	2237
E	0	0 0 0 0 0 0	0	0	0.000	0.000	0.000	0
S	0	0 0 0 0 0 0	0	0	0.000	0.000	0.000	0
W	2	0 0 2 0 0 0	514	3560	0.144	0.222	0.366	1303
				LT = 0.104				
TOTALS	5		1341		0.444			3540
				1 - 0.444 = 0.556 / S = 0.111				
							V/C = 0.379	

EXISTING + APPROVED + PROJECT LEVEL OF SERVICE = A

(1341 - 1283)/ 1283 = 4.52 PERCENT INCREASE IN CRITICAL VOLUME
5/2/88 LV -- 11/7/91 BA

97-036

LEVEL OF SERVICE ANALYSIS

LOCATION: I-280 & MOORPARK
MESSAGE: CUMULATIVE CONDITIONS SIGNAL TYPE : FULLY ACTUATED
PEAK HOUR: AM N-S 30.00 3.00
COUNT DATE: 4/9/97 E-W 30.00 4.00
ANAL. DATE: 7/2/97
ANAL. INIT: RD CYCLE LENGTH = 67
GROWTH FACTOR % : 0.0 LOST TIME = 0.104

LEG	PATTERN	LANE COUNTS			APPROVED TRIPS			PROJECT TRIPS			TOTAL TRIPS		
	LSTSRO	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT
N	300100	756	0	13	16	0	0	60	0	0	832	0	13
E	002000	0	467	0	0	8	0	0	1	0	0	476	0
S	000000	0	0	0	0	0	0	0	0	0	0	0	0
W	002000	0	507	0	0	4	0	0	3	0	0	514	0

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	3	3 0 0 0 0 0	756	4221	0.179	0.345	0.524	2212
E	0	0 0 0 0 0 0	0	0	0.000	0.000	0.000	0
S	0	0 0 0 0 0 0	0	0	0.000	0.000	0.000	0
W	2	0 0 2 0 0 0	507	3560	0.142	0.230	0.372	1324
					LT = 0.104			
TOTALS	5		1263		0.425			3536
					1 - 0.425 = 0.575 / 5 = 0.115			
							V/C = 0.357	

EXISTING LEVEL OF SERVICE = A

N	3	3 0 0 0 0 0	772	4221	0.183	0.341	0.524	2212
E	0	0 0 0 0 0 0	0	0	0.000	0.000	0.000	0
S	0	0 0 0 0 0 0	0	0	0.000	0.000	0.000	0
W	2	0 0 2 0 0 0	511	3560	0.144	0.228	0.372	1324
					LT = 0.104			
TOTALS	5		1283		0.431			3536
					1 - 0.431 = 0.569 / 5 = 0.114			
							V/C = 0.363	

EXISTING + APPROVED LEVEL OF SERVICE = A

N	3	3 0 0 0 0 0	832	4221	0.197	0.333	0.530	2237
E	0	0 0 0 0 0 0	0	0	0.000	0.000	0.000	0
S	0	0 0 0 0 0 0	0	0	0.000	0.000	0.000	0
W	2	0 0 2 0 0 0	514	3560	0.144	0.222	0.366	1303
					LT = 0.104			
TOTALS	5		1346		0.445			3540
					1 - 0.445 = 0.555 / 5 = 0.111			
							V/C = 0.380	

EXISTING + APPROVED + PROJECT LEVEL OF SERVICE = A

(1346 - 1283)/ 1283 = 4.91 PERCENT INCREASE IN CRITICAL VOLUME
5/2/88 LV -- 11/7/91 BA

97 - 036

LEVEL OF SERVICE ANALYSIS

LOCATION: I-280 & MOORPARK
MESSAGE: PROJECT CONDITIONS SIGNAL TYPE : FULLY ACTUATED
PEAK HOUR: PM N-S 30.00 3.00
COUNT DATE: 10/96 E-W 30.00 4.00
ANAL. DATE: 7/2/97
ANAL. INIT: RD CYCLE LENGTH = 67
GROWTH FACTOR % : 3.0 LOST TIME = 0.104

LEG	PATTERN	LANE COUNTS			APPROVED TRIPS			PROJECT TRIPS			TOTAL TRIPS		
	LSTSRO	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT
N	300100	883	0	185	12	0	0	124	0	0	1045	0	191
E	002000	0	665	0	0	4	0	0	9	0	0	698	0
S	000000	0	0	0	0	0	0	0	0	0	0	0	0
W	002000	0	536	0	0	8	0	0	9	0	0	569	0

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	3	3 0 0 0 0 0	883	4221	0.209	0.300	0.509	2148
E	2	0 0 2 0 0 0	665	3560	0.187	0.200	0.387	1378
S	0	0 0 0 0 0 0	0	0	0.000	0.000	0.000	0
W	0	0 0 0 0 0 0	0	0	0.000	0.000	0.000	0
					LT = 0.104			
TOTALS	5		1548		0.500			3526
					1 - 0.500 = 0.500 / 5 = 0.100			
							V/C = 0.439	
				EXISTING			LEVEL OF SERVICE =	A
N	3	3 0 0 0 0 0	921	4221	0.218	0.290	0.508	2144
E	2	0 0 2 0 0 0	689	3560	0.194	0.194	0.388	1381
S	0	0 0 0 0 0 0	0	0	0.000	0.000	0.000	0
W	0	0 0 0 0 0 0	0	0	0.000	0.000	0.000	0
					LT = 0.104			
TOTALS	5		1610		0.516			3525
					1 - 0.516 = 0.484 / 5 = 0.097			
							V/C = 0.457	
				EXISTING + APPROVED			LEVEL OF SERVICE =	A
N	3	3 0 0 0 0 0	1045	4221	0.248	0.271	0.519	2191
E	2	0 0 2 0 0 0	698	3560	0.196	0.181	0.377	1342
S	0	0 0 0 0 0 0	0	0	0.000	0.000	0.000	0
W	0	0 0 0 0 0 0	0	0	0.000	0.000	0.000	0
					LT = 0.104			
TOTALS	5		1743		0.548			3533
					1 - 0.548 = 0.452 / 5 = 0.090			
							V/C = 0.493	
				EXISTING + APPROVED + PROJECT			LEVEL OF SERVICE =	A

(1743 - 1610)/ 1610 = 8.26 PERCENT INCREASE IN CRITICAL VOLUME
5/2/88 LV -- 11/7/91 BA

97-036

LEVEL OF SERVICE ANALYSIS

LOCATION: I-280 & MOORPARK
MESSAGE: CUMULATIVE CONDITIONS SIGNAL TYPE : FULLY ACTUATED
PEAK HOUR: PM N-S 30.00 3.00
COUNT DATE: 10/96 E-W 30.00 4.00
ANAL. DATE: 7/2/97
ANAL. INIT: RD CYCLE LENGTH = 67
GROWTH FACTOR % : 3.0 LOST TIME = 0.104

LEG	PATTERN	LANE COUNTS			APPROVED TRIPS			PROJECT TRIPS			TOTAL TRIPS		
	LSTSRO	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT
N	300100	883	0	185	12	0	0	142	0	0	1063	0	191
E	002000	0	665	0	0	4	0	0	9	0	0	698	0
S	000000	0	0	0	0	0	0	0	0	0	0	0	0
W	002000	0	536	0	0	8	0	0	9	0	0	569	0

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	3	3 0 0 0 0 0	883	4221	0.209	0.300	0.509	2148
E	2	0 0 2 0 0 0	665	3560	0.187	0.200	0.387	1378
S	0	0 0 0 0 0 0	0	0	0.000	0.000	0.000	0
W	0	0 0 0 0 0 0	0	0	0.000	0.000	0.000	0
				LT = 0.104				
TOTALS	5		1548		0.500			3526

1 - 0.500 = 0.500 / 5 = 0.100
V/C = 0.439

EXISTING LEVEL OF SERVICE = A

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	3	3 0 0 0 0 0	921	4221	0.218	0.290	0.508	2144
E	2	0 0 2 0 0 0	689	3560	0.194	0.194	0.388	1381
S	0	0 0 0 0 0 0	0	0	0.000	0.000	0.000	0
W	0	0 0 0 0 0 0	0	0	0.000	0.000	0.000	0
				LT = 0.104				
TOTALS	5		1610		0.516			3525

1 - 0.516 = 0.484 / 5 = 0.097
V/C = 0.457

EXISTING + APPROVED LEVEL OF SERVICE = A

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	3	3 0 0 0 0 0	1063	4221	0.252	0.269	0.521	2199
E	2	0 0 2 0 0 0	698	3560	0.196	0.179	0.375	1335
S	0	0 0 0 0 0 0	0	0	0.000	0.000	0.000	0
W	0	0 0 0 0 0 0	0	0	0.000	0.000	0.000	0
				LT = 0.104				
TOTALS	5		1761		0.552			3534

1 - 0.552 = 0.448 / 5 = 0.090
V/C = 0.498

EXISTING + APPROVED + PROJECT LEVEL OF SERVICE = A

(1761 - 1610)/ 1610 = 9.38 PERCENT INCREASE IN CRITICAL VOLUME
5/2/88 LV -- 11/7/91 BA

97-036

LEVEL OF SERVICE ANALYSIS

LOCATION: I-880 & STEVENS CREEK
MESSAGE: PROJECT CONDITIONS SIGNAL TYPE : FULLY ACTUATED
PEAK HOUR: AM N-S 20.50 4.50
COUNT DATE: 4/15/97 E-W 36.50 14.50
ANAL. DATE: 7/2/97
ANAL. INIT: RD CYCLE LENGTH = 126
GROWTH FACTOR % : 0.0 LOST TIME = 0.151

LEG	PATTERN	LANE COUNTS			APPROVED TRIPS			PROJECT TRIPS			TOTAL TRIPS		
	LSTSRO	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT
N	000020	0	0	426	0	0	146	0	0	87	0	0	659
E	003000	0	1034	0	0	117	0	0	68	0	0	1219	0
S	000000	0	0	0	0	0	0	0	0	0	0	0	0
W	000000	0	0	0	0	0	0	0	0	0	0	0	0

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	0	0 0 0 0 0 0	0	0	0.000	0.000	0.000	0
E	3	0 0 3 0 0 0	1034	5340	0.194	0.655	0.849	4534
S	0	0 0 0 0 0 0	0	0	0.000	0.000	0.000	0
W	0	0 0 0 0 0 0	0	0	0.000	0.000	0.000	0
				LT = 0.151				
TOTALS	3		1034		0.345			4534
					1 - 0.345 = 0.655 / 3 = 0.218			
							V/C = 0.228	

EXISTING LEVEL OF SERVICE = A

N	0	0 0 0 0 0 0	0	0	0.000	0.000	0.000	0
E	3	0 0 3 0 0 0	1151	5340	0.216	0.633	0.849	4534
S	0	0 0 0 0 0 0	0	0	0.000	0.000	0.000	0
W	0	0 0 0 0 0 0	0	0	0.000	0.000	0.000	0
				LT = 0.151				
TOTALS	3		1151		0.367			4534
					1 - 0.367 = 0.633 / 3 = 0.211			
							V/C = 0.254	

EXISTING + APPROVED LEVEL OF SERVICE = A

N	0	0 0 0 0 0 0	0	0	0.000	0.000	0.000	0
E	3	0 0 3 0 0 0	1219	5340	0.228	0.621	0.849	4534
S	0	0 0 0 0 0 0	0	0	0.000	0.000	0.000	0
W	0	0 0 0 0 0 0	0	0	0.000	0.000	0.000	0
				LT = 0.151				
TOTALS	3		1219		0.379			4534
					1 - 0.379 = 0.621 / 3 = 0.207			
							V/C = 0.269	

EXISTING + APPROVED + PROJECT LEVEL OF SERVICE = A

(1219 - 1151)/ 1151 = 5.91 PERCENT INCREASE IN CRITICAL VOLUME
5/2/88 LV -- 11/7/91 BA

97-036

LEVEL OF SERVICE ANALYSIS

LOCATION: I-880 & STEVENS CREEK
MESSAGE: CUMULATIVE CONDITIONS SIGNAL TYPE : FULLY ACTUATED
PEAK HOUR: AM N-S 20.50 4.50
COUNT DATE: 4/15/97 E-W 86.50 14.50
ANAL. DATE: 7/2/97
ANAL. INIT: RD CYCLE LENGTH = 126
GROWTH FACTOR % : 0.0 LOST TIME = 0.151

LEG	PATTERN	LANE COUNTS			APPROVED TRIPS			PROJECT TRIPS			TOTAL TRIPS		
	LSTSRO	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT
N	000020	0	0	426	0	0	146	0	0	93	0	0	665
E	003000	0	1034	0	0	117	0	0	87	0	0	1238	0
S	000000	0	0	0	0	0	0	0	0	0	0	0	0
W	000000	0	0	0	0	0	0	0	0	0	0	0	0

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	0	0 0 0 0 0 0	0	0	0.000	0.000	0.000	0
E	3	0 0 3 0 0 0	1034	5340	0.194	0.655	0.849	4534
S	0	0 0 0 0 0 0	0	0	0.000	0.000	0.000	0
W	0	0 0 0 0 0 0	0	0	0.000	0.000	0.000	0
				LT = 0.151				
TOTALS	3		1034		0.345			4534
				1 - 0.345 = 0.655 / 3 = 0.218				
							V/C = 0.228	

EXISTING LEVEL OF SERVICE = A

N	0	0 0 0 0 0 0	0	0	0.000	0.000	0.000	0
E	3	0 0 3 0 0 0	1151	5340	0.216	0.633	0.849	4534
S	0	0 0 0 0 0 0	0	0	0.000	0.000	0.000	0
W	0	0 0 0 0 0 0	0	0	0.000	0.000	0.000	0
				LT = 0.151				
TOTALS	3		1151		0.367			4534
				1 - 0.367 = 0.633 / 3 = 0.211				
							V/C = 0.254	

EXISTING + APPROVED LEVEL OF SERVICE = A

N	0	0 0 0 0 0 0	0	0	0.000	0.000	0.000	0
E	3	0 0 3 0 0 0	1238	5340	0.232	0.617	0.849	4534
S	0	0 0 0 0 0 0	0	0	0.000	0.000	0.000	0
W	0	0 0 0 0 0 0	0	0	0.000	0.000	0.000	0
				LT = 0.151				
TOTALS	3		1238		0.383			4534
				1 - 0.383 = 0.617 / 3 = 0.206				
							V/C = 0.273	

EXISTING + APPROVED + PROJECT LEVEL OF SERVICE = A

(1238 - 1151)/ 1151 = 7.56 PERCENT INCREASE IN CRITICAL VOLUME
5/2/88 LV -- 11/7/91 BA

97-036

LEVEL OF SERVICE ANALYSIS

LOCATION: I-880 & STEVENS CREEK
MESSAGE: PROJECT CONDITIONS SIGNAL TYPE : FULLY ACTUATED
PEAK HOUR: PM N-S 44.50 4.50
COUNT DATE: 10/96 E-W 80.50 4.50
ANAL. DATE: 7/2/97
ANAL. INIT: RD CYCLE LENGTH = 134
GROWTH FACTOR % : 3.0 LOST TIME = 0.067

LEG	PATTERN	LANE COUNTS			APPROVED TRIPS			PROJECT TRIPS			TOTAL TRIPS		
	LSTSRO	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT
N	000020	0	0	642	0	0	54	0	0	196	0	0	911
E	003000	0	1711	0	0	161	0	0	173	0	0	2096	0
S	000000	0	0	0	0	0	0	0	0	0	0	0	0
W	000000	0	0	0	0	0	0	0	0	0	0	0	0

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	0	0 0 0 0 0 0	0	0	0.000	0.000	0.000	0
E	3	0 0 3 0 0 0	1711	5340	0.320	0.613	0.933	4982
S	0	0 0 0 0 0 0	0	0	0.000	0.000	0.000	0
W	0	0 0 0 0 0 0	0	0	0.000	0.000	0.000	0
					LT = 0.067			
TOTALS	3		1711		0.387			4982
					1 - 0.387 = 0.613 / 3 = 0.204			
							V/C = 0.343	

EXISTING LEVEL OF SERVICE = A

N	0	0 0 0 0 0 0	0	0	0.000	0.000	0.000	0
E	3	0 0 3 0 0 0	1923	5340	0.360	0.573	0.933	4982
S	0	0 0 0 0 0 0	0	0	0.000	0.000	0.000	0
W	0	0 0 0 0 0 0	0	0	0.000	0.000	0.000	0
					LT = 0.067			
TOTALS	3		1923		0.427			4982
					1 - 0.427 = 0.573 / 3 = 0.191			
							V/C = 0.386	

EXISTING + APPROVED LEVEL OF SERVICE = A

N	0	0 0 0 0 0 0	0	0	0.000	0.000	0.000	0
E	3	0 0 3 0 0 0	2096	5340	0.393	0.540	0.933	4982
S	0	0 0 0 0 0 0	0	0	0.000	0.000	0.000	0
W	0	0 0 0 0 0 0	0	0	0.000	0.000	0.000	0
					LT = 0.067			
TOTALS	3		2096		0.460			4982
					1 - 0.460 = 0.540 / 3 = 0.180			
							V/C = 0.421	

EXISTING + APPROVED + PROJECT LEVEL OF SERVICE = A

(2096 - 1923)/ 1923 = 9.00 PERCENT INCREASE IN CRITICAL VOLUME
5/2/88 LV -- 11/7/91 BA

97-036

LEVEL OF SERVICE ANALYSIS

LOCATION: I-880 & STEVENS CREEK
MESSAGE: CUMULATIVE CONDITIONS SIGNAL TYPE : FULLY ACTUATED
PEAK HOUR: PM N-S 44.50 4.50
COUNT DATE: 10/96 E-W 80.50 4.50
ANAL. DATE: 7/2/97
ANAL. INIT: RD CYCLE LENGTH = 134
GROWTH FACTOR % : 3.0 LOST TIME = 0.067

LEG	PATTERN	LANE COUNTS			APPROVED TRIPS			PROJECT TRIPS			TOTAL TRIPS		
	LSTSRO	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT
N	000020	0	0	642	0	0	54	0	0	222	0	0	937
E	003000	0	1711	0	0	161	0	0	239	0	0	2162	0
S	000000	0	0	0	0	0	0	0	0	0	0	0	0
W	000000	0	0	0	0	0	0	0	0	0	0	0	0

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	0	0 0 0 0 0 0	0	0	0.000	0.000	0.000	0
E	3	0 0 3 0 0 0	1711	5340	0.320	0.613	0.933	4982
S	0	0 0 0 0 0 0	0	0	0.000	0.000	0.000	0
W	0	0 0 0 0 0 0	0	0	0.000	0.000	0.000	0
				LT = 0.067				
TOTALS	3		1711		0.387			4982
				1 - 0.387 = 0.613 / 3 = 0.204				
							V/C = 0.343	

EXISTING LEVEL OF SERVICE = A

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	0	0 0 0 0 0 0	0	0	0.000	0.000	0.000	0
E	3	0 0 3 0 0 0	1923	5340	0.360	0.573	0.933	4982
S	0	0 0 0 0 0 0	0	0	0.000	0.000	0.000	0
W	0	0 0 0 0 0 0	0	0	0.000	0.000	0.000	0
				LT = 0.067				
TOTALS	3		1923		0.427			4982
				1 - 0.427 = 0.573 / 3 = 0.191				
							V/C = 0.386	

EXISTING + APPROVED LEVEL OF SERVICE = A

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	0	0 0 0 0 0 0	0	0	0.000	0.000	0.000	0
E	3	0 0 3 0 0 0	2162	5340	0.405	0.528	0.933	4982
S	0	0 0 0 0 0 0	0	0	0.000	0.000	0.000	0
W	0	0 0 0 0 0 0	0	0	0.000	0.000	0.000	0
				LT = 0.067				
TOTALS	3		2162		0.472			4982
				1 - 0.472 = 0.528 / 3 = 0.176				
							V/C = 0.434	

EXISTING + APPROVED + PROJECT LEVEL OF SERVICE = A

(2162 - 1923)/ 1923 = 12.43 PERCENT INCREASE IN CRITICAL VOLUME
5/2/88 LV -- 11/7/91 BA

97 - 036

LEVEL OF SERVICE ANALYSIS

LOCATION: BASCOM & MOORPARK
MESSAGE: PROJECT CONDITIONS SIGNAL TYPE : FULLY ACTUATED
PEAK HOUR: AM N-S 54.00 6.00
COUNT DATE: 4/17/97 E-W 54.00 6.00
ANAL. DATE: 7/2/97
ANAL. INIT: RD CYCLE LENGTH = 120
GROWTH FACTOR % : 0.0 LOST TIME = 0.100

LEG	PATTERN	LANE COUNTS			APPROVED TRIPS			PROJECT TRIPS			TOTAL TRIPS		
	LSTSRO	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT
N	102100	425	488	186	0	8	0	0	0	0	425	496	186
E	000000	0	0	0	0	0	0	0	0	0	0	0	0
S	202100	367	1189	286	0	17	0	1	0	0	368	1206	286
W	102010	145	733	246	0	0	0	0	3	0	145	736	246

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	1	1 0 0 0 0 0	425	1675	0.254	0.027	0.281	471
E	0	0 0 0 0 0 0	0	0	0.000	0.000	0.000	0
S	3	0 0 2 1 0 0	1475	5283	0.279	0.080	0.359	1897
W	2	0 0 2 0 0 0	733	3560	0.206	0.054	0.260	926
				LT = 0.100				
TOTALS	6		2633		0.839			3294
					1 - 0.839 = 0.161 / 6 = 0.027			
							V/C = 0.799	

EXISTING LEVEL OF SERVICE = C

N	1	1 0 0 0 0 0	425	1675	0.254	0.026	0.280	469
E	0	0 0 0 0 0 0	0	0	0.000	0.000	0.000	0
S	3	0 0 2 1 0 0	1492	5283	0.282	0.079	0.361	1907
W	2	0 0 2 0 0 0	733	3560	0.206	0.053	0.259	922
				LT = 0.100				
TOTALS	6		2650		0.842			3298
					1 - 0.842 = 0.158 / 6 = 0.026			
							V/C = 0.804	

EXISTING + APPROVED LEVEL OF SERVICE = D

N	1	1 0 0 0 0 0	425	1675	0.254	0.026	0.280	469
E	0	0 0 0 0 0 0	0	0	0.000	0.000	0.000	0
S	3	0 0 2 1 0 0	1492	5283	0.282	0.079	0.361	1907
W	2	0 0 2 0 0 0	736	3560	0.207	0.052	0.259	922
				LT = 0.100				
TOTALS	6		2653		0.843			3298
					1 - 0.843 = 0.157 / 6 = 0.026			
							V/C = 0.804	

EXISTING + APPROVED + PROJECT LEVEL OF SERVICE = D

(2653 - 2650)/ 2650 = 0.11 PERCENT INCREASE IN CRITICAL VOLUME
5/2/88 LV -- 11/7/91 BA

97-036

LEVEL OF SERVICE ANALYSIS

LOCATION: BASCOM & MOORPARK
MESSAGE: CUMULATIVE CONDITIONS SIGNAL TYPE : FULLY ACTUATED
PEAK HOUR: AM N-S 54.00 6.00
COUNT DATE: 4/17/97 E-W 54.00 6.00
ANAL. DATE: 7/2/97
ANAL. INIT: RD CYCLE LENGTH = 120
GROWTH FACTOR % : 0.0 LOST TIME = 0.100

LEG	PATTERN	LANE COUNTS			APPROVED TRIPS			PROJECT TRIPS			TOTAL TRIPS		
	LSTSRO	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT
N	102100	425	488	186	0	8	0	0	1	0	425	497	186
E	000000	0	0	0	0	0	0	0	0	0	0	0	0
S	202100	367	1189	286	0	17	0	1	1	0	368	1207	286
W	102010	145	733	246	0	0	0	0	3	0	145	736	246

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	1	1 0 0 0 0 0	425	1675	0.254	0.027	0.281	471
E	0	0 0 0 0 0 0	0	0	0.000	0.000	0.000	0
S	3	0 0 2 1 0 0	1475	5283	0.279	0.080	0.359	1897
W	2	0 0 2 0 0 0	733	3560	0.206	0.054	0.260	926
				LT = 0.100				
TOTALS	6		2633		0.839			3294
				1 - 0.839 = 0.161 / 6 = 0.027				
							V/C = 0.799	
			EXISTING			LEVEL OF SERVICE =		C

N	1	1 0 0 0 0 0	425	1675	0.254	0.026	0.280	469
E	0	0 0 0 0 0 0	0	0	0.000	0.000	0.000	0
S	3	0 0 2 1 0 0	1492	5283	0.282	0.079	0.361	1907
W	2	0 0 2 0 0 0	733	3560	0.206	0.053	0.259	922
				LT = 0.100				
TOTALS	6		2650		0.842			3298
				1 - 0.842 = 0.158 / 6 = 0.026				
							V/C = 0.804	
			EXISTING + APPROVED			LEVEL OF SERVICE =		D

N	1	1 0 0 0 0 0	425	1675	0.254	0.026	0.280	469
E	0	0 0 0 0 0 0	0	0	0.000	0.000	0.000	0
S	3	0 0 2 1 0 0	1493	5283	0.283	0.078	0.361	1907
W	2	0 0 2 0 0 0	736	3560	0.207	0.052	0.259	922
				LT = 0.100				
TOTALS	6		2654		0.844			3298
				1 - 0.844 = 0.156 / 6 = 0.026				
							V/C = 0.805	
			EXISTING + APPROVED + PROJECT			LEVEL OF SERVICE =		D

(2654 - 2650)/ 2650 = 0.15 PERCENT INCREASE IN CRITICAL VOLUME
5/2/88 LV -- 11/7/91 BA

97 - 036

LEVEL OF SERVICE ANALYSIS

LOCATION: BASCOM & MOORPARK
MESSAGE: PROJECT CONDITIONS
PEAK HOUR: PM
COUNT DATE: 4/17/97
ANAL. DATE: 7/2/97
ANAL. INIT: RD
GROWTH FACTOR % : 0.0

SIGNAL TYPE : FULLY ACTUATED
N-S 54.00 6.00
E-W 54.00 6.00
CYCLE LENGTH = 120
LOST TIME = 0.100

LEG	PATTERN	LANE COUNTS			APPROVED TRIPS			PROJECT TRIPS			TOTAL TRIPS		
	LSTSRO	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT
N	102100	417	1380	386	0	17	0	0	0	0	417	1397	386
E	000000	0	0	0	0	0	0	0	0	0	0	0	0
S	202100	247	542	407	0	8	0	2	0	0	249	550	407
W	102010	123	976	413	0	0	0	0	0	2	123	976	415

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	1	1 0 0 0 0 0	417	1675	0.249	0.033	0.282	472
E	0	0 0 0 0 0 0	0	0	0.000	0.000	0.000	0
S	3	0 0 2 1 0 0	949	5257	0.181	0.098	0.279	1467
W	2	0 0 2 0 0 0	976	3560	0.274	0.065	0.339	1207
				LT = 0.100				
TOTALS	6		2342		0.804			3146
				1 - 0.804 = 0.196 / 6 = 0.033				
							V/C = 0.744	

EXISTING LEVEL OF SERVICE = C

N	1	1 0 0 0 0 0	417	1675	0.249	0.032	0.281	471
E	0	0 0 0 0 0 0	0	0	0.000	0.000	0.000	0
S	3	0 0 2 1 0 0	957	5257	0.182	0.097	0.279	1467
W	2	0 0 2 0 0 0	976	3560	0.274	0.065	0.339	1207
				LT = 0.100				
TOTALS	6		2350		0.805			3145
				1 - 0.805 = 0.195 / 6 = 0.032				
							V/C = 0.747	

EXISTING + APPROVED LEVEL OF SERVICE = C

N	1	1 0 0 0 0 0	417	1675	0.249	0.032	0.281	471
E	0	0 0 0 0 0 0	0	0	0.000	0.000	0.000	0
S	3	0 0 2 1 0 0	957	5257	0.182	0.097	0.279	1467
W	2	0 0 2 0 0 0	976	3560	0.274	0.065	0.339	1207
				LT = 0.100				
TOTALS	6		2350		0.805			3145
				1 - 0.805 = 0.195 / 6 = 0.032				
							V/C = 0.747	

EXISTING + APPROVED + PROJECT LEVEL OF SERVICE = C

(2350 - 2350)/ 2350 = 0.00 PERCENT INCREASE IN CRITICAL VOLUME
5/2/88 LV -- 11/7/91 BA

97-036

LEVEL OF SERVICE ANALYSIS

LOCATION: BASCOM & MOORPARK
MESSAGE: CUMULATIVE CONDTIONS SIGNAL TYPE : FULLY ACTUATED
PEAK HOUR: PM N-S 54.00 6.00
COUNT DATE: 4/17/97 E-W 54.00 6.00
ANAL. DATE: 7/2/97
ANAL. INIT: RD CYCLE LENGTH = 120
GROWTH FACTOR % : 0.0 LOST TIME = 0.100

LEG	PATTERN	LANE COUNTS			APPROVED TRIPS			PROJECT TRIPS			TOTAL TRIPS		
	LSTSRO	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT
N	102100	417	1380	386	0	17	0	0	4	0	417	1401	386
E	000000	0	0	0	0	0	0	0	0	0	0	0	0
S	202100	247	542	407	0	8	0	2	4	0	249	554	407
W	102010	123	976	413	0	0	0	0	0	2	123	976	415

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	1	1 0 0 0 0 0	417	1675	0.249	0.033	0.282	472
E	0	0 0 0 0 0 0	0	0	0.000	0.000	0.000	0
S	3	0 0 2 1 0 0	949	5257	0.181	0.098	0.279	1467
W	2	0 0 2 0 0 0	976	3560	0.274	0.065	0.339	1207
				LT = 0.100				
TOTALS	6		2342		0.804			3146
				1 - 0.804 = 0.196 / 6 = 0.033				
							V/C = 0.744	
		EXISTING				LEVEL OF SERVICE =		C
N	1	1 0 0 0 0 0	417	1675	0.249	0.032	0.281	471
E	0	0 0 0 0 0 0	0	0	0.000	0.000	0.000	0
S	3	0 0 2 1 0 0	957	5257	0.182	0.097	0.279	1467
W	2	0 0 2 0 0 0	976	3560	0.274	0.065	0.339	1207
				LT = 0.100				
TOTALS	6		2350		0.805			3145
				1 - 0.805 = 0.195 / 6 = 0.032				
							V/C = 0.747	
		EXISTING + APPROVED				LEVEL OF SERVICE =		C
N	1	1 0 0 0 0 0	417	1675	0.249	0.032	0.281	471
E	0	0 0 0 0 0 0	0	0	0.000	0.000	0.000	0
S	3	0 0 2 1 0 0	961	5257	0.183	0.097	0.280	1472
W	2	0 0 2 0 0 0	976	3560	0.274	0.065	0.339	1207
				LT = 0.100				
TOTALS	6		2354		0.806			3150
				1 - 0.806 = 0.194 / 6 = 0.032				
							V/C = 0.747	
		EXISTING + APPROVED + PROJECT				LEVEL OF SERVICE =		C

(2354 - 2350)/ 2350 = 0.17 PERCENT INCREASE IN CRITICAL VOLUME
5/2/88 LV -- 11/7/91 BA

97 - 036

LEVEL OF SERVICE ANALYSIS

LOCATION: BASCOM & NAGLEE
MESSAGE: PROJECT CONDITIONS SIGNAL TYPE : FULLY ACTUATED
PEAK HOUR: AM N-S 110.00 6.50
COUNT DATE: 10/31/95 E-W 90.00 6.50
ANAL. DATE: 7/2/97
ANAL. INIT: RD CYCLE LENGTH = 213
GROWTH FACTOR % : 6.9 LOST TIME = 0.061

LEG	PATTERN	LANE COUNTS			APPROVED TRIPS			PROJECT TRIPS			TOTAL TRIPS		
	LSTSRO	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT
N	102010	71	312	128	0	0	25	0	2	0	76	336	162
E	102010	115	298	92	0	9	0	3	3	0	126	331	98
S	102010	238	1689	242	21	0	0	0	1	2	275	1807	261
W	102010	140	319	13	10	4	8	0	0	0	160	345	22

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	1	1 0 0 0 0 0	71	1675	0.042	0.043	0.085	142
E	2	0 0 2 0 0 0	298	3560	0.084	0.085	0.169	602
S	2	0 0 2 0 0 0	1689	3560	0.474	0.085	0.559	1990
W	1	1 0 0 0 0 0	140	1675	0.084	0.043	0.127	213
				LT = 0.061				
TOTALS	6		2198		0.745			2947
				1 - 0.745 = 0.255 / 6 = 0.043				
							V/C = 0.746	

EXISTING LEVEL OF SERVICE = C

N	1	1 0 0 0 0 0	76	1675	0.045	0.033	0.078	131
E	2	0 0 2 0 0 0	328	3560	0.092	0.066	0.158	562
S	2	0 0 2 0 0 0	1806	3560	0.507	0.066	0.573	2040
W	1	1 0 0 0 0 0	160	1675	0.096	0.033	0.129	216
				LT = 0.061				
TOTALS	6		2370		0.801			2949
				1 - 0.801 = 0.199 / 6 = 0.033				
							V/C = 0.804	

EXISTING + APPROVED LEVEL OF SERVICE = D

N	1	1 0 0 0 0 0	76	1675	0.045	0.033	0.078	131
E	2	0 0 2 0 0 0	331	3560	0.093	0.066	0.159	566
S	2	0 0 2 0 0 0	1807	3560	0.508	0.066	0.574	2043
W	1	1 0 0 0 0 0	160	1675	0.096	0.033	0.129	216
				LT = 0.061				
TOTALS	6		2374		0.803			2956
				1 - 0.803 = 0.197 / 6 = 0.033				
							V/C = 0.803	

EXISTING + APPROVED + PROJECT LEVEL OF SERVICE = D

(2374 - 2370)/ 2370 = 0.17 PERCENT INCREASE IN CRITICAL VOLUME
5/2/88 LV -- 11/7/91 BA

97 - 036

LEVEL OF SERVICE ANALYSIS

LOCATION: BASCOM & NAGLEE
MESSAGE: CUMULATIVE CONDITIONS SIGNAL TYPE : FULLY ACTUATED
PEAK HOUR: AM N-S 110.00 6.50
COUNT DATE: 10/31/95 E-W 90.00 6.50
ANAL. DATE: 7/2/97
ANAL. INIT: RD CYCLE LENGTH = 213
GROWTH FACTOR % : 6.9 LOST TIME = 0.061

LEG	PATTERN	LANE COUNTS			APPROVED TRIPS			PROJECT TRIPS			TOTAL TRIPS		
	LSTSRO	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT
N	102010	71	312	128	0	0	25	0	2	1	76	336	163
E	102010	115	298	92	0	9	0	3	6	0	126	334	98
S	102010	238	1689	242	21	0	0	0	1	2	275	1807	261
W	102010	140	319	13	10	4	8	0	2	0	160	347	22

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	1	1 0 0 0 0 0	71	1675	0.042	0.043	0.085	142
E	2	0 0 2 0 0 0	298	3560	0.084	0.085	0.169	602
S	2	0 0 2 0 0 0	1689	3560	0.474	0.085	0.559	1990
W	1	1 0 0 0 0 0	140	1675	0.084	0.043	0.127	213
				LT =	0.061			
TOTALS	6		2198		0.745			2947
				1 - 0.745 = 0.255 / 6 =		0.043		
							V/C =	0.746
		EXISTING				LEVEL OF SERVICE =		C
N	1	1 0 0 0 0 0	76	1675	0.045	0.033	0.078	131
E	2	0 0 2 0 0 0	328	3560	0.092	0.066	0.158	562
S	2	0 0 2 0 0 0	1806	3560	0.507	0.066	0.573	2040
W	1	1 0 0 0 0 0	160	1675	0.096	0.033	0.129	216
				LT =	0.061			
TOTALS	6		2370		0.801			2949
				1 - 0.801 = 0.199 / 6 =		0.033		
							V/C =	0.804
		EXISTING + APPROVED				LEVEL OF SERVICE =		D
N	1	1 0 0 0 0 0	76	1675	0.045	0.033	0.078	131
E	2	0 0 2 0 0 0	334	3560	0.094	0.065	0.159	566
S	2	0 0 2 0 0 0	1807	3560	0.508	0.065	0.573	2040
W	1	1 0 0 0 0 0	160	1675	0.096	0.033	0.129	216
				LT =	0.061			
TOTALS	6		2377		0.804			2953
				1 - 0.804 = 0.196 / 6 =		0.033		
							V/C =	0.805
		EXISTING + APPROVED + PROJECT				LEVEL OF SERVICE =		D

(2377 - 2370)/ 2370 = 0.30 PERCENT INCREASE IN CRITICAL VOLUME
5/2/88 LV -- 11/7/91 BA

97 - 036

LEVEL OF SERVICE ANALYSIS

LOCATION: BASCOM & NAGLEE
MESSAGE: PROJECT CONDITIONS SIGNAL TYPE : FULLY ACTUATED
PEAK HOUR: PM N-S 110.00 6.50
COUNT DATE: 4/17/97 E-W 90.00 6.50
ANAL. DATE: 7/2/97
ANAL. INIT: RD CYCLE LENGTH = 213
GROWTH FACTOR % : 0.0 LOST TIME = 0.061

LEG	PATTERN	LANE COUNTS			APPROVED TRIPS			PROJECT TRIPS			TOTAL TRIPS		
	LSTSRO	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT
N	102010	110	1165	134	0	0	10	0	5	0	110	1170	144
E	102010	192	308	55	0	0	0	9	6	0	201	318	55
S	102010	117	402	160	8	0	0	0	5	9	125	407	169
W	102010	110	302	39	25	9	21	0	6	0	135	317	60

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	2	0 0 2 0 0 0	1165	3560	0.327	0.114	0.441	1570
E	1	1 0 0 0 0 0	192	1675	0.115	0.057	0.172	288
S	1	1 0 0 0 0 0	117	1675	0.070	0.057	0.127	213
W	2	0 0 2 0 0 0	302	3560	0.085	0.114	0.199	708
					LT = 0.061			
TOTALS	6		1776		0.658			2779
					1 - 0.658 = 0.342 / 6 = 0.057			
							V/C = 0.639	

EXISTING LEVEL OF SERVICE = B

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	2	0 0 2 0 0 0	1165	3560	0.327	0.112	0.439	1563
E	1	1 0 0 0 0 0	192	1675	0.115	0.056	0.171	286
S	1	1 0 0 0 0 0	125	1675	0.075	0.056	0.131	219
W	2	0 0 2 0 0 0	311	3560	0.087	0.112	0.199	708
					LT = 0.061			
TOTALS	6		1793		0.665			2776
					1 - 0.665 = 0.335 / 6 = 0.056			
							V/C = 0.646	

EXISTING + APPROVED LEVEL OF SERVICE = B

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	2	0 0 2 0 0 0	1170	3560	0.329	0.109	0.438	1559
E	1	1 0 0 0 0 0	201	1675	0.120	0.054	0.174	291
S	1	1 0 0 0 0 0	125	1675	0.075	0.054	0.129	216
W	2	0 0 2 0 0 0	317	3560	0.089	0.109	0.198	705
					LT = 0.061			
TOTALS	6		1813		0.674			2771
					1 - 0.674 = 0.326 / 6 = 0.054			
							V/C = 0.654	

EXISTING + APPROVED + PROJECT LEVEL OF SERVICE = B

(1813 - 1793)/ 1793 = 1.12 PERCENT INCREASE IN CRITICAL VOLUME
5/2/88 LV -- 11/7/91 BA

97-036

LEVEL OF SERVICE ANALYSIS

LOCATION: BASCOM & NAGLEE
MESSAGE: CUMULATIVE CONDTIONS
PEAK HOUR: PM
COUNT DATE: 4/17/97
ANAL. DATE: 7/2/97
ANAL. INIT: RD
GROWTH FACTOR % : 0.0

SIGNAL TYPE : FULLY ACTUATED
N-S 110.00 6.50
E-W 90.00 6.50
CYCLE LENGTH = 213
LOST TIME = 0.061

LEG	PATTERN	LANE COUNTS			APPROVED TRIPS			PROJECT TRIPS			TOTAL TRIPS		
	LSTSRO	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT
N	102010	110	1165	134	0	0	10	0	5	2	110	1170	146
E	102010	192	308	55	0	4	0	9	19	0	201	331	55
S	102010	117	402	160	8	0	0	0	5	9	125	407	169
W	102010	110	302	39	25	9	21	2	19	0	137	330	60

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	2	0 0 2 0 0 0	1165	3560	0.327	0.114	0.441	1570
E	1	1 0 0 0 0 0	192	1675	0.115	0.057	0.172	288
S	1	1 0 0 0 0 0	117	1675	0.070	0.057	0.127	213
W	2	0 0 2 0 0 0	302	3560	0.085	0.114	0.199	708
				LT =	0.061			
TOTALS	6		1776		0.658			2779

1 - 0.658 = 0.342 / 6 = 0.057

V/C = 0.639

EXISTING LEVEL OF SERVICE = B

N	2	0 0 2 0 0 0	1165	3560	0.327	0.112	0.439	1563
E	1	1 0 0 0 0 0	192	1675	0.115	0.056	0.171	286
S	1	1 0 0 0 0 0	125	1675	0.075	0.056	0.131	219
W	2	0 0 2 0 0 0	311	3560	0.087	0.112	0.199	708
				LT =	0.061			
TOTALS	6		1793		0.665			2776

1 - 0.665 = 0.335 / 6 = 0.056

V/C = 0.646

EXISTING + APPROVED LEVEL OF SERVICE = B

N	2	0 0 2 0 0 0	1170	3560	0.329	0.107	0.436	1552
E	1	1 0 0 0 0 0	201	1675	0.120	0.054	0.174	291
S	1	1 0 0 0 0 0	125	1675	0.075	0.054	0.129	216
W	2	0 0 2 0 0 0	330	3560	0.093	0.107	0.200	712
				LT =	0.061			
TOTALS	6		1826		0.678			2771

1 - 0.678 = 0.322 / 6 = 0.054

V/C = 0.659

EXISTING + APPROVED + PROJECT LEVEL OF SERVICE = B

(1826 - 1793)/ 1793 = 1.84 PERCENT INCREASE IN CRITICAL VOLUME

5/2/88 LV -- 11/7/91 BA

97-036

LEVEL OF SERVICE ANALYSIS

LOCATION: BASCOM & SAN CARLOS
MESSAGE: PROJECT CONDITIONS SIGNAL TYPE : FULLY ACTUATED
PEAK HOUR: AM N-S 76.00 6.50
COUNT DATE: 4/15/97 E-W 60.00 6.50
ANAL. DATE: 7/2/97
ANAL. INIT: RD CYCLE LENGTH = 149
GROWTH FACTOR % : 0.0 LOST TIME = 0.087

LEG	PATTERN	LANE COUNTS			APPROVED TRIPS			PROJECT TRIPS			TOTAL TRIPS		
	LSTSRO	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT
N	103010	84	344	22	2	6	0	0	0	6	86	350	28
E	102010	125	791	351	0	28	7	0	3	0	125	822	358
S	102010	277	1480	136	3	14	0	1	0	0	281	1494	136
W	101100	125	250	76	0	10	2	4	2	1	129	262	79

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	1	1 0 0 0 0 0	84	1675	0.050	0.025	0.075	126
E	2	0 0 2 0 0 0	791	3560	0.222	0.050	0.272	968
S	2	0 0 2 0 0 0	1480	3560	0.416	0.050	0.466	1659
W	1	1 0 0 0 0 0	125	1675	0.075	0.025	0.100	168
					LT = 0.087			
TOTALS	6		2480		0.850			2921
					1 - 0.850 = 0.150 / 6 = 0.025			
							V/C = 0.849	
				EXISTING			LEVEL OF SERVICE = D	
N	1	1 0 0 0 0 0	86	1675	0.051	0.023	0.074	124
E	2	0 0 2 0 0 0	819	3560	0.230	0.046	0.276	983
S	2	0 0 2 0 0 0	1494	3560	0.420	0.046	0.466	1659
W	1	1 0 0 0 0 0	125	1675	0.075	0.023	0.098	164
					LT = 0.087			
TOTALS	6		2524		0.863			2930
					1 - 0.863 = 0.137 / 6 = 0.023			
							V/C = 0.861	
				EXISTING + APPROVED			LEVEL OF SERVICE = D	
N	1	1 0 0 0 0 0	86	1675	0.051	0.022	0.073	122
E	2	0 0 2 0 0 0	822	3560	0.231	0.045	0.276	983
S	2	0 0 2 0 0 0	1494	3560	0.420	0.045	0.465	1655
W	1	1 0 0 0 0 0	129	1675	0.077	0.022	0.099	166
					LT = 0.087			
TOTALS	6		2531		0.866			2926
					1 - 0.866 = 0.134 / 6 = 0.022			
							V/C = 0.865	
				EXISTING + APPROVED + PROJECT			LEVEL OF SERVICE = D	

(2531 - 2524)/ 2524 = 0.28 PERCENT INCREASE IN CRITICAL VOLUME
5/2/88 LV -- 11/7/91 BA

97-036

LEVEL OF SERVICE ANALYSIS

LOCATION: BASCOM & SAN CARLOS
MESSAGE: CUMULATIVE CONDTIONS SIGNAL TYPE : FULLY ACTUATED
PEAK HOUR: AM N-S 76.00 6.50
COUNT DATE: 4/15/97 E-W 60.00 6.50
ANAL. DATE: 7/2/97
ANAL. INIT: RD CYCLE LENGTH = 149
GROWTH FACTOR % : 0.0 LOST TIME = 0.087

LEG	PATTERN	LANE COUNTS			APPROVED TRIPS			PROJECT TRIPS			TOTAL TRIPS		
	LSTSRO	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT
N	103010	84	344	22	2	6	0	0	0	7	86	350	29
E	102010	125	791	351	0	28	7	0	6	0	125	825	358
S	102010	277	1480	136	3	14	0	2	0	0	282	1494	136
W	101100	125	250	76	0	10	2	4	4	2	129	264	80

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	1	1 0 0 0 0 0	84	1675	0.050	0.025	0.075	126
E	2	0 0 2 0 0 0	791	3560	0.222	0.050	0.272	968
S	2	0 0 2 0 0 0	1480	3560	0.416	0.050	0.466	1659
W	1	1 0 0 0 0 0	125	1675	0.075	0.025	0.100	168
					LT = 0.087			
TOTALS	6		2480		0.850			2921
					1 - 0.850 = 0.150 / 6 = 0.025			
								V/C = 0.849

EXISTING LEVEL OF SERVICE = D

N	1	1 0 0 0 0 0	86	1675	0.051	0.023	0.074	124
E	2	0 0 2 0 0 0	819	3560	0.230	0.046	0.276	983
S	2	0 0 2 0 0 0	1494	3560	0.420	0.046	0.466	1659
W	1	1 0 0 0 0 0	125	1675	0.075	0.023	0.098	164
					LT = 0.087			
TOTALS	6		2524		0.863			2930
					1 - 0.863 = 0.137 / 6 = 0.023			
								V/C = 0.861

EXISTING + APPROVED LEVEL OF SERVICE = D

N	1	1 0 0 0 0 0	86	1675	0.051	0.022	0.073	122
E	2	0 0 2 0 0 0	825	3560	0.232	0.044	0.276	983
S	2	0 0 2 0 0 0	1494	3560	0.420	0.044	0.464	1652
W	1	1 0 0 0 0 0	129	1675	0.077	0.022	0.099	166
					LT = 0.087			
TOTALS	6		2534		0.867			2923
					1 - 0.867 = 0.133 / 6 = 0.022			
								V/C = 0.867

EXISTING + APPROVED + PROJECT LEVEL OF SERVICE = D

(2534 - 2524)/ 2524 = 0.40 PERCENT INCREASE IN CRITICAL VOLUME
5/2/88 LV -- 11/7/91 BA

97 - 036

LEVEL OF SERVICE ANALYSIS

LOCATION: BASCOM & SAN CARLOS
MESSAGE: PROJECT CONDITIONS SIGNAL TYPE : FULLY ACTUATED
PEAK HOUR: PM N-S 76.00 6.50
COUNT DATE: 4/15/97 E-W 60.00 6.50
ANAL. DATE: 7/2/97
ANAL. INIT: RD CYCLE LENGTH = 149
GROWTH FACTOR % : 0.0 LOST TIME = 0.087

LEG	PATTERN	LANE COUNTS			APPROVED TRIPS			PROJECT TRIPS			TOTAL TRIPS		
	LSTSRO	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT
N	103010	272	1221	71	7	14	11	0	0	19	279	1235	101
E	102010	234	502	58	0	35	2	0	9	0	234	546	60
S	102010	162	480	191	25	6	0	5	0	0	192	486	191
W	101100	94	708	213	10	48	24	19	9	5	123	765	242

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	3	0 0 3 0 0 0	1221	5340	0.229	0.079	0.308	1645
E	1	1 0 0 0 0 0	234	1675	0.140	0.026	0.166	278
S	1	1 0 0 0 0 0	162	1675	0.097	0.026	0.123	206
W	2	0 0 1 1 0 0	921	3515	0.262	0.053	0.315	1107
				LT = 0.087				
TOTALS	7		2538		0.815			3236

1 - 0.815 = 0.185 / 7 = 0.026
V/C = 0.784

EXISTING LEVEL OF SERVICE = C

N	3	0 0 3 0 0 0	1235	5340	0.231	0.063	0.294	1570
E	1	1 0 0 0 0 0	234	1675	0.140	0.021	0.161	270
S	1	1 0 0 0 0 0	187	1675	0.112	0.021	0.133	223
W	2	0 0 1 1 0 0	993	3514	0.283	0.042	0.325	1142
				LT = 0.087				
TOTALS	7		2649		0.853			3205

1 - 0.853 = 0.147 / 7 = 0.021
V/C = 0.827

EXISTING + APPROVED LEVEL OF SERVICE = D

N	3	0 0 3 0 0 0	1235	5340	0.231	0.060	0.291	1554
E	1	1 0 0 0 0 0	234	1675	0.140	0.020	0.160	268
S	1	1 0 0 0 0 0	192	1675	0.115	0.020	0.135	226
W	2	0 0 1 1 0 0	1007	3514	0.287	0.040	0.327	1149
				LT = 0.087				
TOTALS	7		2668		0.860			3197

1 - 0.860 = 0.140 / 7 = 0.020
V/C = 0.835

EXISTING + APPROVED + PROJECT LEVEL OF SERVICE = D

(2668 - 2649)/ 2649 = 0.72 PERCENT INCREASE IN CRITICAL VOLUME
5/2/88 LV -- 11/7/91 BA

97-036

LEVEL OF SERVICE ANALYSIS

LOCATION: BASCOM & SAN CARLOS
MESSAGE: CUMULATIVE CONDITIONS SIGNAL TYPE : FULLY ACTUATED
PEAK HOUR: PM N-S 76.00 6.50
COUNT DATE: 4/15/97 E-W 60.00 6.50
ANAL. DATE: 7/2/97
ANAL. INIT: RD CYCLE LENGTH = 149
GROWTH FACTOR % : 0.0 LOST TIME = 0.087

LEG	PATTERN	LANE COUNTS			APPROVED TRIPS			PROJECT TRIPS			TOTAL TRIPS		
	LSTSRO	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT
N	103010	272	1221	71	7	14	11	0	0	21	279	1235	103
E	102010	234	502	58	0	35	2	0	20	0	234	557	60
S	102010	162	480	191	25	6	0	9	0	0	196	486	191
W	101100	94	708	213	10	48	24	21	20	9	125	776	246

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	3	0 0 3 0 0 0	1221	5340	0.229	0.079	0.308	1645
E	1	1 0 0 0 0 0	234	1675	0.140	0.026	0.166	278
S	1	1 0 0 0 0 0	162	1675	0.097	0.026	0.123	206
W	2	0 0 1 1 0 0	921	3515	0.262	0.053	0.315	1107
					LT = 0.087			
TOTALS	7		2538		0.815			3236

1 - 0.815 = 0.185 / 7 = 0.026
V/C = 0.784

EXISTING LEVEL OF SERVICE = C

N	3	0 0 3 0 0 0	1235	5340	0.231	0.063	0.294	1570
E	1	1 0 0 0 0 0	234	1675	0.140	0.021	0.161	270
S	1	1 0 0 0 0 0	187	1675	0.112	0.021	0.133	223
W	2	0 0 1 1 0 0	993	3514	0.283	0.042	0.325	1142
					LT = 0.087			
TOTALS	7		2649		0.853			3205

1 - 0.853 = 0.147 / 7 = 0.021
V/C = 0.827

EXISTING + APPROVED LEVEL OF SERVICE = D

N	3	0 0 3 0 0 0	1235	5340	0.231	0.057	0.288	1538
E	1	1 0 0 0 0 0	234	1675	0.140	0.019	0.159	266
S	1	1 0 0 0 0 0	196	1675	0.117	0.019	0.136	228
W	2	0 0 1 1 0 0	1022	3514	0.291	0.038	0.329	1156
					LT = 0.087			
TOTALS	7		2687		0.866			3188

1 - 0.866 = 0.134 / 7 = 0.019
V/C = 0.843

EXISTING + APPROVED + PROJECT LEVEL OF SERVICE = D

(2687 - 2649)/ 2649 = 1.43 PERCENT INCREASE IN CRITICAL VOLUME
5/2/88 LV -- 11/7/91 BA

97 - 036

LEVEL OF SERVICE ANALYSIS

LOCATION: BELLROSE & STEVENS CREEK
MESSAGE: PROJECT CONDITIONS SIGNAL TYPE : FULLY ACTUATED
PEAK HOUR: AM N-S 40.00 8.00
COUNT DATE: 6/23/95 E-W 40.00 4.50
ANAL. DATE: 7/2/97
ANAL. INIT: RD CYCLE LENGTH = 92.5
GROWTH FACTOR % : 7.8 LOST TIME = 0.135

LEG	PATTERN	LANE COUNTS			APPROVED TRIPS			PROJECT TRIPS			TOTAL TRIPS		
	LSTSRO	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT
N	010010	20	13	30	2	0	0	0	0	1	24	14	33
E	101100	6	596	20	0	20	11	0	10	0	6	672	33
S	010010	155	60	28	0	0	0	0	0	0	167	65	30
W	101100	29	393	22	0	13	0	0	7	0	31	444	24

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	1	0 1 0 0 0 0	33	1716	0.019	0.106	0.125	215
E	2	0 0 1 1 0 0	616	3552	0.173	0.212	0.385	1368
S	1	0 1 0 0 0 0	215	1704	0.126	0.106	0.232	395
W	1	1 0 0 0 0 0	29	1675	0.017	0.106	0.123	206
					LT = 0.135			
TOTALS	5		893		0.470			2184
					1 - 0.470 = 0.530 / 5 = 0.106			
							V/C = 0.409	

EXISTING LEVEL OF SERVICE = A

N	1	0 1 0 0 0 0	38	1714	0.022	0.098	0.120	206
E	2	0 0 1 1 0 0	695	3548	0.196	0.197	0.393	1394
S	1	0 1 0 0 0 0	232	1704	0.136	0.098	0.234	399
W	1	1 0 0 0 0 0	31	1675	0.019	0.098	0.117	196
					LT = 0.135			
TOTALS	5		996		0.508			2195
					1 - 0.508 = 0.492 / 5 = 0.098			
							V/C = 0.454	

EXISTING + APPROVED LEVEL OF SERVICE = A

N	1	0 1 0 0 0 0	38	1714	0.022	0.098	0.120	206
E	2	0 0 1 1 0 0	705	3549	0.199	0.196	0.395	1402
S	1	0 1 0 0 0 0	232	1704	0.136	0.098	0.234	399
W	1	1 0 0 0 0 0	31	1675	0.019	0.098	0.117	196
					LT = 0.135			
TOTALS	5		1006		0.511			2203
					1 - 0.511 = 0.489 / 5 = 0.098			
							V/C = 0.457	

EXISTING + APPROVED + PROJECT LEVEL OF SERVICE = A

(1006 - 996)/ 996 = 1.00 PERCENT INCREASE IN CRITICAL VOLUME
5/2/88 LV -- 11/7/91 BA

97 - 036

LEVEL OF SERVICE ANALYSIS

LOCATION: BELLROSE & STEVENS CREEK
MESSAGE: CUMULATIVE CONDTIONS SIGNAL TYPE : FULLY ACTUATED
PEAK HOUR: AM N-S 40.00 8.00
COUNT DATE: 6/23/95 E-W 40.00 4.50
ANAL. DATE: 7/2/97
ANAL. INIT: RD CYCLE LENGTH = 92.5
GROWTH FACTOR % : 7.8 LOST TIME = 0.135

LEG	PATTERN	LANE COUNTS			APPROVED TRIPS			PROJECT TRIPS			TOTAL TRIPS		
	LSTSRO	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT
N	010010	20	13	30	2	0	0	0	0	1	24	14	33
E	101100	6	596	20	0	20	11	0	15	0	6	677	33
S	010010	155	60	28	0	0	0	0	0	0	167	65	30
W	101100	29	393	22	0	13	0	0	10	0	31	447	24

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	1	0 1 0 0 0 0	33	1716	0.019	0.106	0.125	215
E	2	0 0 1 1 0 0	616	3552	0.173	0.212	0.385	1368
S	1	0 1 0 0 0 0	215	1704	0.126	0.106	0.232	395
W	1	1 0 0 0 0 0	29	1675	0.017	0.106	0.123	206
				LT = 0.135				
TOTALS	5		893		0.470			2184
				1 - 0.470 = 0.530 / 5 = 0.106				
							V/C = 0.409	

EXISTING LEVEL OF SERVICE = A

N	1	0 1 0 0 0 0	38	1714	0.022	0.098	0.120	206
E	2	0 0 1 1 0 0	695	3548	0.196	0.197	0.393	1394
S	1	0 1 0 0 0 0	232	1704	0.136	0.098	0.234	399
W	1	1 0 0 0 0 0	31	1675	0.019	0.098	0.117	196
				LT = 0.135				
TOTALS	5		996		0.508			2195
				1 - 0.508 = 0.492 / 5 = 0.098				
							V/C = 0.454	

EXISTING + APPROVED LEVEL OF SERVICE = A

N	1	0 1 0 0 0 0	38	1714	0.022	0.098	0.120	206
E	2	0 0 1 1 0 0	710	3549	0.200	0.195	0.395	1402
S	1	0 1 0 0 0 0	232	1704	0.136	0.098	0.234	399
W	1	1 0 0 0 0 0	31	1675	0.019	0.098	0.117	196
				LT = 0.135				
TOTALS	5		1011		0.512			2203
				1 - 0.512 = 0.488 / 5 = 0.098				
							V/C = 0.459	

EXISTING + APPROVED + PROJECT LEVEL OF SERVICE = A

(1011 - 996)/ 996 = 1.51 PERCENT INCREASE IN CRITICAL VOLUME
5/2/88 LV -- 11/7/91 BA

97-036

LEVEL OF SERVICE ANALYSIS

LOCATION: BELLROSE & STEVENS CREEK
MESSAGE: PROJECT CONDITIONS
PEAK HOUR: PM
COUNT DATE: 4/17/97
ANAL. DATE: 7/2/97
ANAL. INIT: RD
GROWTH FACTOR % : 0.0

SIGNAL TYPE : FULLY ACTUATED
N-S 40.00 8.00
E-W 40.00 4.50
CYCLE LENGTH = 92.5
LOST TIME = 0.135

LEG	PATTERN	LANE COUNTS			APPROVED TRIPS			PROJECT TRIPS			TOTAL TRIPS		
	LSTSRO	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT
N	010010	74	140	63	11	0	0	0	0	2	85	140	65
E	101100	44	709	13	0	68	2	0	33	0	44	810	15
S	010010	68	30	27	0	0	0	0	0	0	68	30	27
W	101100	28	960	45	0	71	0	2	33	0	30	1064	45

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	1	0 1 0 0 0 0	214	1744	0.123	0.075	0.198	345
E	1	1 0 0 0 0 0	44	1675	0.026	0.075	0.101	169
S	1	0 1 0 0 0 0	98	1707	0.057	0.075	0.132	225
W	2	0 0 1 1 0 0	1005	3549	0.283	0.150	0.433	1537
				LT = 0.135				
TOTALS	5		1361		0.624			2276
				1 - 0.624 = 0.376 / 5 = 0.075				
							V/C = 0.598	

EXISTING LEVEL OF SERVICE = A

N	1	0 1 0 0 0 0	225	1740	0.129	0.070	0.199	346
E	1	1 0 0 0 0 0	44	1675	0.026	0.070	0.096	161
S	1	0 1 0 0 0 0	98	1707	0.057	0.070	0.127	217
W	2	0 0 1 1 0 0	1076	3550	0.303	0.140	0.443	1573
				LT = 0.135				
TOTALS	5		1443		0.650			2297
				1 - 0.650 = 0.350 / 5 = 0.070				
							V/C = 0.628	

EXISTING + APPROVED LEVEL OF SERVICE = B

N	1	0 1 0 0 0 0	225	1740	0.129	0.068	0.197	343
E	1	1 0 0 0 0 0	44	1675	0.026	0.068	0.094	157
S	1	0 1 0 0 0 0	98	1707	0.057	0.068	0.125	213
W	2	0 0 1 1 0 0	1109	3550	0.312	0.136	0.448	1590
				LT = 0.135				
TOTALS	5		1476		0.659			2303
				1 - 0.659 = 0.341 / 5 = 0.068				
							V/C = 0.641	

EXISTING + APPROVED + PROJECT LEVEL OF SERVICE = B

(1476 - 1443)/ 1443 = 2.29 PERCENT INCREASE IN CRITICAL VOLUME
5/2/88 LV -- 11/7/91 BA

97-036

LEVEL OF SERVICE ANALYSIS

LOCATION: BELLROSE & STEVENS CREEK
MESSAGE: CUMULATIVE CONDITIONS SIGNAL TYPE : FULLY ACTUATED
PEAK HOUR: PM N-S 40.00 8.00
COUNT DATE: 4/17/97 E-W 40.00 4.50
ANAL. DATE: 7/2/97
ANAL. INIT: RD CYCLE LENGTH = 92.5
GROWTH FACTOR % : 0.0 LOST TIME = 0.135

LEG	PATTERN	LANE COUNTS			APPROVED TRIPS			PROJECT TRIPS			TOTAL TRIPS		
	LSTSRO	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT
N	010010	74	140	63	11	0	0	0	0	2	85	140	65
E	101100	44	709	13	0	68	2	0	50	0	44	827	15
S	010010	68	30	27	0	0	0	0	0	0	68	30	27
W	101100	28	960	45	0	71	0	2	50	0	30	1081	45

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	1	0 1 0 0 0 0	214	1744	0.123	0.075	0.198	345
E	1	1 0 0 0 0 0	44	1675	0.026	0.075	0.101	169
S	1	0 1 0 0 0 0	98	1707	0.057	0.075	0.132	225
W	2	0 0 1 1 0 0	1005	3549	0.283	0.150	0.433	1537
					LT = 0.135			
TOTALS	5		1361		0.624			2276
					1 - 0.624 = 0.376 / 5 = 0.075			
							V/C = 0.598	
				EXISTING			LEVEL OF SERVICE = A	
N	1	0 1 0 0 0 0	225	1740	0.129	0.070	0.199	346
E	1	1 0 0 0 0 0	44	1675	0.026	0.070	0.096	161
S	1	0 1 0 0 0 0	98	1707	0.057	0.070	0.127	217
W	2	0 0 1 1 0 0	1076	3550	0.303	0.140	0.443	1573
					LT = 0.135			
TOTALS	5		1443		0.650			2297
					1 - 0.650 = 0.350 / 5 = 0.070			
							V/C = 0.628	
				EXISTING + APPROVED			LEVEL OF SERVICE = B	
N	1	0 1 0 0 0 0	225	1740	0.129	0.067	0.196	341
E	1	1 0 0 0 0 0	44	1675	0.026	0.067	0.093	156
S	1	0 1 0 0 0 0	98	1707	0.057	0.067	0.124	212
W	2	0 0 1 1 0 0	1126	3550	0.317	0.134	0.451	1601
					LT = 0.135			
TOTALS	5		1493		0.664			2310
					1 - 0.664 = 0.336 / 5 = 0.067			
							V/C = 0.646	
				EXISTING + APPROVED + PROJECT			LEVEL OF SERVICE = B	

(1493 - 1443)/ 1443 = 3.47 PERCENT INCREASE IN CRITICAL VOLUME
5/2/88 LV -- 11/7/91 BA

97-036

LEVEL OF SERVICE ANALYSIS

LOCATION: WINCHESTER & HAMILTON
MESSAGE: PROJECT CONDITIONS SIGNAL TYPE : FULLY ACTUATED
PEAK HOUR: AM N-S 45.00 5.00
COUNT DATE: 4/17/97 E-W 45.00 5.00
ANAL. DATE: 7/2/97
ANAL. INIT: RD CYCLE LENGTH = 100
GROWTH FACTOR % : 0.0 LOST TIME = 0.100

LEG	PATTERN	LANE COUNTS			APPROVED TRIPS			PROJECT TRIPS			TOTAL TRIPS		
	LSTSRO	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT
N	202010	358	315	87	0	0	0	0	0	0	358	315	87
E	203010	301	1112	556	0	0	0	0	0	0	301	1112	556
S	102010	119	1026	454	0	0	0	0	1	0	119	1027	454
W	203010	146	648	64	0	0	0	0	0	0	146	648	64

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	2	2 0 0 0 0 0	358	3015	0.119	0.053	0.172	519
E	3	0 0 3 0 0 0	1112	5340	0.208	0.079	0.287	1533
S	2	0 0 2 0 0 0	1026	3560	0.288	0.053	0.341	1214
W	2	2 0 0 0 0 0	146	3015	0.048	0.053	0.101	305
					LT = 0.100			
TOTALS	9		2642		0.763			3571
					1 - 0.763 = 0.237 / 9 = 0.026			
							V/C = 0.740	

EXISTING LEVEL OF SERVICE = C

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	2	2 0 0 0 0 0	358	3015	0.119	0.053	0.172	519
E	3	0 0 3 0 0 0	1112	5340	0.208	0.079	0.287	1533
S	2	0 0 2 0 0 0	1026	3560	0.288	0.053	0.341	1214
W	2	2 0 0 0 0 0	146	3015	0.048	0.053	0.101	305
					LT = 0.100			
TOTALS	9		2642		0.763			3571
					1 - 0.763 = 0.237 / 9 = 0.026			
							V/C = 0.740	

EXISTING + APPROVED LEVEL OF SERVICE = C

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	2	2 0 0 0 0 0	358	3015	0.119	0.053	0.172	519
E	3	0 0 3 0 0 0	1112	5340	0.208	0.079	0.287	1533
S	2	0 0 2 0 0 0	1027	3560	0.288	0.053	0.341	1214
W	2	2 0 0 0 0 0	146	3015	0.048	0.053	0.101	305
					LT = 0.100			
TOTALS	9		2643		0.763			3571
					1 - 0.763 = 0.237 / 9 = 0.026			
							V/C = 0.740	

EXISTING + APPROVED + PROJECT LEVEL OF SERVICE = C

(2643 - 2642)/ 2642 = 0.04 PERCENT INCREASE IN CRITICAL VOLUME
5/2/88 LV -- 11/7/91 BA

97 - 036

LEVEL OF SERVICE ANALYSIS

LOCATION: WINCHESTER & HAMILTON
MESSAGE: CUMULATIVE CONDITIONS SIGNAL TYPE : FULLY ACTUATED
PEAK HOUR: AM N-S 45.00 5.00
COUNT DATE: 4/17/97 E-W 45.00 5.00
ANAL. DATE: 7/2/97
ANAL. INIT: RD CYCLE LENGTH = 100
GROWTH FACTOR % : 0.0 LOST TIME = 0.100

LEG	PATTERN	LANE COUNTS			APPROVED TRIPS			PROJECT TRIPS			TOTAL TRIPS		
	LSTSRO	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT
N	202010	358	315	87	0	0	0	0	0	0	358	315	87
E	203010	301	1112	556	0	0	0	0	0	0	301	1112	556
S	102010	119	1026	454	0	0	0	0	2	0	119	1028	454
W	203010	146	648	64	0	0	0	0	0	0	146	648	64

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	2	2 0 0 0 0 0	358	3015	0.119	0.053	0.172	519
E	3	0 0 3 0 0 0	1112	5340	0.208	0.079	0.287	1533
S	2	0 0 2 0 0 0	1026	3560	0.288	0.053	0.341	1214
W	2	2 0 0 0 0 0	146	3015	0.048	0.053	0.101	305
				LT =	0.100			
TOTALS	9		2642		0.763			3571
				1 -	0.763 = 0.237 /	9 =	0.026	
						V/C =	0.740	

EXISTING LEVEL OF SERVICE = C

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	2	2 0 0 0 0 0	358	3015	0.119	0.053	0.172	519
E	3	0 0 3 0 0 0	1112	5340	0.208	0.079	0.287	1533
S	2	0 0 2 0 0 0	1026	3560	0.288	0.053	0.341	1214
W	2	2 0 0 0 0 0	146	3015	0.048	0.053	0.101	305
				LT =	0.100			
TOTALS	9		2642		0.763			3571
				1 -	0.763 = 0.237 /	9 =	0.026	
						V/C =	0.740	

EXISTING + APPROVED LEVEL OF SERVICE = C

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	2	2 0 0 0 0 0	358	3015	0.119	0.052	0.171	516
E	3	0 0 3 0 0 0	1112	5340	0.208	0.079	0.287	1533
S	2	0 0 2 0 0 0	1028	3560	0.289	0.052	0.341	1214
W	2	2 0 0 0 0 0	146	3015	0.048	0.052	0.100	302
				LT =	0.100			
TOTALS	9		2644		0.764			3565
				1 -	0.764 = 0.236 /	9 =	0.026	
						V/C =	0.742	

EXISTING + APPROVED + PROJECT LEVEL OF SERVICE = C

(2644 - 2642)/ 2642 = 0.08 PERCENT INCREASE IN CRITICAL VOLUME
5/2/88 LV -- 11/7/91 BA

97 - 036

LEVEL OF SERVICE ANALYSIS

LOCATION: WINCHESTER & HAMILTON
MESSAGE: PROJECT CONDITIONS SIGNAL TYPE : FULLY ACTUATED
PEAK HOUR: PM N-S 45.00 5.00
COUNT DATE: 4/17/97 E-W 45.00 5.00
ANAL. DATE: 7/2/97
ANAL. INIT: RD CYCLE LENGTH = 100
GROWTH FACTOR % : 0.0 LOST TIME = 0.100

LEG	PATTERN	LANE COUNTS			APPROVED TRIPS			PROJECT TRIPS			TOTAL TRIPS		
	LSTSRO	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT
N	202010	601	797	130	0	0	0	0	2	0	601	799	130
E	203010	398	1646	692	0	0	0	0	0	0	398	1646	692
S	102010	170	869	437	0	0	0	0	2	0	170	871	437
W	203010	201	1092	83	0	0	0	0	0	0	201	1092	83

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	2	2 0 0 0 0 0	601	3015	0.199	0.018	0.217	654
E	3	0 0 3 0 0 0	1646	5340	0.308	0.027	0.335	1789
S	2	0 0 2 0 0 0	869	3560	0.244	0.018	0.262	933
W	2	2 0 0 0 0 0	201	3015	0.067	0.018	0.085	256
					LT = 0.100			
TOTALS	9		3317		0.918			3632
					1 - 0.918 = 0.082 / 9 = 0.009			
							V/C = 0.913	

EXISTING LEVEL OF SERVICE = E

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	2	2 0 0 0 0 0	601	3015	0.199	0.018	0.217	654
E	3	0 0 3 0 0 0	1646	5340	0.308	0.027	0.335	1789
S	2	0 0 2 0 0 0	869	3560	0.244	0.018	0.262	933
W	2	2 0 0 0 0 0	201	3015	0.067	0.018	0.085	256
					LT = 0.100			
TOTALS	9		3317		0.918			3632
					1 - 0.918 = 0.082 / 9 = 0.009			
							V/C = 0.913	

EXISTING + APPROVED LEVEL OF SERVICE = E

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	2	2 0 0 0 0 0	601	3015	0.199	0.018	0.217	654
E	3	0 0 3 0 0 0	1646	5340	0.308	0.027	0.335	1789
S	2	0 0 2 0 0 0	871	3560	0.245	0.018	0.263	936
W	2	2 0 0 0 0 0	201	3015	0.067	0.018	0.085	256
					LT = 0.100			
TOTALS	9		3319		0.919			3635
					1 - 0.919 = 0.081 / 9 = 0.009			
							V/C = 0.913	

EXISTING + APPROVED + PROJECT LEVEL OF SERVICE = E

(3319 - 3317)/ 3317 = 0.06 PERCENT INCREASE IN CRITICAL VOLUME
5/2/88 LV -- 11/7/91 BA

97-036

LEVEL OF SERVICE ANALYSIS

LOCATION: WINCHESTER & HAMILTON
MESSAGE: CUMULATIVE CONDITIONS SIGNAL TYPE : FULLY ACTUATED
PEAK HOUR: PM N-S 45.00 5.00
COUNT DATE: 4/17/97 E-W 45.00 5.00
ANAL. DATE: 7/2/97
ANAL. INIT: RD CYCLE LENGTH = 100
GROWTH FACTOR % : 0.0 LOST TIME = 0.100

LEG	PATTERN	LANE COUNTS			APPROVED TRIPS			PROJECT TRIPS			TOTAL TRIPS		
	LSTSRO	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT
N	202010	601	797	130	0	0	0	0	4	0	601	801	130
E	203010	398	1646	692	0	0	0	0	0	0	398	1646	692
S	102010	170	869	437	0	0	0	0	4	0	170	873	437
W	203010	201	1092	83	0	0	0	0	0	0	201	1092	83

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	2	2 0 0 0 0 0	601	3015	0.199	0.018	0.217	654
E	3	0 0 3 0 0 0	1646	5340	0.308	0.027	0.335	1789
S	2	0 0 2 0 0 0	869	3560	0.244	0.018	0.262	933
W	2	2 0 0 0 0 0	201	3015	0.067	0.018	0.085	256
				LT = 0.100				
TOTALS	9		3317		0.918			3632
				1 - 0.918 = 0.082 / 9 = 0.009				
							V/C = 0.913	

EXISTING LEVEL OF SERVICE = E

N	2	2 0 0 0 0 0	601	3015	0.199	0.018	0.217	654
E	3	0 0 3 0 0 0	1646	5340	0.308	0.027	0.335	1789
S	2	0 0 2 0 0 0	869	3560	0.244	0.018	0.262	933
W	2	2 0 0 0 0 0	201	3015	0.067	0.018	0.085	256
				LT = 0.100				
TOTALS	9		3317		0.918			3632
				1 - 0.918 = 0.082 / 9 = 0.009				
							V/C = 0.913	

EXISTING + APPROVED LEVEL OF SERVICE = E

N	2	2 0 0 0 0 0	601	3015	0.199	0.018	0.217	654
E	3	0 0 3 0 0 0	1646	5340	0.308	0.027	0.335	1789
S	2	0 0 2 0 0 0	873	3560	0.245	0.018	0.263	936
W	2	2 0 0 0 0 0	201	3015	0.067	0.018	0.085	256
				LT = 0.100				
TOTALS	9		3321		0.919			3635
				1 - 0.919 = 0.081 / 9 = 0.009				
							V/C = 0.914	

EXISTING + APPROVED + PROJECT LEVEL OF SERVICE = E

(3321 - 3317)/ 3317 = 0.12 PERCENT INCREASE IN CRITICAL VOLUME
5/2/88 LV -- 11/7/91 BA

97 - 036

LEVEL OF SERVICE ANALYSIS

LOCATION: MONROE & REDDING
MESSAGE: PROJECT CONDITIONS SIGNAL TYPE : FULLY ACTUATED
PEAK HOUR: AM N-S 45.00 5.00
COUNT DATE: 4/17/97 E-W 45.00 5.00
ANAL. DATE: 7/2/97
ANAL. INIT: RD CYCLE LENGTH = 100
GROWTH FACTOR % : 0.0 LOST TIME = 0.100

LEG	PATTERN	LANE COUNTS			APPROVED TRIPS			PROJECT TRIPS			TOTAL TRIPS		
	LSTSRO	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT
N	101100	57	129	27	0	0	0	0	0	4	57	129	31
E	011010	14	253	61	0	0	0	0	1	0	14	254	61
S	101010	34	280	20	0	0	0	0	0	0	34	280	20
W	011010	32	616	57	0	0	6	2	0	0	34	616	63

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	1	1 0 0 0 0 0	57	1675	0.034	0.075	0.109	183
E	2	0 1 1 0 0 0	267	3546	0.075	0.150	0.225	798
S	1	0 0 1 0 0 0	280	1780	0.157	0.075	0.232	413
W	2	0 1 1 0 0 0	648	3546	0.183	0.150	0.333	1181
					LT = 0.100			
TOTALS	6		1252		0.549			2575
					1 - 0.549 = 0.451 / 6 = 0.075			
							V/C = 0.486	

EXISTING LEVEL OF SERVICE = A

N	1	1 0 0 0 0 0	57	1675	0.034	0.075	0.109	183
E	2	0 1 1 0 0 0	267	3546	0.075	0.150	0.225	798
S	1	0 0 1 0 0 0	280	1780	0.157	0.075	0.232	413
W	2	0 1 1 0 0 0	648	3546	0.183	0.150	0.333	1181
					LT = 0.100			
TOTALS	6		1252		0.549			2575
					1 - 0.549 = 0.451 / 6 = 0.075			
							V/C = 0.486	

EXISTING + APPROVED LEVEL OF SERVICE = A

N	1	1 0 0 0 0 0	57	1675	0.034	0.075	0.109	183
E	2	0 1 1 0 0 0	268	3546	0.076	0.150	0.226	801
S	1	0 0 1 0 0 0	280	1780	0.157	0.075	0.232	413
W	2	0 1 1 0 0 0	650	3546	0.183	0.150	0.333	1181
					LT = 0.100			
TOTALS	6		1255		0.550			2578
					1 - 0.550 = 0.450 / 6 = 0.075			
							V/C = 0.487	

EXISTING + APPROVED + PROJECT LEVEL OF SERVICE = A

(1255 - 1252)/ 1252 = 0.24 PERCENT INCREASE IN CRITICAL VOLUME
5/2/88 LV -- 11/7/91 BA

97-036

LEVEL OF SERVICE ANALYSIS

LOCATION: MONROE & HEDDING
MESSAGE: CUMULATIVE CONDITIONS SIGNAL TYPE : FULLY ACTUATED
PEAK HOUR: AM N-S 45.00 5.00
COUNT DATE: 4/17/97 E-W 45.00 5.00
ANAL. DATE: 7/2/97
ANAL. INIT: RD CYCLE LENGTH = 100
GROWTH FACTOR % : 0.0 LOST TIME = 0.100

LEG	PATTERN	LANE COUNTS			APPROVED TRIPS			PROJECT TRIPS			TOTAL TRIPS		
	LSTSRO	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT
N	101100	57	129	27	0	0	0	0	2	4	57	131	31
E	011010	14	253	61	0	0	0	1	1	0	15	254	61
S	101010	34	280	20	0	0	0	0	2	0	34	282	20
W	011010	32	616	57	0	0	6	2	0	0	34	616	63

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	1	1 0 0 0 0 0	57	1675	0.034	0.075	0.109	183
E	2	0 1 1 0 0 0	267	3546	0.075	0.150	0.225	798
S	1	0 0 1 0 0 0	280	1780	0.157	0.075	0.232	413
W	2	0 1 1 0 0 0	648	3546	0.183	0.150	0.333	1181
					LT = 0.100			
TOTALS	6		1252		0.549			2575
					1 - 0.549 = 0.451 / 6 = 0.075			
							V/C = 0.486	

EXISTING LEVEL OF SERVICE = A

N	1	1 0 0 0 0 0	57	1675	0.034	0.075	0.109	183
E	2	0 1 1 0 0 0	267	3546	0.075	0.150	0.225	798
S	1	0 0 1 0 0 0	280	1780	0.157	0.075	0.232	413
W	2	0 1 1 0 0 0	648	3546	0.183	0.150	0.333	1181
					LT = 0.100			
TOTALS	6		1252		0.549			2575
					1 - 0.549 = 0.451 / 6 = 0.075			
							V/C = 0.486	

EXISTING + APPROVED LEVEL OF SERVICE = A

N	1	1 0 0 0 0 0	57	1675	0.034	0.075	0.109	183
E	2	0 1 1 0 0 0	269	3545	0.076	0.150	0.226	801
S	1	0 0 1 0 0 0	282	1780	0.158	0.075	0.233	415
W	2	0 1 1 0 0 0	650	3546	0.183	0.150	0.333	1181
					LT = 0.100			
TOTALS	6		1258		0.551			2580
					1 - 0.551 = 0.449 / 6 = 0.075			
							V/C = 0.488	

EXISTING + APPROVED + PROJECT LEVEL OF SERVICE = A

(1258 - 1252)/ 1252 = 0.48 PERCENT INCREASE IN CRITICAL VOLUME
5/2/88 LV -- 11/7/91 BA

97 - 036

LEVEL OF SERVICE ANALYSIS

LOCATION: MONROE & REDDING
MESSAGE: PROJECT CONDITIONS
PEAK HOUR: PM
COUNT DATE: 4/17/97
ANAL. DATE: 7/2/97
ANAL. INIT: RD
GROWTH FACTOR % : 0.0

SIGNAL TYPE : FULLY ACTUATED
N-S 45.00 5.00
E-W 45.00 5.00
CYCLE LENGTH = 100
LOST TIME = 0.100

LEG	PATTERN	LANE COUNTS			APPROVED TRIPS			PROJECT TRIPS			TOTAL TRIPS		
	LSTSRO	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT
N	101100	111	450	36	0	0	0	0	0	1	111	450	37
E	011010	71	441	76	0	0	0	0	2	0	71	443	76
S	101010	28	208	40	6	0	0	0	16	13	34	224	53
W	011010	74	477	103	0	0	6	11	2	0	85	479	109

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	1	1 0 0 0 0 0	111	1675	0.066	0.069	0.135	226
E	2	0 1 1 0 0 0	512	3527	0.145	0.139	0.284	1002
S	1	0 0 1 0 0 0	208	1780	0.117	0.069	0.186	331
W	2	0 1 1 0 0 0	551	3528	0.156	0.139	0.295	1041
				LT = 0.100				
TOTALS	6		1382		0.584			2600
				1 - 0.584 = 0.416 / 6 = 0.069				
							V/C = 0.532	

EXISTING LEVEL OF SERVICE = A

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	1	1 0 0 0 0 0	111	1675	0.066	0.069	0.135	226
E	2	0 1 1 0 0 0	512	3527	0.145	0.139	0.284	1002
S	1	0 0 1 0 0 0	208	1780	0.117	0.069	0.186	331
W	2	0 1 1 0 0 0	551	3528	0.156	0.139	0.295	1041
				LT = 0.100				
TOTALS	6		1382		0.584			2600
				1 - 0.584 = 0.416 / 6 = 0.069				
							V/C = 0.532	

EXISTING + APPROVED LEVEL OF SERVICE = A

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	1	1 0 0 0 0 0	111	1675	0.066	0.067	0.133	223
E	2	0 1 1 0 0 0	514	3527	0.146	0.134	0.280	988
S	1	0 0 1 0 0 0	224	1780	0.126	0.067	0.193	344
W	2	0 1 1 0 0 0	564	3525	0.160	0.134	0.294	1036
				LT = 0.100				
TOTALS	6		1413		0.598			2591
				1 - 0.598 = 0.402 / 6 = 0.067				
							V/C = 0.545	

EXISTING + APPROVED + PROJECT LEVEL OF SERVICE = A

(1413 - 1382)/ 1382 = 2.24 PERCENT INCREASE IN CRITICAL VOLUME
5/2/88 LV -- 11/7/91 BA

97-036

LEVEL OF SERVICE ANALYSIS

LOCATION: MONROE & REDDING
MESSAGE: CUMULATIVE CONDITIONS SIGNAL TYPE : FULLY ACTUATED
PEAK HOUR: PM N-S 45.00 5.00
COUNT DATE: 4/17/97 E-W 45.00 5.00
ANAL. DATE: 7/2/97
ANAL. INIT: RD CYCLE LENGTH = 100
GROWTH FACTOR % : 0.0 LOST TIME = 0.100

LEG	PATTERN	LANE COUNTS			APPROVED TRIPS			PROJECT TRIPS			TOTAL TRIPS		
	LSTSRO	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT
N	101100	111	450	36	0	0	0	0	8	11	111	458	47
E	011010	71	441	76	0	0	0	2	2	0	73	443	76
S	101010	28	208	40	6	0	0	0	24	15	34	232	55
W	011010	74	477	103	0	0	6	11	2	0	85	479	109

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	1	1 0 0 0 0 0	111	1675	0.066	0.069	0.135	226
E	2	0 1 1 0 0 0	512	3527	0.145	0.139	0.284	1002
S	1	0 0 1 0 0 0	208	1780	0.117	0.069	0.186	331
W	2	0 1 1 0 0 0	551	3528	0.156	0.139	0.295	1041
				LT =	0.100			
TOTALS	6		1382		0.584			2600

1 - 0.584 = 0.416 / 6 = 0.069
V/C = 0.532

EXISTING LEVEL OF SERVICE = A

N	1	1 0 0 0 0 0	111	1675	0.066	0.069	0.135	226
E	2	0 1 1 0 0 0	512	3527	0.145	0.139	0.284	1002
S	1	0 0 1 0 0 0	208	1780	0.117	0.069	0.186	331
W	2	0 1 1 0 0 0	551	3528	0.156	0.139	0.295	1041
				LT =	0.100			
TOTALS	6		1382		0.584			2600

1 - 0.584 = 0.416 / 6 = 0.069
V/C = 0.532

EXISTING + APPROVED LEVEL OF SERVICE = A

N	1	1 0 0 0 0 0	111	1675	0.066	0.066	0.132	221
E	2	0 1 1 0 0 0	516	3526	0.146	0.133	0.279	984
S	1	0 0 1 0 0 0	232	1780	0.130	0.066	0.196	349
W	2	0 1 1 0 0 0	564	3525	0.160	0.133	0.293	1033
				LT =	0.100			
TOTALS	6		1423		0.602			2587

1 - 0.602 = 0.398 / 6 = 0.066
V/C = 0.550

EXISTING + APPROVED + PROJECT LEVEL OF SERVICE = A

(1423 - 1382)/ 1382 = 2.97 PERCENT INCREASE IN CRITICAL VOLUME
5/2/88 LV -- 11/7/91 BA

97 - 036

LEVEL OF SERVICE ANALYSIS

LOCATION: WINCHESTER & HEDDING
MESSAGE: PROJECT CONDITIONS SIGNAL TYPE : FULLY ACTUATED
PEAK HOUR: AM N-S 45.00 5.00
COUNT DATE: 4/17/97 E-W 45.00 5.00
ANAL. DATE: 7/2/97
ANAL. INIT: RD CYCLE LENGTH = 100
GROWTH FACTOR % : 0.0 LOST TIME = 0.100

LEG	PATTERN	LANE COUNTS			APPROVED TRIPS			PROJECT TRIPS			TOTAL TRIPS		
	LSTSRO	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT
N	102010	41	216	38	0	0	0	0	5	0	41	221	38
E	102010	39	229	31	0	0	0	5	0	0	44	229	31
S	102010	145	867	176	0	0	0	0	3	2	145	870	178
W	101100	40	472	89	0	0	6	0	0	0	40	472	95

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	1	1 0 0 0 0 0	41	1675	0.024	0.075	0.099	166
E	1	1 0 0 0 0 0	39	1675	0.023	0.075	0.098	164
S	2	0 0 2 0 0 0	867	3560	0.244	0.150	0.394	1403
W	2	0 0 1 1 0 0	561	3526	0.159	0.150	0.309	1090
				LT = 0.100				
TOTALS	6		1508		0.550			2823
				1 - 0.550 = 0.450 / 6 = 0.075				
							V/C = 0.534	

EXISTING LEVEL OF SERVICE = A

N	1	1 0 0 0 0 0	41	1675	0.024	0.075	0.099	166
E	1	1 0 0 0 0 0	39	1675	0.023	0.075	0.098	164
S	2	0 0 2 0 0 0	867	3560	0.244	0.149	0.393	1399
W	2	0 0 1 1 0 0	567	3525	0.161	0.149	0.310	1093
				LT = 0.100				
TOTALS	6		1514		0.552			2822
				1 - 0.552 = 0.448 / 6 = 0.075				
							V/C = 0.536	

EXISTING + APPROVED LEVEL OF SERVICE = A

N	1	1 0 0 0 0 0	41	1675	0.024	0.074	0.098	164
E	1	1 0 0 0 0 0	44	1675	0.026	0.074	0.100	168
S	2	0 0 2 0 0 0	870	3560	0.244	0.148	0.392	1396
W	2	0 0 1 1 0 0	567	3525	0.161	0.148	0.309	1089
				LT = 0.100				
TOTALS	6		1522		0.555			2817
				1 - 0.555 = 0.445 / 6 = 0.074				
							V/C = 0.540	

EXISTING + APPROVED + PROJECT LEVEL OF SERVICE = A

(1522 - 1514)/ 1514 = 0.53 PERCENT INCREASE IN CRITICAL VOLUME
5/2/88 LV -- 11/7/91 BA

97-036

LEVEL OF SERVICE ANALYSIS

LOCATION: WINCHESTER & HEDDING
MESSAGE: CUMULATIVE CONDITIONS SIGNAL TYPE : FULLY ACTUATED
PEAK HOUR: AM N-S 45.00 5.00
COUNT DATE: 4/17/97 E-W 45.00 5.00
ANAL. DATE: 7/2/97
ANAL. INIT: RD CYCLE LENGTH = 100
GROWTH FACTOR % : 0.0 LOST TIME = 0.100

LEG	PATTERN	LANE COUNTS			APPROVED TRIPS			PROJECT TRIPS			TOTAL TRIPS		
	LSTSRO	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT
N	102010	41	216	38	0	0	0	0	7	0	41	223	38
E	102010	39	229	31	0	0	0	5	0	0	44	229	31
S	102010	145	867	176	0	0	0	1	4	2	146	871	178
W	101100	40	472	89	0	0	6	0	0	2	40	472	97

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	1	1 0 0 0 0 0	41	1675	0.024	0.075	0.099	166
E	1	1 0 0 0 0 0	39	1675	0.023	0.075	0.098	164
S	2	0 0 2 0 0 0	867	3560	0.244	0.150	0.394	1403
W	2	0 0 1 1 0 0	561	3526	0.159	0.150	0.309	1090
				LT = 0.100				
TOTALS	6		1508		0.550			2823
				1 - 0.550 = 0.450 / 6 = 0.075				
							V/C = 0.534	
		EXISTING				LEVEL OF SERVICE =		A
N	1	1 0 0 0 0 0	41	1675	0.024	0.075	0.099	166
E	1	1 0 0 0 0 0	39	1675	0.023	0.075	0.098	164
S	2	0 0 2 0 0 0	867	3560	0.244	0.149	0.393	1399
W	2	0 0 1 1 0 0	567	3525	0.161	0.149	0.310	1093
				LT = 0.100				
TOTALS	6		1514		0.552			2822
				1 - 0.552 = 0.448 / 6 = 0.075				
							V/C = 0.536	
		EXISTING + APPROVED				LEVEL OF SERVICE =		A
N	1	1 0 0 0 0 0	41	1675	0.024	0.074	0.098	164
E	1	1 0 0 0 0 0	44	1675	0.026	0.074	0.100	168
S	2	0 0 2 0 0 0	871	3560	0.245	0.148	0.393	1399
W	2	0 0 1 1 0 0	569	3524	0.161	0.148	0.309	1089
				LT = 0.100				
TOTALS	6		1525		0.556			2820
				1 - 0.556 = 0.444 / 6 = 0.074				
							V/C = 0.541	
		EXISTING + APPROVED + PROJECT				LEVEL OF SERVICE =		A

(1525 - 1514)/ 1514 = 0.73 PERCENT INCREASE IN CRITICAL VOLUME
5/2/88 LV -- 11/7/91 BA

97 - 036

LEVEL OF SERVICE ANALYSIS

LOCATION: WINCHESTER & HEDDING
MESSAGE: PROJECT CONDITIONS
PEAK HOUR: PM
COUNT DATE: 4/17/97
ANAL. DATE: 7/2/97
ANAL. INIT: RD
GROWTH FACTOR % : 0.0

SIGNAL TYPE : FULLY ACTUATED
N-S 45.00 5.00
E-W 45.00 5.00
CYCLE LENGTH = 100
LOST TIME = 0.100

LEG	PATTERN	LANE COUNTS			APPROVED TRIPS			PROJECT TRIPS			TOTAL TRIPS		
	LSTSRO	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT
N	102010	59	711	79	0	0	0	0	16	0	59	727	79
E	102010	90	347	37	0	0	0	13	0	0	103	347	37
S	102010	210	396	74	0	0	0	0	16	13	210	412	87
W	101100	47	475	229	0	0	0	0	0	0	47	475	229

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	2	0 0 2 0 0 0	711	3560	0.200	0.107	0.307	1093
E	1	1 0 0 0 0 0	90	1675	0.054	0.053	0.107	179
S	1	1 0 0 0 0 0	210	1675	0.125	0.053	0.178	298
W	2	0 0 1 1 0 0	704	3503	0.201	0.107	0.308	1079
				LT = 0.100				
TOTALS	6		1715		0.680			2649

1 - 0.680 = 0.320 / 6 = 0.053
V/C = 0.647

EXISTING LEVEL OF SERVICE = B

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	2	0 0 2 0 0 0	711	3560	0.200	0.107	0.307	1093
E	1	1 0 0 0 0 0	90	1675	0.054	0.053	0.107	179
S	1	1 0 0 0 0 0	210	1675	0.125	0.053	0.178	298
W	2	0 0 1 1 0 0	704	3503	0.201	0.107	0.308	1079
				LT = 0.100				
TOTALS	6		1715		0.680			2649

1 - 0.680 = 0.320 / 6 = 0.053
V/C = 0.647

EXISTING + APPROVED LEVEL OF SERVICE = B

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	2	0 0 2 0 0 0	727	3560	0.204	0.103	0.307	1093
E	1	1 0 0 0 0 0	103	1675	0.061	0.051	0.112	188
S	1	1 0 0 0 0 0	210	1675	0.125	0.051	0.176	295
W	2	0 0 1 1 0 0	704	3503	0.201	0.103	0.304	1065
				LT = 0.100				
TOTALS	6		1744		0.691			2641

1 - 0.691 = 0.309 / 6 = 0.051
V/C = 0.660

EXISTING + APPROVED + PROJECT LEVEL OF SERVICE = B

(1744 - 1715)/ 1715 = 1.69 PERCENT INCREASE IN CRITICAL VOLUME
5/2/88 LV -- 11/7/91 BA

97-036

LEVEL OF SERVICE ANALYSIS

LOCATION: WINCHESTER & HEDDING
MESSAGE: CUMULATIVE CONDTIONS
PEAK HOUR: PM
COUNT DATE: 4/17/97
ANAL. DATE: 7/2/97
ANAL. INIT: RD
GROWTH FACTOR % : 0.0

SIGNAL TYPE : FULLY ACTUATED
N-S 45.00 5.00
E-W 45.00 5.00
CYCLE LENGTH = 100
LOST TIME = 0.100

LEG	PATTERN	LANE COUNTS			APPROVED TRIPS			PROJECT TRIPS			TOTAL TRIPS		
	LSTSRO	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT
N	102010	59	711	79	0	0	0	0	25	0	59	736	79
E	102010	90	347	37	0	0	0	13	0	0	103	347	37
S	102010	210	396	74	0	0	0	6	25	13	216	421	87
W	101100	47	475	229	0	0	0	0	0	6	47	475	235

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	2	0 0 2 0 0 0	711	3560	0.200	0.107	0.307	1093
E	1	1 0 0 0 0 0	90	1675	0.054	0.053	0.107	179
S	1	1 0 0 0 0 0	210	1675	0.125	0.053	0.178	298
W	2	0 0 1 1 0 0	704	3503	0.201	0.107	0.308	1079
				LT =	0.100			
TOTALS	6		1715		0.680			2649
				1 -	0.680 = 0.320 /	6 =	0.053	
						V/C =	0.647	

EXISTING LEVEL OF SERVICE = B

N	2	0 0 2 0 0 0	711	3560	0.200	0.107	0.307	1093
E	1	1 0 0 0 0 0	90	1675	0.054	0.053	0.107	179
S	1	1 0 0 0 0 0	210	1675	0.125	0.053	0.178	298
W	2	0 0 1 1 0 0	704	3503	0.201	0.107	0.308	1079
				LT =	0.100			
TOTALS	6		1715		0.680			2649
				1 -	0.680 = 0.320 /	6 =	0.053	
						V/C =	0.647	

EXISTING + APPROVED LEVEL OF SERVICE = B

N	2	0 0 2 0 0 0	736	3560	0.207	0.100	0.307	1093
E	1	1 0 0 0 0 0	103	1675	0.061	0.050	0.111	186
S	1	1 0 0 0 0 0	216	1675	0.129	0.050	0.179	300
W	2	0 0 1 1 0 0	710	3502	0.203	0.100	0.303	1061
				LT =	0.100			
TOTALS	6		1765		0.700			2640
				1 -	0.700 = 0.300 /	6 =	0.050	
						V/C =	0.669	

EXISTING + APPROVED + PROJECT LEVEL OF SERVICE = B

(1765 - 1715)/ 1715 = 2.92 PERCENT INCREASE IN CRITICAL VOLUME
5/2/88 LV -- 11/7/91 BA

97 - 036

LEVEL OF SERVICE ANALYSIS

LOCATION: MONROE & STEVENS CREEK
MESSAGE: PROJECT CONDITIONS SIGNAL TYPE : FULLY ACTUATED
PEAK HOUR: AM N-S 46.50 8.50
COUNT DATE: 4/9/97 E-W 63.50 7.50
ANAL. DATE: 7/2/97
ANAL. INIT: RD CYCLE LENGTH = 126
GROWTH FACTOR % : 0.0 LOST TIME = 0.127

LEG	PATTERN	LANE COUNTS			APPROVED TRIPS			PROJECT TRIPS			TOTAL TRIPS		
	LSTSRO	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT
N	110010	61	9	15	0	12	0	0	0	0	61	21	15
E	203010	395	1689	177	252	11	0	55	100	0	702	1800	177
S	101010	28	23	180	5	3	109	0	0	105	33	26	394
W	203010	25	761	27	0	14	20	0	167	0	25	942	47

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	2	1 1 0 0 0 0	70	3089	0.023	0.127	0.150	463
E	3	0 0 3 0 0 0	1689	5340	0.316	0.191	0.507	2707
S	1	1 0 0 0 0 0	28	1675	0.017	0.064	0.081	136
W	2	2 0 0 0 0 0	25	3015	0.008	0.127	0.135	407
				LT =	0.127			
TOTALS	8		1812		0.491			3713
				1 -	0.491 = 0.509 /	8 = 0.064		
						V/C = 0.488		

EXISTING LEVEL OF SERVICE = A

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	2	1 1 0 0 0 0	82	3142	0.026	0.117	0.143	449
E	2	2 0 0 0 0 0	647	3015	0.215	0.117	0.332	1001
S	1	1 0 0 0 0 0	33	1675	0.020	0.058	0.078	131
W	3	0 0 3 0 0 0	775	5340	0.145	0.175	0.320	1709
				LT =	0.127			
TOTALS	8		1537		0.533			3290
				1 -	0.533 = 0.467 /	8 = 0.058		
						V/C = 0.467		

EXISTING + APPROVED LEVEL OF SERVICE = A

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	2	1 1 0 0 0 0	82	3142	0.026	0.105	0.131	412
E	2	2 0 0 0 0 0	702	3015	0.233	0.105	0.338	1019
S	1	1 0 0 0 0 0	33	1675	0.020	0.052	0.072	121
W	3	0 0 3 0 0 0	942	5340	0.176	0.157	0.333	1778
				LT =	0.127			
TOTALS	8		1759		0.582			3330
				1 -	0.582 = 0.418 /	8 = 0.052		
						V/C = 0.528		

EXISTING + APPROVED + PROJECT LEVEL OF SERVICE = A

(1759 - 1537)/ 1537 = 14.44 PERCENT INCREASE IN CRITICAL VOLUME
5/2/88 LV -- 11/7/91 BA

97 - 036

LEVEL OF SERVICE ANALYSIS

LOCATION: MONROE & STEVENS CREEK
MESSAGE: CUMUALTIVE CONDITIONS SIGNAL TYPE : FULLY ACTUATED
PEAK HOUR: AM N-S 46.50 8.50
COUNT DATE: 4/9/97 E-W 63.50 7.50
ANAL. DATE: 7/2/97
ANAL. INIT: RD CYCLE LENGTH = 126
GROWTH FACTOR % : 0.0 LOST TIME = 0.127

LEG	PATTERN	LANE COUNTS			APPROVED TRIPS			PROJECT TRIPS			TOTAL TRIPS		
	LSTSRO	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT
N	110010	61	9	15	0	12	0	8	0	0	69	21	15
E	203010	395	1689	177	252	11	0	55	112	13	702	1812	190
S	101010	28	23	180	5	3	109	0	0	105	33	26	394
W	203010	25	761	27	0	14	20	0	174	0	25	949	47

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	2	1 1 0 0 0 0	70	3089	0.023	0.127	0.150	463
E	3	0 0 3 0 0 0	1689	5340	0.316	0.191	0.507	2707
S	1	1 0 0 0 0 0	28	1675	0.017	0.064	0.081	136
W	2	2 0 0 0 0 0	25	3015	0.008	0.127	0.135	407
				LT = 0.127				
TOTALS	8		1812		0.491			3713
				1 - 0.491 = 0.509 / 8 = 0.064				
							V/C = 0.488	
		EXISTING				LEVEL OF SERVICE =		A

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	2	1 1 0 0 0 0	82	3142	0.026	0.117	0.143	449
E	2	2 0 0 0 0 0	647	3015	0.215	0.117	0.332	1001
S	1	1 0 0 0 0 0	33	1675	0.020	0.058	0.078	131
W	3	0 0 3 0 0 0	775	5340	0.145	0.175	0.320	1709
				LT = 0.127				
TOTALS	8		1537		0.533			3290
				1 - 0.533 = 0.467 / 8 = 0.058				
							V/C = 0.467	
		EXISTING + APPROVED				LEVEL OF SERVICE =		A

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	2	1 1 0 0 0 0	90	3134	0.029	0.103	0.132	414
E	2	2 0 0 0 0 0	702	3015	0.233	0.103	0.336	1013
S	1	1 0 0 0 0 0	33	1675	0.020	0.052	0.072	121
W	3	0 0 3 0 0 0	949	5340	0.178	0.155	0.333	1778
				LT = 0.127				
TOTALS	8		1774		0.587			3326
				1 - 0.587 = 0.413 / 8 = 0.052				
							V/C = 0.533	
		EXISTING + APPROVED + PROJECT				LEVEL OF SERVICE =		A

(1774 - 1537)/ 1537 = 15.42 PERCENT INCREASE IN CRITICAL VOLUME
5/2/88 LV -- 11/7/91 BA

97-036

LEVEL OF SERVICE ANALYSIS

LOCATION: MONROE & STEVENS CREEK
MESSAGE: PROJECT CONDITIONS SIGNAL TYPE : FULLY ACTUATED
PEAK HOUR: PM N-S 46.50 8.50
COUNT DATE: 7/8/97 E-W 71.50 7.50
ANAL. DATE: 7/2/97
ANAL. INIT: RD CYCLE LENGTH = 134
GROWTH FACTOR % : 0.0 LOST TIME = 0.119

LEG	PATTERN	LANE COUNTS			APPROVED TRIPS			PROJECT TRIPS			TOTAL TRIPS		
	LSTSRO	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT
N	110010	518	45	114	0	3	22	0	0	0	518	48	136
E	203010	352	1581	395	109	106	0	124	245	0	585	1932	395
S	101010	37	35	256	20	12	299	0	0	85	57	47	640
W	203010	74	1749	18	81	57	5	0	187	0	155	1993	23

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	2	1 1 0 0 0 0	563	3065	0.184	0.058	0.242	742
E	2	2 0 0 0 0 0	352	3015	0.117	0.058	0.175	528
S	1	1 0 0 0 0 0	37	1675	0.022	0.029	0.051	85
W	3	0 0 3 0 0 0	1749	5340	0.328	0.086	0.414	2211
					LT = 0.119			
TOTALS	8		2701		0.770			3566
					1 - 0.770 = 0.230 / 8 = 0.029			
							V/C = 0.757	
				EXISTING			LEVEL OF SERVICE =	C
N	2	1 1 0 0 0 0	566	3067	0.185	0.043	0.228	699
E	2	2 0 0 0 0 0	461	3015	0.153	0.043	0.196	591
S	1	1 0 0 0 0 0	57	1675	0.034	0.021	0.055	92
W	3	0 0 3 0 0 0	1806	5340	0.338	0.064	0.402	2147
					LT = 0.119			
TOTALS	8		2890		0.829			3529
					1 - 0.829 = 0.171 / 8 = 0.021			
							V/C = 0.819	
				EXISTING + APPROVED			LEVEL OF SERVICE =	D
N	2	1 1 0 0 0 0	566	3067	0.185	0.024	0.209	641
E	2	2 0 0 0 0 0	585	3015	0.194	0.024	0.218	657
S	1	1 0 0 0 0 0	57	1675	0.034	0.012	0.046	77
W	3	0 0 3 0 0 0	1993	5340	0.373	0.036	0.409	2184
					LT = 0.119			
TOTALS	8		3201		0.905			3559
					1 - 0.905 = 0.095 / 8 = 0.012			
							V/C = 0.899	
				EXISTING + APPROVED + PROJECT			LEVEL OF SERVICE =	D

(3201 - 2890)/ 2890 = 10.76 PERCENT INCREASE IN CRITICAL VOLUME
5/2/88 LV -- 11/7/91 BA

97-036

LEVEL OF SERVICE ANALYSIS

LOCATION: MONROE & STEVENS CREEK
MESSAGE: CUMULATIVE CONDTIONS SIGNAL TYPE : FULLY ACTUATED
PEAK HOUR: PM N-S 46.50 8.50
COUNT DATE: 7/8/97 E-W 71.50 7.50
ANAL. DATE: 7/2/97
ANAL. INIT: RD CYCLE LENGTH = 134
GROWTH FACTOR % : 0.0 LOST TIME = 0.119

LEG	PATTERN	LANE COUNTS			APPROVED TRIPS			PROJECT TRIPS			TOTAL TRIPS		
	LSTSRO	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT
N	110010	518	45	114	0	3	22	47	0	0	565	48	136
E	203010	352	1581	395	109	106	0	124	290	47	585	1977	442
S	101010	37	35	256	20	12	299	0	0	85	57	47	640
W	203010	74	1749	18	81	57	5	0	232	0	155	2038	23

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	2	1 1 0 0 0 0	563	3065	0.184	0.058	0.242	742
E	2	2 0 0 0 0 0	352	3015	0.117	0.058	0.175	528
S	1	1 0 0 0 0 0	37	1675	0.022	0.029	0.051	85
W	3	0 0 3 0 0 0	1749	5340	0.328	0.086	0.414	2211
				LT = 0.119				
TOTALS	8		2701		0.770			3566

1 - 0.770 = 0.230 / 8 = 0.029
V/C = 0.757

EXISTING LEVEL OF SERVICE = C

N	2	1 1 0 0 0 0	566	3067	0.185	0.043	0.228	699
E	2	2 0 0 0 0 0	461	3015	0.153	0.043	0.196	591
S	1	1 0 0 0 0 0	57	1675	0.034	0.021	0.055	92
W	3	0 0 3 0 0 0	1806	5340	0.338	0.064	0.402	2147
				LT = 0.119				
TOTALS	8		2890		0.829			3529

1 - 0.829 = 0.171 / 8 = 0.021
V/C = 0.819

EXISTING + APPROVED LEVEL OF SERVICE = D

N	2	1 1 0 0 0 0	613	3064	0.200	0.018	0.218	668
E	2	2 0 0 0 0 0	585	3015	0.194	0.018	0.212	639
S	1	1 0 0 0 0 0	57	1675	0.034	0.009	0.043	72
W	3	0 0 3 0 0 0	2038	5340	0.382	0.027	0.409	2184
				LT = 0.119				
TOTALS	8		3293		0.929			3563

1 - 0.929 = 0.071 / 8 = 0.009
V/C = 0.924

EXISTING + APPROVED + PROJECT LEVEL OF SERVICE = E

(3293 - 2890)/ 2890 = 13.94 PERCENT INCREASE IN CRITICAL VOLUME
5/2/88 LV -- 11/7/91 BA

97-036

LEVEL OF SERVICE ANALYSIS

LOCATION: MONROE & STEVENS CREEK
MESSAGE: CUMULATIVE CONDTIONS SIGNAL TYPE : FULLY ACTUATED
PEAK HOUR: PM MITIGATION N-S 46.50 8.50
COUNT DATE: 7/8/97 E-W 71.50 7.50
ANAL. DATE: 7/2/97
ANAL. INIT: RD CYCLE LENGTH = 134
GROWTH FACTOR % : 0.0 LOST TIME = 0.119

LEG	PATTERN	LANE COUNTS			APPROVED TRIPS			PROJECT TRIPS			TOTAL TRIPS		
	LSTSRO	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT
N	110010	518	45	114	0	3	22	47	0	0	565	48	136
E	203010	352	1581	395	109	106	0	124	290	47	585	1977	442
S	101010	37	35	256	20	12	299	0	0	85	57	47	640
W	203100	74	1749	18	81	57	5	0	232	0	155	2038	23

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	2	1 1 0 0 0 0	563	3065	0.184	0.069	0.253	775
E	2	2 0 0 0 0 0	352	3015	0.117	0.069	0.186	561
S	1	1 0 0 0 0 0	37	1675	0.022	0.034	0.056	94
W	4	0 0 3 1 0 0	1767	7110	0.249	0.137	0.386	2744
					LT = 0.119			
TOTALS	9		2719		0.691			4174
					1 - 0.691 = 0.309 / 9 = 0.034			
							V/C = 0.651	

EXISTING LEVEL OF SERVICE = B

N	2	1 1 0 0 0 0	566	3067	0.185	0.056	0.241	739
E	2	2 0 0 0 0 0	461	3015	0.153	0.056	0.209	630
S	1	1 0 0 0 0 0	57	1675	0.034	0.028	0.062	104
W	4	0 0 3 1 0 0	1829	7108	0.257	0.112	0.369	2623
					LT = 0.119			
TOTALS	9		2913		0.748			4096
					1 - 0.748 = 0.252 / 9 = 0.028			
							V/C = 0.711	

EXISTING + APPROVED LEVEL OF SERVICE = C

N	2	1 1 0 0 0 0	613	3064	0.200	0.036	0.236	723
E	2	2 0 0 0 0 0	585	3015	0.194	0.036	0.230	693
S	1	1 0 0 0 0 0	57	1675	0.034	0.018	0.052	87
W	4	0 0 3 1 0 0	2061	7109	0.290	0.072	0.362	2573
					LT = 0.119			
TOTALS	9		3316		0.837			4076
					1 - 0.837 = 0.163 / 9 = 0.018			
							V/C = 0.814	

EXISTING + APPROVED + PROJECT LEVEL OF SERVICE = D

(3316 - 2913)/ 2913 = 13.83 PERCENT INCREASE IN CRITICAL VOLUME
5/2/88 LV -- 11/7/91 BA

97 - 036

LEVEL OF SERVICE ANALYSIS

LOCATION: MONROE & STEVENS CREEK
MESSAGE: PROJECT CONDITIONS SIGNAL TYPE : FULLY ACTUATED
PEAK HOUR: SATURDAY PEAK N-S 46.50 8.50
COUNT DATE: 7/19/97 E-W 71.50 7.50
ANAL. DATE: 7/2/97
ANAL. INIT: RD CYCLE LENGTH = 134
GROWTH FACTOR % : 0.0 LOST TIME = 3.119

LEG	PATTERN	LANE COUNTS			APPROVED TRIPS			PROJECT TRIPS			TOTAL TRIPS		
	LSTSRO	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT
N	110010	740	25	279	0	3	22	0	0	0	740	28	301
E	203010	164	1268	908	109	106	0	124	248	0	397	1622	908
S	101010	24	40	157	20	12	299	0	0	85	44	52	541
W	203010	137	1989	16	81	57	5	0	190	0	218	2236	21

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	V/C	ADJ./ LANE	ADJ. V/C	C. CAP.
N	2	1 1 0 0 0 0	765	3037	0.252	0.045	0.297	982
E	2	2 0 0 0 0 0	164	3015	0.054	0.045	0.099	298
S	1	0 0 1 0 0 0	40	1780	0.022	0.023	0.045	80
W	3	0 0 3 0 0 0	1989	5340	0.372	0.068	0.440	2350
				LT = 0.119				
TOTALS	8		2958		0.819			3630
				1 - 0.819 = 0.181 / 8 = 0.023				
							V/C = 0.815	
		EXISTING				LEVEL OF SERVICE =		D
N	2	1 1 0 0 0 0	768	3040	0.253	0.031	0.284	863
E	2	2 0 0 0 0 0	273	3015	0.091	0.031	0.122	368
S	1	0 0 1 0 0 0	52	1780	0.029	0.016	0.045	80
W	3	0 0 3 0 0 0	2046	5340	0.383	0.047	0.430	2296
				LT = 0.119				
TOTALS	8		3139		0.875			3607
				1 - 0.875 = 0.125 / 8 = 0.016				
							V/C = 0.870	
		EXISTING + APPROVED				LEVEL OF SERVICE =		D
N	2	1 1 0 0 0 0	768	3040	0.253	0.012	0.265	806
E	2	2 0 0 0 0 0	397	3015	0.132	0.012	0.144	434
S	1	0 0 1 0 0 0	52	1780	0.029	0.006	0.035	62
W	3	0 0 3 0 0 0	2236	5340	0.419	0.018	0.437	2334
				LT = 0.119				
TOTALS	8		3453		0.952			3636
				1 - 0.952 = 0.048 / 8 = 0.006				
							V/C = 0.950	
		EXISTING + APPROVED + PROJECT				LEVEL OF SERVICE =		E

(3453 - 3139)/ 3139 = 10.00 PERCENT INCREASE IN CRITICAL VOLUME
5/2/88 LV -- 11/7/91 BA

97 - 036

LEVEL OF SERVICE ANALYSIS

LOCATION: MONROE & STEVENS CREEK
MESSAGE: PROJECT CONDITIONS SIGNAL TYPE : FULLY ACTUATED
PEAK HOUR: SATURDAY PEAK MITIGATED N-S 46.50 8.50
COUNT DATE: 7/19/97 E-W 71.50 7.50
ANAL. DATE: 7/2/97
ANAL. INIT: RD CYCLE LENGTH = 134
GROWTH FACTOR % : 0.0 LOST TIME = 0.119

LEG	PATTERN	LANE COUNTS			APPROVED TRIPS			PROJECT TRIPS			TOTAL TRIPS		
	LSTSRO	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT
N	110010	740	25	279	0	3	22	0	0	0	740	28	301
E	203010	164	1268	908	109	106	0	124	248	0	397	1622	908
S	101010	24	40	157	20	12	299	0	0	85	44	52	541
W	203100	137	1989	76	81	57	5	0	190	0	218	2236	81

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	V/C	ADJ./ LANE	ADJ. V/C	C. CAP.
N	2	1 1 0 0 0 0	765	3037	0.252	0.060	0.312	948
E	2	2 0 0 0 0 0	164	3015	0.054	0.060	0.114	344
S	1	0 0 1 0 0 0	40	1780	0.022	0.030	0.052	93
W	4	0 0 3 1 0 0	2005	7112	0.282	0.120	0.402	2859
				LT = 0.119				
TOTALS	9		2974		0.729			4244
				1 - 0.729 = 0.271 / 9 = 0.030				
							V/C = 0.701	

EXISTING LEVEL OF SERVICE = C

N	2	1 1 0 0 0 0	768	3040	0.253	0.048	0.301	915
E	2	2 0 0 0 0 0	273	3015	0.091	0.048	0.139	419
S	1	0 0 1 0 0 0	52	1780	0.029	0.024	0.053	94
W	4	0 0 3 1 0 0	2067	7110	0.291	0.096	0.387	2752
				LT = 0.119				
TOTALS	9		3160		0.783			4180
				1 - 0.783 = 0.217 / 9 = 0.024				
							V/C = 0.756	

EXISTING + APPROVED LEVEL OF SERVICE = C

N	2	1 1 0 0 0 0	768	3040	0.253	0.033	0.286	869
E	2	2 0 0 0 0 0	397	3015	0.132	0.033	0.165	497
S	1	0 0 1 0 0 0	52	1780	0.029	0.017	0.046	82
W	4	0 0 3 1 0 0	2257	7111	0.317	0.067	0.384	2731
				LT = 0.119				
TOTALS	9		3474		0.850			4179
				1 - 0.850 = 0.150 / 9 = 0.017				
							V/C = 0.831	

EXISTING + APPROVED + PROJECT LEVEL OF SERVICE = D

(3474 - 3160)/ 3160 = 9.94 PERCENT INCREASE IN CRITICAL VOLUME
5/2/88 LV -- 11/7/91 BA

97-036

LEVEL OF SERVICE ANALYSIS

LOCATION: MONROE & STEVENS CREEK
MESSAGE: CUMULATIVE CONDITIONS SIGNAL TYPE : FULLY ACTUATED
PEAK HOUR: SATURDAY PEAK N-S 46.50 8.50
COUNT DATE: 7/19/97 E-W 71.50 7.50
ANAL. DATE: 7/2/97
ANAL. INIT: RD CYCLE LENGTH = 134
GROWTH FACTOR % : 0.0 LOST TIME = 0.119

LEG	PATTERN	LANE COUNTS			APPROVED TRIPS			PROJECT TRIPS			TOTAL TRIPS		
	LSTSRO	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT
N	110010	740	25	279	0	3	22	58	0	0	798	28	301
E	203010	164	1268	908	109	106	0	124	304	58	397	1678	966
S	101010	24	40	157	20	12	299	0	0	85	44	52	541
W	203010	137	1989	16	81	57	5	0	246	0	218	2292	21

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	2	1 1 0 0 0 0	765	3037	0.252	0.045	0.297	902
E	2	2 0 0 0 0 0	164	3015	0.054	0.045	0.099	298
S	1	0 0 1 0 0 0	40	1780	0.022	0.023	0.045	80
W	3	0 0 3 0 0 0	1989	5340	0.372	0.068	0.440	2350
				LT = 0.119				
TOTALS	8		2958		0.819			3630

1 - 0.819 = 0.181 / 8 = 0.023
V/C = 0.815

EXISTING LEVEL OF SERVICE = D

N	2	1 1 0 0 0 0	768	3040	0.253	0.031	0.284	863
E	2	2 0 0 0 0 0	273	3015	0.091	0.031	0.122	368
S	1	0 0 1 0 0 0	52	1780	0.029	0.016	0.045	80
W	3	0 0 3 0 0 0	2046	5340	0.383	0.047	0.430	2296
				LT = 0.119				
TOTALS	8		3139		0.875			3607

1 - 0.875 = 0.125 / 8 = 0.016
V/C = 0.870

EXISTING + APPROVED LEVEL OF SERVICE = D

N	2	1 1 0 0 0 0	826	3038	0.272	0.005	0.277	842
E	2	2 0 0 0 0 0	397	3015	0.132	0.005	0.137	413
S	1	0 0 1 0 0 0	52	1780	0.029	0.002	0.031	55
W	3	0 0 3 0 0 0	2292	5340	0.429	0.007	0.436	2328
				LT = 0.119				
TOTALS	8		3567		0.981			3638

1 - 0.981 = 0.019 / 8 = 0.002
V/C = 0.980

EXISTING + APPROVED + PROJECT LEVEL OF SERVICE = E

(3567 - 3139)/ 3139 = 13.63 PERCENT INCREASE IN CRITICAL VOLUME
5/2/88 LV -- 11/7/91 BA

With Mitigation
.272
.132
.029
.322
.755
.119
.874

97-036

LEVEL OF SERVICE ANALYSIS

LOCATION: MONROE & STEVENS CREEK
MESSAGE: CUMULATIVE SATURDAY SIGNAL TYPE : FULLY ACTUATED
PEAK HOUR: PM UNIGUARD N-S 46.50 8.50
COUNT DATE: 7/19/97 E-W 71.50 7.50
ANAL. DATE: 7/2/97
ANAL. INIT: RD CYCLE LENGTH = 134
GROWTH FACTOR % : 0.0 LOST TIME = 0.119

LEG	PATTERN	LANE COUNTS			APPROVED TRIPS			PROJECT TRIPS			TOTAL TRIPS		
	LSTSRO	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT
N	110010	740	25	279	0	3	22	58	0	0	798	28	301
E	203010	164	1268	908	109	106	0	124	304	58	397	1678	966
S	101010	24	40	157	20	12	299	0	0	85	44	52	541
W	203100	137	1989	16	81	57	5	0	246	0	218	2292	21

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	2	1 1 0 0 0 0	765	3037	0.252	0.060	0.312	948
E	2	2 0 0 0 0 0	164	3015	0.054	0.060	0.114	344
S	1	0 0 1 0 0 0	40	1780	0.022	0.030	0.052	93
W	4	0 0 3 1 0 0	2005	7112	0.282	0.120	0.402	2859
					LT = 0.119			
TOTALS	9		2974		0.729			4244
					1 - 0.729 = 0.271 / 9 = 0.030			
							V/C = 0.701	
				EXISTING			LEVEL OF SERVICE =	C
N	2	1 1 0 0 0 0	768	3040	0.253	0.048	0.301	915
E	2	2 0 0 0 0 0	273	3015	0.091	0.048	0.139	419
S	1	0 0 1 0 0 0	52	1780	0.029	0.024	0.053	94
W	4	0 0 3 1 0 0	2067	7110	0.291	0.096	0.387	2752
					LT = 0.119			
TOTALS	9		3160		0.783			4180
					1 - 0.783 = 0.217 / 9 = 0.024			
							V/C = 0.756	
				EXISTING + APPROVED			LEVEL OF SERVICE =	C
N	2	1 1 0 0 0 0	826	3038	0.272	0.027	0.299	908
E	2	2 0 0 0 0 0	397	3015	0.132	0.027	0.159	479
S	1	0 0 1 0 0 0	52	1780	0.029	0.014	0.043	77
W	4	0 0 3 1 0 0	2313	7111	0.325	0.055	0.380	2702
					LT = 0.119			
TOTALS	9		3588		0.877			4166
					1 - 0.877 = 0.123 / 9 = 0.014			
							V/C = 0.861	
				EXISTING + APPROVED + PROJECT			LEVEL OF SERVICE =	D

(3588 - 3160)/ 3160 = 13.54 PERCENT INCREASE IN CRITICAL VOLUME

5/2/88 LV -- 11/7/91 BA

97-036

LEVEL OF SERVICE ANALYSIS

LOCATION: SAN TOMAS & MOORPARK
MESSAGE: PROJECT CONDITIONS SIGNAL TYPE : FULLY ACTUATED
PEAK HOUR: AM N-S 45.00 5.00
COUNT DATE: 4/17/97 E-W 45.00 5.00
ANAL. DATE: 6/20/97
ANAL. INIT: RD CYCLE LENGTH = 100
GROWTH FACTOR % : 0.0 LOST TIME = 0.100

LEG	PATTERN	LANE COUNTS			APPROVED TRIPS			PROJECT TRIPS			TOTAL TRIPS		
	LSTSRO	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT
N	102010	128	560	79	0	0	0	0	0	0	128	560	79
E	102010	72	326	296	0	0	0	1	0	0	73	326	296
S	203010	181	2892	81	0	0	0	0	0	2	181	2892	83
W	102010	174	172	69	0	0	0	0	0	0	174	172	69

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	1	1 0 0 0 0 0	128	1675	0.076	0.012	0.088	147
E	2	0 0 2 0 0 0	326	3560	0.092	0.025	0.117	417
S	3	0 0 3 0 0 0	2892	5340	0.542	0.037	0.579	3092
W	1	1 0 0 0 0 0	174	1675	0.104	0.012	0.116	194
				LT = 0.100				
TOTALS	7		3520		0.914			3850
				1 - 0.914 = 0.086 / 7 = 0.012				
							V/C = 0.914	

EXISTING LEVEL OF SERVICE = E

N	1	1 0 0 0 0 0	128	1675	0.076	0.012	0.088	147
E	2	0 0 2 0 0 0	326	3560	0.092	0.025	0.117	417
S	3	0 0 3 0 0 0	2892	5340	0.542	0.037	0.579	3092
W	1	1 0 0 0 0 0	174	1675	0.104	0.012	0.116	194
				LT = 0.100				
TOTALS	7		3520		0.914			3850
				1 - 0.914 = 0.086 / 7 = 0.012				
							V/C = 0.914	

EXISTING + APPROVED LEVEL OF SERVICE = E

N	1	1 0 0 0 0 0	128	1675	0.076	0.012	0.088	147
E	2	0 0 2 0 0 0	326	3560	0.092	0.025	0.117	417
S	3	0 0 3 0 0 0	2892	5340	0.542	0.037	0.579	3092
W	1	1 0 0 0 0 0	174	1675	0.104	0.012	0.116	194
				LT = 0.100				
TOTALS	7		3520		0.914			3850
				1 - 0.914 = 0.086 / 7 = 0.012				
							V/C = 0.914	

EXISTING + APPROVED + PROJECT LEVEL OF SERVICE = E

(3520 - 3520)/ 3520 = 0.00 PERCENT INCREASE IN CRITICAL VOLUME
5/2/88 LV -- 11/7/91 BA

97-036

LEVEL OF SERVICE ANALYSIS

LOCATION: SAN TOMAS & MOORPARK
MESSAGE: CUMULATIVE CONDTIONS SIGNAL TYPE : FULLY ACTUATED
PEAK HOUR: AM N-S 45.00 5.00
COUNT DATE: 4/17/97 E-W 45.00 5.00
ANAL. DATE: 6/20/97
ANAL. INIT: RD CYCLE LENGTH = 100
GROWTH FACTOR % : 0.0 LOST TIME = 0.100

LEG	PATTERN	LANE COUNTS			APPROVED TRIPS			PROJECT TRIPS			TOTAL TRIPS		
	LSTSRO	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT
N	102010	128	560	79	0	0	0	0	1	0	128	561	79
E	102010	72	326	296	0	0	0	1	0	0	73	326	296
S	203010	181	2892	81	0	0	0	0	2	2	181	2894	83
W	102010	174	172	69	0	0	0	0	0	0	174	172	69

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	1	1 0 0 0 0 0	128	1675	0.076	0.012	0.088	147
E	2	0 0 2 0 0 0	326	3560	0.092	0.025	0.117	417
S	3	0 0 3 0 0 0	2892	5340	0.542	0.037	0.579	3092
W	1	1 0 0 0 0 0	174	1675	0.104	0.012	0.116	194
				LT = 0.100				
TOTALS	7		3520		0.914			3850
				1 - 0.914 = 0.086 / 7 = 0.012				
							V/C = 0.914	

EXISTING LEVEL OF SERVICE = E

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	1	1 0 0 0 0 0	128	1675	0.076	0.012	0.088	147
E	2	0 0 2 0 0 0	326	3560	0.092	0.025	0.117	417
S	3	0 0 3 0 0 0	2892	5340	0.542	0.037	0.579	3092
W	1	1 0 0 0 0 0	174	1675	0.104	0.012	0.116	194
				LT = 0.100				
TOTALS	7		3520		0.914			3850
				1 - 0.914 = 0.086 / 7 = 0.012				
							V/C = 0.914	

EXISTING + APPROVED LEVEL OF SERVICE = E

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	1	1 0 0 0 0 0	128	1675	0.076	0.012	0.088	147
E	2	0 0 2 0 0 0	326	3560	0.092	0.025	0.117	417
S	3	0 0 3 0 0 0	2894	5340	0.542	0.037	0.579	3092
W	1	1 0 0 0 0 0	174	1675	0.104	0.012	0.116	194
				LT = 0.100				
TOTALS	7		3522		0.914			3850
				1 - 0.914 = 0.086 / 7 = 0.012				
							V/C = 0.915	

EXISTING + APPROVED + PROJECT LEVEL OF SERVICE = E

(3522 - 3520)/ 3520 = 0.06 PERCENT INCREASE IN CRITICAL VOLUME
5/2/88 LV -- 11/7/91 BA

97 - 036

LEVEL OF SERVICE ANALYSIS

LOCATION: SAN TOMAS & MOORPARK
MESSAGE: PROJECT CONDITIONS SIGNAL TYPE : FULLY ACTUATED
PEAK HOUR: PM N-S 45.00 5.00
COUNT DATE: 10/96 E-W 45.00 5.00
ANAL. DATE: 7/2/97
ANAL. INIT: RD CYCLE LENGTH = 100
GROWTH FACTOR % : 3.0 LOST TIME = 0.100

LEG	PATTERN	LANE COUNTS			APPROVED TRIPS			PROJECT TRIPS			TOTAL TRIPS		
	LSTSRO	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT
N	102010	309	2352	187	0	0	0	0	0	0	318	2423	193
E	102010	143	315	95	0	0	0	7	0	0	154	324	98
S	203010	112	878	86	0	0	0	0	0	7	115	904	96
W	102010	119	430	203	0	0	0	0	0	0	123	443	209

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	2	0 0 2 0 0 0	2352	3560	0.661	-.001	0.660	2350
E	1	1 0 0 0 0 0	143	1675	0.085	-.001	0.084	141
S	2	2 0 0 0 0 0	112	3015	0.037	-.001	0.036	109
W	2	0 0 2 0 0 0	430	3560	0.121	-.001	0.120	427
				LT = 0.100				
TOTALS	7		3037		1.004			3027
					1 - 1.004 = -.004 / 7 = -.001			
							V/C = 1.003	

EXISTING LEVEL OF SERVICE = F

N	2	0 0 2 0 0 0	2423	3560	0.681	-.009	0.672	2392
E	1	1 0 0 0 0 0	147	1675	0.088	-.004	0.084	141
S	2	2 0 0 0 0 0	115	3015	0.038	-.009	0.029	87
W	2	0 0 2 0 0 0	443	3560	0.124	-.009	0.115	409
				LT = 0.100				
TOTALS	7		3128		1.031			3029
					1 - 1.031 = -.031 / 7 = -.004			
							V/C = 1.033	

EXISTING + APPROVED LEVEL OF SERVICE = F

N	2	0 0 2 0 0 0	2423	3560	0.681	-.010	0.671	2389
E	1	1 0 0 0 0 0	154	1675	0.092	-.005	0.087	146
S	2	2 0 0 0 0 0	115	3015	0.038	-.010	0.028	84
W	2	0 0 2 0 0 0	443	3560	0.124	-.010	0.114	406
				LT = 0.100				
TOTALS	7		3135		1.035			3025
					1 - 1.035 = -.035 / 7 = -.005			
							V/C = 1.036	

EXISTING + APPROVED + PROJECT LEVEL OF SERVICE = F

(3135 - 3128)/ 3128 = 0.22 PERCENT INCREASE IN CRITICAL VOLUME
5/2/88 LV -- 11/7/91 BA

97 - 036

LEVEL OF SERVICE ANALYSIS

LOCATION: SAN TOMAS & MOORPARK
MESSAGE: CUMULATIVE CONDTIONS SIGNAL TYPE : FULLY ACTUATED
PEAK HOUR: PM N-S 45.00 5.00
COUNT DATE: 10/96 E-W 45.00 5.00
ANAL. DATE: 7/2/97
ANAL. INIT: RD CYCLE LENGTH = 100
GROWTH FACTOR % : 3.0 LOST TIME = 0.100

LEG	PATTERN	LANE COUNTS			APPROVED TRIPS			PROJECT TRIPS			TOTAL TRIPS		
	LSTSRO	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT
N	102010	309	2352	187	0	0	0	0	8	0	318	2431	193
E	102010	143	315	95	0	0	0	7	0	0	154	324	98
S	203010	112	878	86	0	0	0	0	8	7	115	912	96
W	102010	119	430	203	0	0	0	0	0	0	123	443	209

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	2	0 0 2 0 0 0	2352	3560	0.661	-.001	0.660	2350
E	1	1 0 0 0 0 0	143	1675	0.085	-.001	0.084	141
S	2	2 0 0 0 0 0	112	3015	0.037	-.001	0.036	109
W	2	0 0 2 0 0 0	430	3560	0.121	-.001	0.120	427
				LT = 0.100				
TOTALS	7		3037		1.004			3027
				1 - 1.004 = -.004 / 7 = -.001				
							V/C = 1.003	
		EXISTING				LEVEL OF SERVICE =		F
N	2	0 0 2 0 0 0	2423	3560	0.681	-.009	0.672	2392
E	1	1 0 0 0 0 0	147	1675	0.088	-.004	0.084	141
S	2	2 0 0 0 0 0	115	3015	0.038	-.009	0.029	87
W	2	0 0 2 0 0 0	443	3560	0.124	-.009	0.115	409
				LT = 0.100				
TOTALS	7		3128		1.031			3029
				1 - 1.031 = -.031 / 7 = -.004				
							V/C = 1.033	
		EXISTING + APPROVED				LEVEL OF SERVICE =		F
N	2	0 0 2 0 0 0	2431	3560	0.683	-.011	0.672	2392
E	1	1 0 0 0 0 0	154	1675	0.092	-.005	0.087	146
S	2	2 0 0 0 0 0	115	3015	0.038	-.011	0.027	81
W	2	0 0 2 0 0 0	443	3560	0.124	-.011	0.113	402
				LT = 0.100				
TOTALS	7		3143		1.037			3021
				1 - 1.037 = -.037 / 7 = -.005				
							V/C = 1.040	
		EXISTING + APPROVED + PROJECT				LEVEL OF SERVICE =		F

(3143 - 3128)/ 3128 = 0.48 PERCENT INCREASE IN CRITICAL VOLUME
5/2/88 LV -- 11/7/91 BA

97-036

LEVEL OF SERVICE ANALYSIS

LOCATION: SAN TOMAS & STEVENS CREEK
MESSAGE: PROJECT CONDITIONS SIGNAL TYPE : FULLY ACTUATED
PEAK HOUR: AM N-S 110.00 3.80
COUNT DATE: 4/17/97 E-W 70.00 3.50
ANAL. DATE: 7/2/97
ANAL. INIT: RD CYCLE LENGTH = 197.3
GROWTH FACTOR % : 0.0 LOST TIME = 0.088

LEG	PATTERN	LANE COUNTS			APPROVED TRIPS			PROJECT TRIPS			TOTAL TRIPS		
	LSTSRO	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT
N	202010	92	552	45	0	0	0	24	0	0	116	552	45
E	203010	111	729	124	0	2	0	0	24	44	111	755	168
S	203010	261	2757	72	1	0	0	0	0	0	262	2757	72
W	103010	98	431	109	0	4	2	0	14	0	98	449	111

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	2	2 0 0 0 0 0	92	3015	0.031	0.038	0.069	208
E	3	0 0 3 0 0 0	731	5340	0.137	0.056	0.193	1031
S	3	0 0 3 0 0 0	2757	5340	0.516	0.056	0.572	3054
W	1	1 0 0 0 0 0	98	1675	0.059	0.019	0.078	131
				LT = 0.088				
TOTALS	9		3676		0.831			4424
					1 - 0.831 = 0.169 / 9 = 0.019			
							V/C = 0.831	

EXISTING LEVEL OF SERVICE = D

N	2	2 0 0 0 0 0	92	3015	0.031	0.038	0.069	208
E	3	0 0 3 0 0 0	731	5340	0.137	0.056	0.193	1031
S	3	0 0 3 0 0 0	2757	5340	0.516	0.056	0.572	3054
W	1	1 0 0 0 0 0	98	1675	0.059	0.019	0.078	131
				LT = 0.088				
TOTALS	9		3678		0.831			4424
					1 - 0.831 = 0.169 / 9 = 0.019			
							V/C = 0.831	

EXISTING + APPROVED LEVEL OF SERVICE = D

N	2	2 0 0 0 0 0	116	3015	0.038	0.035	0.073	220
E	3	0 0 3 0 0 0	755	5340	0.141	0.053	0.194	1036
S	3	0 0 3 0 0 0	2757	5340	0.516	0.053	0.569	3038
W	1	1 0 0 0 0 0	98	1675	0.059	0.018	0.077	129
				LT = 0.088				
TOTALS	9		3726		0.842			4423
					1 - 0.842 = 0.158 / 9 = 0.018			
							V/C = 0.842	

EXISTING + APPROVED + PROJECT LEVEL OF SERVICE = D

(3726 - 3678)/ 3678 = 1.31 PERCENT INCREASE IN CRITICAL VOLUME
5/2/88 LV -- 11/7/91 BA

97-036

LEVEL OF SERVICE ANALYSIS

LOCATION: SAN TOMAS & STEVENS CREEK
MESSAGE: CUMULATIVE CONDTIONS SIGNAL TYPE : FULLY ACTUATED
PEAK HOUR: AM N-S 110.00 8.80
COUNT DATE: 4/17/97 E-W 70.00 8.50
ANAL. DATE: 7/2/97
ANAL. INIT: RD CYCLE LENGTH = 197.3
GROWTH FACTOR % : 0.0 LOST TIME = 0.088

LEG	PATTERN	LANE COUNTS			APPROVED TRIPS			PROJECT TRIPS			TOTAL TRIPS		
	LSTSRO	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT
N	202010	74	442	36	0	0	0	28	0	0	102	442	36
E	203010	111	729	124	0	2	0	1	26	47	112	757	171
S	203010	261	2757	72	1	0	0	0	0	2	262	2757	74
W	103010	98	431	109	0	4	2	0	17	0	98	452	111

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	2	2 0 0 0 0 0	74	3015	0.025	0.039	0.064	193
E	3	0 0 3 0 0 0	729	5340	0.137	0.058	0.195	1041
S	3	0 0 3 0 0 0	2757	5340	0.516	0.058	0.574	3065
W	1	1 0 0 0 0 0	98	1675	0.059	0.019	0.078	131
					LT = 0.088			
TOTALS	9		3658		0.825			4430
					1 - 0.825 = 0.175 / 9 = 0.019			
							V/C = 0.826	

EXISTING LEVEL OF SERVICE = D

N	2	2 0 0 0 0 0	74	3015	0.025	0.039	0.064	193
E	3	0 0 3 0 0 0	731	5340	0.137	0.058	0.195	1041
S	3	0 0 3 0 0 0	2757	5340	0.516	0.058	0.574	3065
W	1	1 0 0 0 0 0	98	1675	0.059	0.019	0.078	131
					LT = 0.088			
TOTALS	9		3660		0.825			4430
					1 - 0.825 = 0.175 / 9 = 0.019			
							V/C = 0.826	

EXISTING + APPROVED LEVEL OF SERVICE = D

N	2	2 0 0 0 0 0	102	3015	0.034	0.036	0.070	211
E	3	0 0 3 0 0 0	757	5340	0.142	0.054	0.196	1047
S	3	0 0 3 0 0 0	2757	5340	0.516	0.054	0.570	3044
W	1	1 0 0 0 0 0	98	1675	0.059	0.018	0.077	129
					LT = 0.088			
TOTALS	9		3714		0.839			4431
					1 - 0.839 = 0.161 / 9 = 0.018			
							V/C = 0.838	

EXISTING + APPROVED + PROJECT LEVEL OF SERVICE = D

(3714 - 3660)/ 3660 = 1.48 PERCENT INCREASE IN CRITICAL VOLUME
5/2/88 LV -- 11/7/91 BA

97-036

LEVEL OF SERVICE ANALYSIS

LOCATION: SAN TOMAS & STEVENS CREEK
MESSAGE: PROJECT CONDITIONS SIGNAL TYPE : FULLY ACTUATED
PEAK HOUR: PM N-S 110.00 8.80
COUNT DATE: 7/9/97 E-W 70.00 8.50
ANAL. DATE: 7/2/97
ANAL. INIT: RD CYCLE LENGTH = 197.3
GROWTH FACTOR % : 0.0 LOST TIME = 0.088

LEG	PATTERN	LANE COUNTS			APPROVED TRIPS			PROJECT TRIPS			TOTAL TRIPS		
	LSTSRO	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT
N	202010	321	2153	126	0	0	0	58	0	0	379	2153	126
E	203010	283	915	171	0	4	0	0	27	42	283	946	213
S	203010	190	674	182	2	0	0	0	0	0	192	674	182
W	103010	60	955	370	0	2	1	0	35	0	60	992	371

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	2	0 0 2 0 0 0	2153	3560	0.605	-.006	0.599	2132
E	2	2 0 0 0 0 0	283	3015	0.094	-.006	0.088	265
S	2	2 0 0 0 0 0	190	3015	0.063	-.006	0.057	172
W	3	0 0 3 0 0 0	955	5340	0.179	-.010	0.169	902
					LT = 0.088			
TOTALS	9		3581		1.029			3471
					1 - 1.029 = -.029 / 9 = -.003			
							V/C = 1.032	
		EXISTING				LEVEL OF SERVICE =		F

N	2	0 0 2 0 0 0	2153	3560	0.605	-.007	0.598	2129
E	2	2 0 0 0 0 0	283	3015	0.094	-.007	0.087	262
S	2	2 0 0 0 0 0	192	3015	0.064	-.007	0.057	172
W	3	0 0 3 0 0 0	957	5340	0.179	-.010	0.169	902
					LT = 0.088			
TOTALS	9		3585		1.030			3465
					1 - 1.030 = -.030 / 9 = -.003			
							V/C = 1.035	
		EXISTING + APPROVED				LEVEL OF SERVICE =		F

N	2	0 0 2 0 0 0	2153	3560	0.605	-.008	0.597	2125
E	2	2 0 0 0 0 0	283	3015	0.094	-.008	0.086	259
S	2	2 0 0 0 0 0	192	3015	0.064	-.008	0.056	169
W	3	0 0 3 0 0 0	992	5340	0.186	-.012	0.174	929
					LT = 0.088			
TOTALS	9		3620		1.037			3482
					1 - 1.037 = -.037 / 9 = -.004			
							V/C = 1.040	
		EXISTING + APPROVED + PROJECT				LEVEL OF SERVICE =		F

(3620 - 3585)/ 3585 = 0.98 PERCENT INCREASE IN CRITICAL VOLUME
5/2/88 LV -- 11/7/91 BA

97-036

LEVEL OF SERVICE ANALYSIS

LOCATION: SAN TOMAS & STEVENS CREEK
MESSAGE: CUMULATIVE CONDITIONS SIGNAL TYPE : FULLY ACTUATED
PEAK HOUR: PM N-S 110.00 8.80
COUNT DATE: 7/9/97 E-W 70.00 8.50
ANAL. DATE: 7/2/97
ANAL. INIT: RD CYCLE LENGTH = 197.3
GROWTH FACTOR % : 0.0 LOST TIME = 0.088

LEG	PATTERN	LANE COUNTS			APPROVED TRIPS			PROJECT TRIPS			TOTAL TRIPS		
	LSTSRO	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT
N	202010	321	2153	126	0	0	0	74	0	0	395	2153	126
E	203010	283	915	171	0	4	0	8	40	48	291	959	219
S	203010	190	674	182	2	0	0	0	0	8	192	674	190
W	103010	60	955	370	0	2	1	0	48	0	60	1005	371

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	2	0 0 2 0 0 0	2153	3560	0.605	-.006	0.599	2132
E	2	2 0 0 0 0 0	283	3015	0.094	-.006	0.088	265
S	2	2 0 0 0 0 0	190	3015	0.063	-.006	0.057	172
W	3	0 0 3 0 0 0	955	5340	0.179	-.010	0.169	902
					LT = 0.088			
TOTALS	9		3581		1.029			3471
					1 - 1.029 = -.029 / 9 = -.003			
							V/C = 1.032	

EXISTING LEVEL OF SERVICE = F

N	2	0 0 2 0 0 0	2153	3560	0.605	-.007	0.598	2129
E	2	2 0 0 0 0 0	283	3015	0.094	-.007	0.087	262
S	2	2 0 0 0 0 0	192	3015	0.064	-.007	0.057	172
W	3	0 0 3 0 0 0	957	5340	0.179	-.010	0.169	902
					LT = 0.088			
TOTALS	9		3585		1.030			3465
					1 - 1.030 = -.030 / 9 = -.003			
							V/C = 1.035	

EXISTING + APPROVED LEVEL OF SERVICE = F

N	2	0 0 2 0 0 0	2153	3560	0.605	-.009	0.596	2122
E	2	2 0 0 0 0 0	291	3015	0.097	-.009	0.088	265
S	2	2 0 0 0 0 0	192	3015	0.064	-.009	0.055	166
W	3	0 0 3 0 0 0	1005	5340	0.188	-.014	0.174	929
					LT = 0.088			
TOTALS	9		3641		1.042			3482
					1 - 1.042 = -.042 / 9 = -.005			
							V/C = 1.046	

EXISTING + APPROVED + PROJECT LEVEL OF SERVICE = F

(3641 - 3585)/ 3585 = 1.56 PERCENT INCREASE IN CRITICAL VOLUME
5/2/88 LV -- 11/7/91 BA

97-036

LEVEL OF SERVICE ANALYSIS

LOCATION: WINCHESTER & MOORPARK
MESSAGE: PROJECT CONDITIONS SIGNAL TYPE : FULLY ACTUATED
PEAK HOUR: AM N-S 52.50 8.50
COUNT DATE: 10/1/97 E-W 55.00 10.00
ANAL. DATE: 7/2/97
ANAL. INIT: RD CYCLE LENGTH = 126
GROWTH FACTOR % : 0.0 LOST TIME = 0.147

LEG	PATTERN	LANE COUNTS			APPROVED TRIPS			PROJECT TRIPS			TOTAL TRIPS		
	LSTSRO	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT
N	103010	97	239	86	3	18	39	0	3	1	100	260	126
E	111010	482	413	149	0	6	3	0	0	1	482	419	153
S	103010	70	1608	286	9	38	0	0	5	0	79	1651	286
W	111010	542	539	156	12	1	3	58	0	0	612	540	159

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	1	1 0 0 0 0 0	97	1675	0.058	0.309	0.067	112
E	3	1 1 1 0 0 0	895	4913	0.182	0.028	0.210	1032
S	3	0 0 3 0 0 0	1608	5340	0.301	0.028	0.329	1757
W	3	1 1 1 0 0 0	1081	4923	0.220	0.028	0.248	1221
				LT = 0.147				
TOTALS	10		3681		0.908			4122
				1 - 0.908 = 0.092 / 10 = 0.009				
							V/C = 0.893	
		EXISTING				LEVEL OF SERVICE =		D
N	1	1 0 0 0 0 0	100	1675	0.060	0.008	0.068	114
E	3	1 1 1 0 0 0	901	4914	0.183	0.024	0.207	1017
S	3	0 0 3 0 0 0	1646	5340	0.308	0.024	0.332	1773
W	3	1 1 1 0 0 0	1094	4921	0.222	0.024	0.246	1211
				LT = 0.147				
TOTALS	10		3741		0.920			4115
				1 - 0.920 = 0.080 / 10 = 0.008				
							V/C = 0.909	
		EXISTING + APPROVED				LEVEL OF SERVICE =		E
N	1	1 0 0 0 0 0	100	1675	0.060	0.007	0.067	112
E	3	1 1 1 0 0 0	901	4914	0.183	0.020	0.203	998
S	3	0 0 3 0 0 0	1651	5340	0.309	0.020	0.329	1757
W	3	1 1 1 0 0 0	1152	4915	0.234	0.020	0.254	1248
				LT = 0.147				
TOTALS	10		3804		0.933			4115
				1 - 0.933 = 0.067 / 10 = 0.007				
							V/C = 0.924	
		EXISTING + APPROVED + PROJECT				LEVEL OF SERVICE =		E

(3804 - 3741)/ 3741 = 1.68 PERCENT INCREASE IN CRITICAL VOLUME
5/2/88 LV -- 11/7/91 BA

97-036

LEVEL OF SERVICE ANALYSIS

LOCATION: WINCHESTER & MOORPARK
MESSAGE: PROJECT CONDITIONS MITIGATION
PEAK HOUR: AM
COUNT DATE: 10/1/97
ANAL. DATE: 7/2/97
ANAL. INIT: RD
GROWTH FACTOR % : 0.0

SIGNAL TYPE : FULLY ACTUATED
N-S 52.50 8.50
E-W 55.00 10.00

CYCLE LENGTH = 126
LOST TIME = 0.147

LEG	PATTERN	LANE COUNTS			APPROVED TRIPS			PROJECT TRIPS			TOTAL TRIPS		
	LSTSRO	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT
N	103010	97	239	86	3	18	39	0	3	1	100	260	126
E	202010	482	413	149	0	6	3	0	0	1	482	419	153
S	103010	70	1608	286	9	38	0	0	5	0	79	1651	286
W	202010	542	539	156	12	1	3	58	0	0	612	540	159

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	1	1 0 0 0 0 C	97	1675	0.058	0.023	0.081	136
E	2	2 0 0 0 0 C	482	3015	0.160	0.046	0.206	621
S	3	0 0 3 0 0 C	1608	5340	0.301	0.069	0.370	1976
W	2	0 0 2 0 0 0	539	3560	0.151	0.046	0.197	701
				LT = 0.147				
TOTALS	8		2726		0.817			3434
					1 - 0.817 = 0.183 / 8 = 0.023			
							V/C = 0.794	

EXISTING LEVEL OF SERVICE = C

N	1	1 0 0 0 0 0	100	1675	0.060	0.022	0.082	137
E	2	2 0 0 0 0 0	482	3015	0.160	0.043	0.203	612
S	3	0 0 3 0 0 0	1646	5340	0.308	0.065	0.373	1992
W	2	0 0 2 0 0 0	540	3560	0.152	0.043	0.195	694
				LT = 0.147				
TOTALS	8		2768		0.827			3435
					1 - 0.827 = 0.173 / 8 = 0.022			
							V/C = 0.806	

EXISTING + APPROVED LEVEL OF SERVICE = D

N	1	1 0 0 0 0 0	100	1675	0.060	0.020	0.080	134
E	2	0 0 2 0 0 0	419	3560	0.118	0.041	0.159	566
S	3	0 0 3 0 0 0	1651	5340	0.309	0.061	0.370	1976
W	2	2 0 0 0 0 0	612	3015	0.203	0.041	0.244	736
				LT = 0.147				
TOTALS	8		2782		0.837			3412
					1 - 0.837 = 0.163 / 8 = 0.020			
							V/C = 0.815	

EXISTING + APPROVED + PROJECT LEVEL OF SERVICE = D

(2782 - 2768)/ 2768 = 0.51 PERCENT INCREASE IN CRITICAL VOLUME
5/2/88 LV -- 11/7/91 BA

97-036

LEVEL OF SERVICE ANALYSIS

LOCATION: WINCHESTER & MOORPARK
MESSAGE: CUMULATIVE CONDTIONS SIGNAL TYPE : FULLY ACTUATED
PEAK HOUR: AM N-S 52.50 8.50
COUNT DATE: 10/1/97 E-W 55.00 10.00
ANAL. DATE: 7/2/97
ANAL. INIT: RD CYCLE LENGTH = 126
GROWTH FACTOR % : 0.0 LOST TIME = 0.147

LEG	PATTERN	LANE COUNTS			APPROVED TRIPS			PROJECT TRIPS			TOTAL TRIPS		
	LSTSRO	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT
N	103010	97	239	86	3	18	39	1	5	1	101	262	126
E	111010	482	413	149	0	6	3	0	0	2	482	419	154
S	103010	70	1608	286	9	38	0	0	10	0	79	1656	286
W	111010	542	539	156	12	1	3	63	0	0	617	540	159

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	1	1 0 0 0 0 0	97	1675	0.058	0.009	0.067	112
E	3	1 1 1 0 0 0	895	4913	0.182	0.028	0.210	1032
S	3	0 0 3 0 0 0	1608	5340	0.301	0.028	0.329	1757
W	3	1 1 1 0 0 0	1081	4923	0.220	0.028	0.248	1221
				LT = 0.147				
TOTALS	10		3681		0.908			4122
				1 - 0.908 = 0.092 / 10 = 0.009				
							V/C = 0.893	

EXISTING LEVEL OF SERVICE = D

N	1	1 0 0 0 0 0	100	1675	0.060	0.008	0.068	114
E	3	1 1 1 0 0 0	901	4914	0.183	0.024	0.207	1017
S	3	0 0 3 0 0 0	1646	5340	0.308	0.024	0.332	1773
W	3	1 1 1 0 0 0	1094	4921	0.222	0.024	0.246	1211
				LT = 0.147				
TOTALS	10		3741		0.920			4115
				1 - 0.920 = 0.080 / 10 = 0.008				
							V/C = 0.909	

EXISTING + APPROVED LEVEL OF SERVICE = E

N	1	1 0 0 0 0 0	101	1675	0.060	0.006	0.066	111
E	3	1 1 1 0 0 0	901	4914	0.183	0.019	0.202	993
S	3	0 0 3 0 0 0	1656	5340	0.310	0.019	0.329	1757
W	3	1 1 1 0 0 0	1157	4914	0.235	0.019	0.254	1248
				LT = 0.147				
TOTALS	10		3815		0.935			4109
				1 - 0.935 = 0.065 / 10 = 0.006				
							V/C = 0.928	

EXISTING + APPROVED + PROJECT LEVEL OF SERVICE = E

(3815 - 3741)/ 3741 = 1.98 PERCENT INCREASE IN CRITICAL VOLUME
5/2/88 LV -- 11/7/91 BA

97 - 036

LEVEL OF SE ICE ANALYSIS

LOCATION: WINCHESTER & MOORPARK
MESSAGE: CUMULATIVE CONDTIONS SIGNAL TYPE : FULLY ACTUATED
PEAK HOUR: AM MITIGATION N-S 52.50 8.50
COUNT DATE: 10/1/97 E-W 55.00 10.00
ANAL. DATE: 7/2/97
ANAL. INIT: RD CYCLE LENGTH = 126
GROWTH FACTOR % : 0.0 LOST TIME = 0.147

LEG	PATTERN	LANE COUNTS			APPROVED TRIPS			PROJECT TRIPS			TOTAL TRIPS		
	LSTSRO	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT
N	103010	97	239	86	3	18	39	1	5	1	101	262	126
E	202010	482	413	149	0	6	3	0	0	2	482	419	154
S	103010	70	1608	286	9	38	0	0	10	0	79	1656	286
W	202010	542	539	156	12	1	3	63	0	0	617	540	159

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	1	1 0 0 0 0 0	97	1675	0.058	0.023	0.081	136
E	2	2 0 0 0 0 0	482	3015	0.160	0.046	0.206	621
S	3	0 0 3 0 0 0	1608	5340	0.301	0.069	0.370	1976
W	2	0 0 2 0 0 0	539	3560	0.151	0.046	0.197	701
					LT = 0.147			
TOTALS	8		2726		0.817			3434
					1 - 0.817 = 0.183 / 8 = 0.023			
								V/C = 0.794
				EXISTING			LEVEL OF SERVICE =	C
N	1	1 0 0 0 0 0	100	1675	0.060	0.022	0.082	137
E	2	2 0 0 0 0 0	482	3015	0.160	0.043	0.203	612
S	3	0 0 3 0 0 0	1646	5340	0.308	0.065	0.373	1992
W	2	0 0 2 0 0 0	540	3560	0.152	0.043	0.195	694
					LT = 0.147			
TOTALS	8		2768		0.827			3435
					1 - 0.827 = 0.173 / 8 = 0.022			
								V/C = 0.806
				EXISTING + APPROVED			LEVEL OF SERVICE =	D
N	1	1 0 0 0 0 0	101	1675	0.060	0.020	0.080	134
E	2	0 0 2 0 0 0	419	3560	0.118	0.040	0.158	562
S	3	0 0 3 0 0 0	1656	5340	0.310	0.060	0.370	1976
W	2	2 0 0 0 0 0	617	3015	0.205	0.040	0.245	739
					LT = 0.147			
TOTALS	8		2793		0.840			3411
					1 - 0.840 = 0.160 / 8 = 0.020			
								V/C = 0.819
				EXISTING + APPROVED + PROJECT			LEVEL OF SERVICE =	D

(2793 - 2768)/ 2768 = 0.90 PERCENT INCREASE IN CRITICAL VOLUME
5/2/88 LV -- 11/7/91 8A

97-036

LEVEL OF SERVICE ANALYSIS

LOCATION: WINCHESTER & MOORPARK
MESSAGE: PROJECT CONDITIONS SIGNAL TYPE : FULLY ACTUATED
PEAK HOUR: PM N-S 52.50 8.50
COUNT DATE: 7/10/97 E-W 55.00 10.00
ANAL. DATE: 7/2/97
ANAL. INIT: RD CYCLE LENGTH = 126
GROWTH FACTOR % : 0.0 LOST TIME = 0.147

LEG	PATTERN	LANE COUNTS			APPROVED TRIPS			PROJECT TRIPS			TOTAL TRIPS		
	LSTSRO	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT
N	103010	210	1252	197	3	58	12	2	19	9	215	1329	218
E	111010	310	336	305	0	1	3	0	0	2	310	337	310
S	103010	76	713	355	3	38	0	0	19	0	79	770	355
W	111010	507	689	475	44	6	9	133	0	0	684	695	484

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	3	0 0 3 0 0 0	1252	5340	0.234	0.060	0.294	1570
E	3	1 1 1 0 0 0	646	4928	0.131	0.060	0.191	941
S	1	1 0 0 0 0 0	76	1675	0.045	0.020	0.065	109
W	3	1 1 1 0 0 0	1196	4944	0.242	0.060	0.302	1493
				LT = 0.147				
TOTALS	10		3170		0.799			4113

1 - 0.799 = 0.201 / 10 = 0.020
V/C = 0.771

EXISTING LEVEL OF SERVICE = C

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	3	0 0 3 0 0 0	1310	5340	0.245	0.053	0.298	1591
E	3	1 1 1 0 0 0	647	4929	0.131	0.053	0.184	907
S	1	1 0 0 0 0 0	79	1675	0.047	0.018	0.065	109
W	3	1 1 1 0 0 0	1246	4939	0.252	0.053	0.305	1506
				LT = 0.147				
TOTALS	10		3282		0.822			4113

1 - 0.822 = 0.178 / 10 = 0.018
V/C = 0.798

EXISTING + APPROVED LEVEL OF SERVICE = C

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	3	0 0 3 0 0 0	1329	5340	0.249	0.044	0.293	1565
E	3	1 1 1 0 0 0	647	4929	0.131	0.044	0.175	863
S	1	1 0 0 0 0 0	79	1675	0.047	0.015	0.062	104
W	3	1 1 1 0 0 0	1379	4924	0.280	0.044	0.324	1595
				LT = 0.147				
TOTALS	10		3434		0.854			4127

1 - 0.854 = 0.146 / 10 = 0.015
V/C = 0.832

EXISTING + APPROVED + PROJECT LEVEL OF SERVICE = D

(3434 - 3282)/ 3282 = 4.63 PERCENT INCREASE IN CRITICAL VOLUME
5/2/88 LV -- 11/7/91 BA

97 - 036

LEVEL OF SERVICE ANALYSIS

LOCATION: WINCHESTER & MOORPARK
MESSAGE: CUMULATIVE CONDITIONS SIGNAL TYPE : FULLY ACTUATED
PEAK HOUR: PM N-S 52.50 8.50
COUNT DATE: 7/10/97 E-W 55.00 10.00
ANAL. DATE: 7/2/97
ANAL. INIT: RD CYCLE LENGTH = 126
GROWTH FACTOR % : 0.0 LOST TIME = 0.147

LEG	PATTERN	LANE COUNTS			APPROVED TRIPS			PROJECT TRIPS			TOTAL TRIPS		
	LSTSRO	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT
N	103010	210	1252	197	3	58	12	6	34	9	219	1344	218
E	111010	310	336	305	0	1	3	0	0	6	310	337	314
S	103010	76	713	355	3	38	0	0	34	0	79	785	355
W	111010	507	689	475	44	6	9	151	0	0	702	695	484

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	3	0 0 3 0 0 0	1252	5340	0.234	0.060	0.294	1570
E	3	1 1 1 0 0 0	646	4928	0.131	0.060	0.191	941
S	1	1 0 0 0 0 0	76	1675	0.045	0.020	0.065	109
W	3	1 1 1 0 0 0	1196	4944	0.242	0.060	0.302	1493
					LT = 0.147			
TOTALS	10		3170		0.799			4113
					1 - 0.799 = 0.201 / 10 = 0.020			
								V/C = 0.771

EXISTING LEVEL OF SERVICE = C

N	3	0 0 3 0 0 0	1310	5340	0.245	0.053	0.298	1591
E	3	1 1 1 0 0 0	647	4929	0.131	0.053	0.184	907
S	1	1 0 0 0 0 0	79	1675	0.047	0.018	0.065	109
W	3	1 1 1 0 0 0	1246	4939	0.252	0.053	0.305	1506
					LT = 0.147			
TOTALS	10		3282		0.822			4113
					1 - 0.822 = 0.178 / 10 = 0.018			
								V/C = 0.798

EXISTING + APPROVED LEVEL OF SERVICE = C

N	3	0 0 3 0 0 0	1344	5340	0.252	0.042	0.294	1570
E	3	1 1 1 0 0 0	647	4929	0.131	0.042	0.173	853
S	1	1 0 0 0 0 0	79	1675	0.047	0.014	0.061	102
W	3	1 1 1 0 0 0	1397	4922	0.284	0.042	0.326	1605
					LT = 0.147			
TOTALS	10		3467		0.861			4130
					1 - 0.861 = 0.139 / 10 = 0.014			
								V/C = 0.839

EXISTING + APPROVED + PROJECT LEVEL OF SERVICE = D

(3467 - 3282)/ 3282 = 5.64 PERCENT INCREASE IN CRITICAL VOLUME
5/2/88 LV -- 11/7/91 BA

97-036

LEVEL OF SERVICE ANALYSIS

LOCATION: SARATOGA & STEVENS CREEK
MESSAGE: PROJECT CONDITIONS SIGNAL TYPE : FULLY ACTUATED
PEAK HOUR: AM N-S 49.50 8.50
COUNT DATE: 5/21/96 E-W 53.00 9.00
ANAL. DATE: 7/2/97
ANAL. INIT: RD CYCLE LENGTH = 120
GROWTH FACTOR % : 4.5 LOST TIME = 0.146

LEG	PATTERN	LANE COUNTS			APPROVED TRIPS			PROJECT TRIPS			TOTAL TRIPS		
	LSTSRO	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT
N	102010	61	397	85	0	0	1	0	0	0	64	415	90
E	103010	121	782	41	0	3	0	0	24	0	126	844	43
S	102010	240	920	155	0	0	0	0	0	0	251	961	162
W	103010	92	313	88	3	6	0	0	14	0	99	347	92

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	1	1 0 0 0 0 0	61	1675	0.036	0.051	0.087	146
E	3	0 0 3 0 0 0	782	5340	0.146	0.154	0.300	1602
S	2	0 0 2 0 0 0	920	3560	0.258	0.103	0.361	1285
W	1	1 0 0 0 0 0	92	1675	0.055	0.051	0.106	178
				LT = 0.146				
TOTALS	7		1855		0.641			3211
					1 - 0.641 = 0.359 / 7 = 0.051			
							V/C = 0.578	

EXISTING LEVEL OF SERVICE = A

N	1	1 0 0 0 0 0	64	1675	0.038	0.048	0.086	144
E	3	0 0 3 0 0 0	820	5340	0.154	0.143	0.297	1586
S	2	0 0 2 0 0 0	961	3560	0.270	0.095	0.365	1299
W	1	1 0 0 0 0 0	99	1675	0.059	0.048	0.107	179
				LT = 0.146				
TOTALS	7		1944		0.667			3208
					1 - 0.667 = 0.333 / 7 = 0.048			
							V/C = 0.606	

EXISTING + APPROVED LEVEL OF SERVICE = B

N	1	1 0 0 0 0 0	64	1675	0.038	0.047	0.085	142
E	3	0 0 3 0 0 0	844	5340	0.158	0.141	0.299	1597
S	2	0 0 2 0 0 0	961	3560	0.270	0.094	0.364	1296
W	1	1 0 0 0 0 0	99	1675	0.059	0.047	0.106	178
				LT = 0.146				
TOTALS	7		1968		0.671			3213
					1 - 0.671 = 0.329 / 7 = 0.047			
							V/C = 0.613	

EXISTING + APPROVED + PROJECT LEVEL OF SERVICE = B

(1968 - 1944)/ 1944 = 1.23 PERCENT INCREASE IN CRITICAL VOLUME
5/2/88 LV -- 11/7/91 BA

97 - 036

LEVEL OF SERVICE ANALYSIS

LOCATION: SARATOGA & STEVENS CREEK
MESSAGE: CUMULATIVE CONDITIONS SIGNAL TYPE : FULLY ACTUATED
PEAK HOUR: AM N-S 49.50 8.50
COUNT DATE: 5/21/96 E-W 53.00 9.00
ANAL. DATE: 7/2/97
ANAL. INIT: RD CYCLE LENGTH = 120
GROWTH FACTOR % : 4.5 LOST TIME = 0.146

LEG	PATTERN	LANE COUNTS			APPROVED TRIPS			PROJECT TRIPS			TOTAL TRIPS		
	LSTSRO	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT
N	102010	61	397	85	0	0	1	0	0	0	64	415	90
E	103010	121	782	41	0	3	0	0	26	0	126	846	43
S	102010	240	920	155	0	0	0	0	0	0	251	961	162
W	103010	92	313	88	3	6	0	0	17	0	99	350	92

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	1	1 0 0 0 0 0	61	1675	0.036	0.051	0.087	146
E	3	0 0 3 0 0 0	782	5340	0.146	0.154	0.300	1602
S	2	0 0 2 0 0 0	920	3560	0.258	0.103	0.361	1285
W	1	1 0 0 0 0 0	92	1675	0.055	0.051	0.106	178
				LT = 0.146				
TOTALS	7		1855		0.641			3211
				1 - 0.641 = 0.359 / 7 = 0.051				
							V/C = 0.578	
		EXISTING				LEVEL OF SERVICE =		A
N	1	1 0 0 0 0 0	64	1675	0.038	0.048	0.086	144
E	3	0 0 3 0 0 0	820	5340	0.154	0.143	0.297	1586
S	2	0 0 2 0 0 0	961	3560	0.270	0.095	0.365	1299
W	1	1 0 0 0 0 0	99	1675	0.059	0.048	0.107	179
				LT = 0.146				
TOTALS	7		1944		0.667			3208
				1 - 0.667 = 0.333 / 7 = 0.048				
							V/C = 0.606	
		EXISTING + APPROVED				LEVEL OF SERVICE =		B
N	1	1 0 0 0 0 0	64	1675	0.038	0.047	0.085	142
E	3	0 0 3 0 0 0	846	5340	0.158	0.141	0.299	1597
S	2	0 0 2 0 0 0	961	3560	0.270	0.094	0.364	1296
W	1	1 0 0 0 0 0	99	1675	0.059	0.047	0.106	178
				LT = 0.146				
TOTALS	7		1970		0.671			3213
				1 - 0.671 = 0.329 / 7 = 0.047				
							V/C = 0.613	
		EXISTING + APPROVED + PROJECT				LEVEL OF SERVICE =		B

(1970 - 1944)/ 1944 = 1.34 PERCENT INCREASE IN CRITICAL VOLUME
5/2/88 LV -- 11/7/91 BA

97-036

LEVEL OF SERVICE ANALYSIS

LOCATION: SARATOGA & STEVENS CREEK
MESSAGE: PROJECT CONDITIONS SIGNAL TYPE : FULLY ACTUATED
PEAK HOUR: PM N-S 49.50 8.50
COUNT DATE: 10/96 E-W 53.00 9.00
ANAL. DATE: 7/2/97
ANAL. INIT: RD CYCLE LENGTH = 120
GROWTH FACTOR % : 3.0 LOST TIME = 0.146

LEG	PATTERN	LANE COUNTS			APPROVED TRIPS			PROJECT TRIPS			TOTAL TRIPS		
	LSTSRO	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT
N	102010	141	851	148	0	0	3	0	0	0	145	877	155
E	103010	203	727	51	0	6	0	0	27	0	209	782	53
S	102010	238	667	260	0	0	0	0	0	0	245	687	268
W	103010	140	1000	209	1	3	0	0	35	0	145	1068	215

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	2	0 0 2 0 0 0	851	3560	0.239	0.047	0.286	1018
E	1	1 0 0 0 0 0	203	1675	0.121	0.024	0.145	243
S	1	1 0 0 0 0 0	238	1675	0.142	0.024	0.166	278
W	3	0 0 3 0 0 0	1000	5340	0.187	0.071	0.258	1378
				LT = 0.146				
TOTALS	7		2292		0.835			2917
				1 - 0.835 = 0.165 / 7 = 0.024				
							V/C = 0.786	

EXISTING LEVEL OF SERVICE = C

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	2	0 0 2 0 0 0	877	3560	0.246	0.041	0.287	1022
E	1	1 0 0 0 0 0	209	1675	0.125	0.021	0.146	245
S	1	1 0 0 0 0 0	245	1675	0.146	0.021	0.167	280
W	3	0 0 3 0 0 0	1033	5340	0.193	0.062	0.255	1362
				LT = 0.146				
TOTALS	7		2364		0.856			2909
				1 - 0.856 = 0.144 / 7 = 0.021				
							V/C = 0.813	

EXISTING + APPROVED LEVEL OF SERVICE = D

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	2	0 0 2 0 0 0	877	3560	0.246	0.039	0.285	1015
E	1	1 0 0 0 0 0	209	1675	0.125	0.020	0.145	243
S	1	1 0 0 0 0 0	245	1675	0.146	0.020	0.166	278
W	3	0 0 3 0 0 0	1068	5340	0.200	0.059	0.259	1383
				LT = 0.146				
TOTALS	7		2399		0.863			2919
				1 - 0.863 = 0.137 / 7 = 0.020				
							V/C = 0.822	

EXISTING + APPROVED + PROJECT LEVEL OF SERVICE = D

(2399 - 2364)/ 2364 = 1.48 PERCENT INCREASE IN CRITICAL VOLUME
5/2/88 LV -- 11/7/91 BA

97 - 036

LEVEL OF SERVICE ANALYSIS

LOCATION: SARATOGA & STEVENS CREEK
MESSAGE: CUMULATIVE CONDITIONS SIGNAL TYPE : FULLY ACTUATED
PEAK HOUR: PM N-S 49.50 8.50
COUNT DATE: 10/96 E-W 53.00 9.00
ANAL. DATE: 7/2/97
ANAL. INIT: RD CYCLE LENGTH = 120
GROWTH FACTOR % : 3.0 LOST TIME = 0.146

LEG	PATTERN	LANE COUNTS			APPROVED TRIPS			PROJECT TRIPS			TOTAL TRIPS		
	LSTSRO	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT
N	102010	141	851	148	0	0	3	0	0	0	145	877	155
E	103010	203	727	51	0	6	0	0	40	0	209	795	53
S	102010	238	667	260	0	0	0	0	0	0	245	687	268
W	103010	140	1000	209	1	3	0	0	48	0	145	1081	215

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	2	0 0 2 0 0 0	851	3560	0.239	0.047	0.286	1018
E	1	1 0 0 0 0 0	203	1675	0.121	0.024	0.145	243
S	1	1 0 0 0 0 0	238	1675	0.142	0.024	0.166	278
W	3	0 0 3 0 0 0	1000	5340	0.187	0.071	0.258	1378
					LT = 0.146			
TOTALS	7		2292		0.835			2917
					1 - 0.835 = 0.165 / 7 = 0.024			
								V/C = 0.786

EXISTING LEVEL OF SERVICE = C

N	2	0 0 2 0 0 0	877	3560	0.246	0.041	0.287	1022
E	1	1 0 0 0 0 0	209	1675	0.125	0.021	0.146	245
S	1	1 0 0 0 0 0	245	1675	0.146	0.021	0.167	280
W	3	0 0 3 0 0 0	1033	5340	0.193	0.062	0.255	1362
					LT = 0.146			
TOTALS	7		2364		0.856			2909
					1 - 0.856 = 0.144 / 7 = 0.021			
								V/C = 0.813

EXISTING + APPROVED LEVEL OF SERVICE = D

N	2	0 0 2 0 0 0	877	3560	0.246	0.039	0.285	1015
E	1	1 0 0 0 0 0	209	1675	0.125	0.019	0.144	241
S	1	1 0 0 0 0 0	245	1675	0.146	0.019	0.165	276
W	3	0 0 3 0 0 0	1081	5340	0.202	0.058	0.260	1388
					LT = 0.146			
TOTALS	7		2412		0.865			2920
					1 - 0.865 = 0.135 / 7 = 0.019			
								V/C = 0.826

EXISTING + APPROVED + PROJECT LEVEL OF SERVICE = D

(2412 - 2364)/ 2364 = 2.03 PERCENT INCREASE IN CRITICAL VOLUME
5/2/88 LV -- 11/7/91 BA

97-036

LEVEL OF SERVICE ANALYSIS

LOCATION: EMPORIUM & STEVENS CREEK
MESSAGE: PROJECT CONDITIONS
PEAK HOUR: AM
COUNT DATE: 4/15/97
ANAL. DATE: 7/2/97
ANAL. INIT: RD
GROWTH FACTOR % : 0.0

SIGNAL TYPE : FULLY ACTUATED
N-S 34.00 4.00
E-W 88.00 8.00
CYCLE LENGTH = 134
LOST TIME = 0.090

LEG	PATTERN	LANE COUNTS			APPROVED TRIPS			PROJECT TRIPS			TOTAL TRIPS		
	LSTSRO	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT
N	101010	20	3	5	0	0	0	0	0	0	20	3	5
E	203010	98	1523	12	0	13	0	88	0	0	186	1536	12
S	101010	14	6	33	0	0	0	0	0	142	14	6	175
W	203010	20	735	15	0	24	0	0	0	0	20	759	15

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	1	1 0 0 0 0 0	20	1675	0.012	0.086	0.098	164
E	3	0 0 3 0 0 0	1523	5340	0.285	0.258	0.543	2900
S	1	0 0 1 0 0 0	6	1780	0.003	0.086	0.089	158
W	2	2 0 0 0 0 0	20	3015	0.007	0.172	0.179	540
				LT =	0.090			
TOTALS	7		1569		0.397			3762
				1 - 0.397 =	0.603 /	7 =	0.086	
							V/C =	0.417

EXISTING LEVEL OF SERVICE = A

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	1	1 0 0 0 0 0	20	1675	0.012	0.086	0.098	164
E	3	0 0 3 0 0 0	1536	5340	0.288	0.257	0.545	2910
S	1	0 0 1 0 0 0	6	1780	0.003	0.086	0.089	158
W	2	2 0 0 0 0 0	20	3015	0.007	0.171	0.178	537
				LT =	0.090			
TOTALS	7		1582		0.400			3769
				1 - 0.400 =	0.600 /	7 =	0.086	
							V/C =	0.420

EXISTING + APPROVED LEVEL OF SERVICE = A

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	1	1 0 0 0 0 0	20	1675	0.012	0.086	0.098	164
E	3	0 0 3 0 0 0	1536	5340	0.288	0.257	0.545	2910
S	1	0 0 1 0 0 0	6	1780	0.003	0.086	0.089	158
W	2	2 0 0 0 0 0	20	3015	0.007	0.171	0.178	537
				LT =	0.090			
TOTALS	7		1582		0.400			3769
				1 - 0.400 =	0.600 /	7 =	0.086	
							V/C =	0.420

EXISTING + APPROVED + PROJECT LEVEL OF SERVICE = A

(1582 - 1582)/ 1582 = 0.00 PERCENT INCREASE IN CRITICAL VOLUME
5/2/88 LV -- 11/7/91 BA

97 - 036

LEVEL OF SERVICE ANALYSIS

LOCATION: EMPORIUM & STEVENS CREEK
MESSAGE: CUMULATIVE CONDITIONS SIGNAL TYPE : FULLY ACTUATED
PEAK HOUR: AM N-S 34.00 4.00
COUNT DATE: 4/15/97 E-W 88.00 8.00
ANAL. DATE: 7/2/97
ANAL. INIT: RD CYCLE LENGTH = 134
GROWTH FACTOR % : 0.0 LOST TIME = 0.090

LEG	PATTERN	LANE COUNTS			APPROVED TRIPS			PROJECT TRIPS			TOTAL TRIPS		
	LSTSRO	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT
N	101010	20	3	5	0	0	0	0	0	0	20	3	5
E	203010	98	1523	12	0	13	0	88	9	0	186	1545	12
S	101010	14	6	33	0	0	0	0	1	142	14	7	175
W	203010	20	735	15	0	24	0	0	15	0	20	774	15

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	1	1 0 0 0 0 0	20	1675	0.012	0.086	0.098	164
E	3	0 0 3 0 0 0	1523	5340	0.285	0.258	0.543	2900
S	1	0 0 1 0 0 0	6	1780	0.003	0.086	0.089	158
W	2	2 0 0 0 0 0	20	3015	0.007	0.172	0.179	540
					LT = 0.090			
TOTALS	7		1569		0.397			3762
					1 - 0.397 = 0.603 / 7 = 0.086			
								V/C = 0.417

EXISTING LEVEL OF SERVICE = A

N	1	1 0 0 0 0 0	20	1675	0.012	0.086	0.098	164
E	3	0 0 3 0 0 0	1536	5340	0.288	0.257	0.545	2910
S	1	0 0 1 0 0 0	6	1780	0.003	0.086	0.089	158
W	2	2 0 0 0 0 0	20	3015	0.007	0.171	0.178	537
					LT = 0.090			
TOTALS	7		1582		0.400			3769
					1 - 0.400 = 0.600 / 7 = 0.086			
								V/C = 0.420

EXISTING + APPROVED LEVEL OF SERVICE = A

N	1	1 0 0 0 0 0	20	1675	0.012	0.085	0.097	162
E	3	0 0 3 0 0 0	1545	5340	0.289	0.256	0.545	2910
S	1	0 0 1 0 0 0	7	1780	0.004	0.085	0.089	158
W	2	2 0 0 0 0 0	20	3015	0.007	0.171	0.178	537
					LT = 0.090			
TOTALS	7		1592		0.402			3767
					1 - 0.402 = 0.598 / 7 = 0.085			
								V/C = 0.423

EXISTING + APPROVED + PROJECT LEVEL OF SERVICE = A

(1592 - 1582)/ 1582 = 0.63 PERCENT INCREASE IN CRITICAL VOLUME
5/2/88 LV -- 11/7/91 BA

97-036

LEVEL OF SERVICE ANALYSIS

LOCATION: EMPORIUM & STEVENS CREEK
MESSAGE: PROJECT CONDITIONS
PEAK HOUR: PM
COUNT DATE: 4/15/97
ANAL. DATE: 7/2/97
ANAL. INIT: RD
GROWTH FACTOR % : 0.0

SIGNAL TYPE : FULLY ACTUATED
N-S 34.00 4.00
E-W 88.00 8.00

CYCLE LENGTH = 134
LOST TIME = 0.090

LEG	PATTERN	LANE COUNTS			APPROVED TRIPS			PROJECT TRIPS			TOTAL TRIPS		
	LSTSRO	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT
N	101010	134	20	99	0	0	0	0	0	0	134	20	99
E	203010	172	1273	29	0	86	0	220	0	0	392	1359	29
S	101010	35	19	141	0	0	0	0	0	171	35	19	312
W	203010	156	1439	46	0	103	0	0	0	0	156	1542	46

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	1	1 0 0 0 0 0	134	1675	0.080	0.070	0.150	251
E	2	2 0 0 0 0 0	172	3015	0.057	0.141	0.198	597
S	1	0 0 1 0 0 0	19	1780	0.011	0.070	0.081	144
W	3	0 0 3 0 0 0	1439	5340	0.269	0.211	0.480	2563
				LT =	0.090			
TOTALS	7		1764		0.507			3555

1 - 0.507 = 0.493 / 7 = 0.070

V/C = 0.496

EXISTING LEVEL OF SERVICE = A

N	1	1 0 0 0 0 0	134	1675	0.080	0.068	0.148	248
E	2	2 0 0 0 0 0	172	3015	0.057	0.135	0.192	579
S	1	0 0 1 0 0 0	19	1780	0.011	0.068	0.079	141
W	3	0 0 3 0 0 0	1542	5340	0.289	0.203	0.492	2627
				LT =	0.090			
TOTALS	7		1867		0.527			3595

1 - 0.527 = 0.473 / 7 = 0.068

V/C = 0.519

EXISTING + APPROVED LEVEL OF SERVICE = A

N	1	1 0 0 0 0 0	134	1675	0.080	0.057	0.137	229
E	2	2 0 0 0 0 0	392	3015	0.130	0.114	0.244	736
S	1	0 0 1 0 0 0	19	1780	0.011	0.057	0.068	121
W	3	0 0 3 0 0 0	1542	5340	0.289	0.171	0.460	2456
				LT =	0.090			
TOTALS	7		2087		0.600			3542

1 - 0.600 = 0.400 / 7 = 0.057

V/C = 0.589

EXISTING + APPROVED + PROJECT LEVEL OF SERVICE = A

(2087 - 1867)/ 1867 = 11.78 PERCENT INCREASE IN CRITICAL VOLUME

5/2/88 LV -- 11/7/91 BA

97 - 036

LEVEL OF SERVICE ANALYSIS

LOCATION: EMPORIUM & STEVENS CREEK
MESSAGE: CUMULATIVE CONDITIONS SIGNAL TYPE : FULLY ACTUATED
PEAK HOUR: PM N-S 34.00 4.00
COUNT DATE: 4/15/97 E-W 88.00 8.00
ANAL. DATE: 7/2/97
ANAL. INIT: RD CYCLE LENGTH = 134
GROWTH FACTOR % : 0.0 LOST TIME = 0.090

LEG	PATTERN	LANE COUNTS			APPROVED TRIPS			PROJECT TRIPS			TOTAL TRIPS		
	LSTSRO	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT
N	101010	134	20	99	0	0	0	0	2	0	134	22	99
E	203010	172	1273	29	0	86	0	220	56	0	392	1415	29
S	101010	35	19	141	0	0	0	0	2	171	35	21	312
W	203010	156	1439	46	0	103	0	0	56	0	156	1598	46

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	1	1 0 0 0 0 0	134	1675	0.080	0.070	0.150	251
E	2	2 0 0 0 0 0	172	3015	0.057	0.141	0.198	597
S	1	0 0 1 0 0 0	19	1780	0.011	0.070	0.081	144
W	3	0 0 3 0 0 0	1439	5340	0.269	0.211	0.480	2563
				LT = 0.090				
TOTALS	7		1764		0.507			3555
				1 - 0.507 = 0.493 / 7 = 0.070				
							V/C = 0.496	

EXISTING LEVEL OF SERVICE = A

N	1	1 0 0 0 0 0	134	1675	0.080	0.068	0.148	248
E	2	2 0 0 0 0 0	172	3015	0.057	0.135	0.192	579
S	1	0 0 1 0 0 0	19	1780	0.011	0.068	0.079	141
W	3	0 0 3 0 0 0	1542	5340	0.289	0.203	0.492	2627
				LT = 0.090				
TOTALS	7		1867		0.527			3595
				1 - 0.527 = 0.473 / 7 = 0.068				
							V/C = 0.519	

EXISTING + APPROVED LEVEL OF SERVICE = A

N	1	1 0 0 0 0 0	134	1675	0.080	0.056	0.136	228
E	2	2 0 0 0 0 0	392	3015	0.130	0.111	0.241	727
S	1	0 0 1 0 0 0	21	1780	0.012	0.056	0.068	121
W	3	0 0 3 0 0 0	1598	5340	0.299	0.167	0.466	2488
				LT = 0.090				
TOTALS	7		2145		0.611			3564
				1 - 0.611 = 0.389 / 7 = 0.056				
							V/C = 0.602	

EXISTING + APPROVED + PROJECT LEVEL OF SERVICE = B

(2145 - 1867)/ 1867 = 14.89 PERCENT INCREASE IN CRITICAL VOLUME
5/2/88 LV -- 11/7/91 BA

97 - 036

LEVEL OF SERVICE ANALYSIS

LOCATION: EMPORIUM & STEVENS CREEK
MESSAGE: PROJECT CONDITIONS SIGNAL TYPE : FULLY ACTUATED
PEAK HOUR: SATURDAY PEAK N-S 34.00 4.00
COUNT DATE: 9/27/97 E-W 88.00 8.00
ANAL. DATE: 7/2/97
ANAL. INIT: RD CYCLE LENGTH = 134
GROWTH FACTOR % : 0.0 LOST TIME = 0.090

LEG	PATTERN	LANE COUNTS			APPROVED TRIPS			PROJECT TRIPS			TOTAL TRIPS		
	LSTSRO	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT
N	101010	178	46	196	0	0	0	0	0	0	178	46	196
E	203010	177	1502	99	0	86	0	223	0	0	400	1588	99
S	101010	48	87	223	0	0	0	0	0	174	48	87	397
W	203010	374	1576	63	0	103	0	0	0	0	374	1679	63

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	1	1 0 0 0 0 0	178	1675	0.106	0.050	0.156	261
E	3	0 0 3 0 0 0	1502	5340	0.281	0.150	0.431	2302
S	1	0 0 1 0 0 0	87	1780	0.049	0.050	0.099	176
W	2	2 0 0 0 0 0	374	3015	0.124	0.100	0.224	675
					LT = 0.090			
TOTALS	7		2141		0.650			3414
					1 - 0.650 = 0.350 / 7 = 0.050			
							V/C = 0.627	

EXISTING LEVEL OF SERVICE = B

N	1	1 0 0 0 0 0	178	1675	0.106	0.048	0.154	258
E	3	0 0 3 0 0 0	1588	5340	0.297	0.143	0.440	2350
S	1	0 0 1 0 0 0	87	1780	0.049	0.048	0.097	173
W	2	2 0 0 0 0 0	374	3015	0.124	0.095	0.219	660
					LT = 0.090			
TOTALS	7		2227		0.666			3441
					1 - 0.666 = 0.334 / 7 = 0.048			
							V/C = 0.647	

EXISTING + APPROVED LEVEL OF SERVICE = B

N	1	1 0 0 0 0 0	178	1675	0.106	0.044	0.150	251
E	2	2 0 0 0 0 0	400	3015	0.133	0.088	0.221	666
S	1	0 0 1 0 0 0	87	1780	0.049	0.044	0.093	166
W	3	0 0 3 0 0 0	1679	5340	0.314	0.132	0.446	2382
					LT = 0.090			
TOTALS	7		2344		0.692			3465
					1 - 0.692 = 0.308 / 7 = 0.044			
							V/C = 0.676	

EXISTING + APPROVED + PROJECT LEVEL OF SERVICE = B

(2344 - 2227)/ 2227 = 5.25 PERCENT INCREASE IN CRITICAL VOLUME
5/2/88 LV -- 11/7/91 BA

97-036

LEVEL OF SERVICE ANALYSIS

LOCATION: EMPORIUM & STEVENS CREEK
MESSAGE: CUMULATIVE CONDITIONS SIGNAL TYPE : FULLY ACTUATED
PEAK HOUR: SATURDAY PEAK N-S 34.00 4.00
COUNT DATE: 4/15/97 E-W 88.00 8.00
ANAL. DATE: 7/2/97
ANAL. INIT: RD CYCLE LENGTH = 134
GROWTH FACTOR % : 0.0 LOST TIME = 0.090

LEG	PATTERN	LANE COUNTS			APPROVED TRIPS			PROJECT TRIPS			TOTAL TRIPS		
	LSTSRO	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT
N	101010	178	46	196	0	0	0	0	2	0	178	48	196
E	203010	177	1502	99	0	86	0	223	69	0	400	1657	99
S	101010	48	87	223	0	0	0	0	2	174	48	89	397
W	203010	374	1576	63	0	103	0	0	69	0	374	1748	63

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	1	1 0 0 0 0 0	178	1675	0.106	0.050	0.156	261
E	3	0 0 3 0 0 0	1502	5340	0.281	0.150	0.431	2302
S	1	0 0 1 0 0 0	87	1780	0.049	0.050	0.099	176
W	2	2 0 0 0 0 0	374	3015	0.124	0.100	0.224	675
					LT = 0.090			
TOTALS	7		2141		0.650			3414
					1 - 0.650 = 0.350 / 7 = 0.050			
								V/C = 0.627

EXISTING LEVEL OF SERVICE = B

N	1	1 0 0 0 0 0	178	1675	0.106	0.048	0.154	258
E	3	0 0 3 0 0 0	1588	5340	0.297	0.143	0.440	2350
S	1	0 0 1 0 0 0	87	1780	0.049	0.048	0.097	173
W	2	2 0 0 0 0 0	374	3015	0.124	0.095	0.219	660
					LT = 0.090			
TOTALS	7		2227		0.666			3441
					1 - 0.666 = 0.334 / 7 = 0.048			
								V/C = 0.647

EXISTING + APPROVED LEVEL OF SERVICE = B

N	1	1 0 0 0 0 0	178	1675	0.106	0.042	0.148	248
E	2	2 0 0 0 0 0	400	3015	0.133	0.084	0.217	654
S	1	0 0 1 0 0 0	89	1780	0.050	0.042	0.092	164
W	3	0 0 3 0 0 0	1748	5340	0.327	0.126	0.453	2419
					LT = 0.090			
TOTALS	7		2415		0.706			3485
					1 - 0.706 = 0.294 / 7 = 0.042			
								V/C = 0.693

EXISTING + APPROVED + PROJECT LEVEL OF SERVICE = B

(2415 - 2227)/ 2227 = 8.44 PERCENT INCREASE IN CRITICAL VOLUME
5/2/88 LV -- 11/7/91 BA

97-036

LEVEL OF SERVICE ANALYSIS

LOCATION: REDWOOD & STEVENS CREEK
MESSAGE: PROJECT CONDITIONS
PEAK HOUR: AM
COUNT DATE: 4/10/97
ANAL. DATE: 7/2/97
ANAL. INIT: RD
GROWTH FACTOR % : 0.0

SIGNAL TYPE : FULLY ACTUATED
N-S 40.00 3.00
E-W 90.00 6.50
CYCLE LENGTH = 139.5
LOST TIME = 0.068

LEG	PATTERN	LANE COUNTS			APPROVED TRIPS			PROJECT TRIPS			TOTAL TRIPS		
	LSTSRO	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT
N	200010	17	0	9	0	0	0	0	0	0	17	0	9
E	103010	41	1585	52	0	5	0	12	88	0	53	1678	52
S	000000	0	0	0	8	0	0	0	0	0	8	0	0
W	203000	26	827	0	0	20	4	0	142	0	26	989	4

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	2	2 0 0 0 0 0	17	3015	0.006	0.177	0.183	552
E	3	0 0 3 0 0 0	1585	5340	0.297	0.266	0.563	3006
S	0	0 0 0 0 0 0	0	0	0.000	0.000	0.000	0
W	2	2 0 0 0 0 0	26	3015	0.009	0.177	0.186	561
					LT = 0.068			
TOTALS	7		1628		0.380			4119
					1 - 0.380 = 0.620 / 7 = 0.089			
							V/C = 0.395	

EXISTING LEVEL OF SERVICE = A

N	2	2 0 0 0 0 0	17	3015	0.006	0.177	0.183	552
E	3	0 0 3 0 0 0	1590	5340	0.298	0.265	0.563	3006
S	0	0 0 0 0 0 0	0	0	0.000	0.000	0.000	0
W	2	2 0 0 0 0 0	26	3015	0.009	0.177	0.186	561
					LT = 0.068			
TOTALS	7		1633		0.381			4119
					1 - 0.381 = 0.619 / 7 = 0.088			
							V/C = 0.396	

EXISTING + APPROVED LEVEL OF SERVICE = A

N	2	2 0 0 0 0 0	17	3015	0.006	0.172	0.178	537
E	3	0 0 3 0 0 0	1678	5340	0.314	0.258	0.572	3054
S	0	0 0 0 0 0 0	0	0	0.000	0.000	0.000	0
W	2	2 0 0 0 0 0	26	3015	0.009	0.172	0.181	546
					LT = 0.068			
TOTALS	7		1721		0.397			4137
					1 - 0.397 = 0.603 / 7 = 0.086			
							V/C = 0.416	

EXISTING + APPROVED + PROJECT LEVEL OF SERVICE = A

(1721 - 1633)/ 1633 = 5.39 PERCENT INCREASE IN CRITICAL VOLUME
5/2/88 LV -- 11/7/91 BA

97 - 036

LEVEL OF SERVICE ANALYSIS

LOCATION: REDWOOD & STEVENS CREEK
MESSAGE: CUMULATIVE CONDITIONS SIGNAL TYPE : FULLY ACTUATED
PEAK HOUR: AM N-S 40.00 3.00
COUNT DATE: 4/10/97 E-W 90.00 6.50
ANAL. DATE: 7/2/97
ANAL. INIT: RD CYCLE LENGTH = 139.5
GROWTH FACTOR % : 0.0 LOST TIME = 0.068

LEG	PATTERN	LANE COUNTS			APPROVED TRIPS			PROJECT TRIPS			TOTAL TRIPS		
	LSTSRO	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT
N	200010	17	0	9	0	0	0	7	0	9	24	0	18
E	103010	41	1585	52	0	5	0	12	88	12	53	1678	64
S	000000	0	0	0	8	0	0	0	0	0	8	0	0
W	203000	26	827	0	0	20	4	15	142	0	41	989	4

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	2	2 0 0 0 0 0	17	3015	0.006	0.177	0.183	552
E	3	0 0 3 0 0 0	1585	5340	0.297	0.266	0.563	3006
S	0	0 0 0 0 0 0	0	0	0.000	0.000	0.000	0
W	2	2 0 0 0 0 0	26	3015	0.009	0.177	0.186	561
					LT = 0.068			
TOTALS	7		1628		0.380			4119
					1 - 0.380 = 0.620 / 7 = 0.089			
							V/C = 0.395	

EXISTING LEVEL OF SERVICE = A

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	2	2 0 0 0 0 0	17	3015	0.006	0.177	0.183	552
E	3	0 0 3 0 0 0	1590	5340	0.298	0.265	0.563	3006
S	0	0 0 0 0 0 0	0	0	0.000	0.000	0.000	0
W	2	2 0 0 0 0 0	26	3015	0.009	0.177	0.186	561
					LT = 0.068			
TOTALS	7		1633		0.381			4119
					1 - 0.381 = 0.619 / 7 = 0.088			
							V/C = 0.396	

EXISTING + APPROVED LEVEL OF SERVICE = A

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	2	2 0 0 0 0 0	24	3015	0.008	0.170	0.178	537
E	3	0 0 3 0 0 0	1678	5340	0.314	0.255	0.569	3038
S	0	0 0 0 0 0 0	0	0	0.000	0.000	0.000	0
W	2	2 0 0 0 0 0	41	3015	0.014	0.170	0.184	555
					LT = 0.068			
TOTALS	7		1743		0.404			4130
					1 - 0.404 = 0.596 / 7 = 0.085			
							V/C = 0.422	

EXISTING + APPROVED + PROJECT LEVEL OF SERVICE = A

(1743 - 1633)/ 1633 = 6.74 PERCENT INCREASE IN CRITICAL VOLUME
5/2/88 LV -- 11/7/91 BA

97 - 036

LEVEL OF SERVICE ANALYSIS

LOCATION: REDWOOD & STEVENS CREEK
MESSAGE: PROJECT CONDITIONS
PEAK HOUR: PM
COUNT DATE: 4/10/97
ANAL. DATE: 7/2/97
ANAL. INIT: RD
GROWTH FACTOR % : 0.0

SIGNAL TYPE : FULLY ACTUATED
N-S 40.00 3.00
E-W 90.00 6.50
CYCLE LENGTH = 139.5
LOST TIME = 0.068

LEG	PATTERN	LANE COUNTS			APPROVED TRIPS			PROJECT TRIPS			TOTAL TRIPS		
	LSTSRO	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT
N	200010	214	0	126	0	0	0	0	0	0	214	0	126
E	103010	56	1373	214	114	82	0	25	220	0	195	1675	214
S	000000	0	0	0	4	0	0	0	0	0	4	0	0
W	203000	143	1613	0	0	95	8	0	171	0	143	1879	8

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	2	2 0 0 0 0 0	214	3015	0.071	0.175	0.246	742
E	1	1 0 0 0 0 0	56	1675	0.033	0.088	0.121	203
S	0	0 0 0 0 0 0	0	0	0.000	0.000	0.000	0
W	3	0 0 3 0 0 0	1613	5340	0.302	0.263	0.565	3017
				LT =	0.068			
TOTALS	6		1883		0.474			3962
				1 - 0.474 = 0.526 / 6 = 0.088				
							V/C =	0.475

EXISTING LEVEL OF SERVICE = A

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	2	2 0 0 0 0 0	214	3015	0.071	0.147	0.218	657
E	1	1 0 0 0 0 0	170	1675	0.101	0.073	0.174	291
S	0	0 0 0 0 0 0	0	0	0.000	0.000	0.000	0
W	3	0 0 3 0 0 0	1708	5340	0.320	0.220	0.540	2884
				LT =	0.068			
TOTALS	6		2092		0.560			3832
				1 - 0.560 = 0.440 / 6 = 0.073				
							V/C =	0.546

EXISTING + APPROVED LEVEL OF SERVICE = A

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	2	2 0 0 0 0 0	214	3015	0.071	0.131	0.202	609
E	1	1 0 0 0 0 0	195	1675	0.116	0.065	0.181	303
S	0	0 0 0 0 0 0	0	0	0.000	0.000	0.000	0
W	3	0 0 3 0 0 0	1879	5340	0.352	0.196	0.548	2926
				LT =	0.068			
TOTALS	6		2288		0.607			3838
				1 - 0.607 = 0.393 / 6 = 0.065				
							V/C =	0.596

EXISTING + APPROVED + PROJECT LEVEL OF SERVICE = A

(2288 - 2092)/ 2092 = 9.37 PERCENT INCREASE IN CRITICAL VOLUME
5/2/88 LV -- 11/7/91 BA

97 - 036

LEVEL OF SERVICE ANALYSIS

LOCATION: REDWOOD & STEVENS CREEK
MESSAGE: CUMULATIVE CONDITIONS SIGNAL TYPE : FULLY ACTUATED
PEAK HOUR: PM N-S 40.00 3.00
COUNT DATE: 4/10/97 E-W 90.00 6.50
ANAL. DATE: 7/2/97
ANAL. INIT: RD CYCLE LENGTH = 139.5
GROWTH FACTOR % : 0.0 LOST TIME = 0.068

LEG	PATTERN	LANE COUNTS			APPROVED TRIPS			PROJECT TRIPS			TOTAL TRIPS		
	LSTSRO	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT
N	200010	214	0	126	0	0	0	45	0	56	259	0	182
E	103010	56	1373	214	114	82	0	25	220	45	195	1675	259
S	000000	0	0	0	4	0	0	0	0	0	4	0	0
W	203000	143	1613	0	0	95	8	56	171	0	199	1879	8

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	2	2 0 0 0 0 0	214	3015	0.071	0.175	0.246	742
E	1	1 0 0 0 0 0	56	1675	0.033	0.088	0.121	203
S	0	0 0 0 0 0 0	0	0	0.000	0.000	0.000	0
W	3	0 0 3 0 0 0	1613	5340	0.302	0.263	0.565	3017
					LT = 0.068			
TOTALS	6		1883		0.474			3962
					1 - 0.474 = 0.526 / 6 = 0.088			
								V/C = 0.475

EXISTING LEVEL OF SERVICE = A

N	2	2 0 0 0 0 0	214	3015	0.071	0.147	0.218	657
E	1	1 0 0 0 0 0	170	1675	0.101	0.073	0.174	291
S	0	0 0 0 0 0 0	0	0	0.000	0.000	0.000	0
W	3	0 0 3 0 0 0	1708	5340	0.320	0.220	0.540	2884
					LT = 0.068			
TOTALS	6		2092		0.560			3832
					1 - 0.560 = 0.440 / 6 = 0.073			
								V/C = 0.546

EXISTING + APPROVED LEVEL OF SERVICE = A

N	2	2 0 0 0 0 0	259	3015	0.086	0.126	0.212	639
E	1	1 0 0 0 0 0	195	1675	0.116	0.063	0.179	300
S	0	0 0 0 0 0 0	0	0	0.000	0.000	0.000	0
W	3	0 0 3 0 0 0	1879	5340	0.352	0.189	0.541	2889
					LT = 0.068			
TOTALS	6		2333		0.622			3828
					1 - 0.622 = 0.378 / 6 = 0.063			
								V/C = 0.609

EXISTING + APPROVED + PROJECT LEVEL OF SERVICE = B

(2333 - 2092)/ 2092 = 11.52 PERCENT INCREASE IN CRITICAL VOLUME
5/2/88 LV -- 11/7/91 BA

97 - 036

LEVEL OF SERVICE ANALYSIS

LOCATION: REDWOOD & STEVENS CREEK
MESSAGE: PROJECT CONDITIONS SIGNAL TYPE : FULLY ACTUATED
PEAK HOUR: SATURDAY PEAK N-S 40.00 3.00
COUNT DATE: 9/27/97 E-W 90.00 6.50
ANAL. DATE: 7/2/97
ANAL. INIT: RD CYCLE LENGTH = 139.5
GROWTH FACTOR % : 0.0 LOST TIME = 0.068

LEG	PATTERN	LANE COUNTS			APPROVED TRIPS			PROJECT TRIPS			TOTAL TRIPS		
	LSTSRO	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT
N	200010	248	0	222	0	0	0	0	0	0	248	0	222
E	103010	59	1541	238	114	82	0	25	223	0	198	1846	238
S	000000	0	0	0	4	0	0	0	0	0	4	0	0
W	203000	207	1736	24	0	95	8	0	174	0	207	2005	32

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. V/C	C. CAP.
N	2	2 0 0 0 0 0	248	3015	0.082	0.163	0.245	739
E	1	1 0 0 0 0 0	59	1675	0.035	0.082	0.117	196
S	0	0 0 0 0 0 0	0	0	0.000	0.000	0.000	0
W	3	0 0 3 0 0 0	1736	5340	0.325	0.245	0.570	3044
					LT = 0.068			
TOTALS	6		2043		0.510			3979
					1 - 0.510 = 0.490 / 6 = 0.082			
							V/C = 0.513	

EXISTING LEVEL OF SERVICE = A

N	2	2 0 0 0 0 0	248	3015	0.082	0.135	0.217	654
E	1	1 0 0 0 0 0	173	1675	0.103	0.067	0.170	285
S	0	0 0 0 0 0 0	0	0	0.000	0.000	0.000	0
W	3	0 0 3 0 0 0	1831	5340	0.343	0.202	0.545	2910
					LT = 0.068			
TOTALS	6		2252		0.596			3849
					1 - 0.596 = 0.404 / 6 = 0.067			
							V/C = 0.585	

EXISTING + APPROVED LEVEL OF SERVICE = A

N	2	2 0 0 0 0 0	248	3015	0.082	0.119	0.201	606
E	1	1 0 0 0 0 0	198	1675	0.118	0.059	0.177	296
S	0	0 0 0 0 0 0	0	0	0.000	0.000	0.000	0
W	3	0 0 3 0 0 0	2005	5340	0.375	0.178	0.553	2953
					LT = 0.068			
TOTALS	6		2451		0.643			3855
					1 - 0.643 = 0.357 / 6 = 0.059			
							V/C = 0.636	

EXISTING + APPROVED + PROJECT LEVEL OF SERVICE = B

(2451 - 2252)/ 2252 = 8.84 PERCENT INCREASE IN CRITICAL VOLUME

5/2/88 LV -- 11/7/91 BA

97 - 036

LEVEL OF SERVICE ANALYSIS

LOCATION: REDWOOD & STEVENS CREEK
MESSAGE: CUMULATIVE CONDITIONS SIGNAL TYPE : FULLY ACTUATED
PEAK HOUR: SATURDAY PEAK N-S 40.00 3.00
COUNT DATE: 4/10/97 E-W 90.00 6.50
ANAL. DATE: 7/2/97
ANAL. INIT: RD CYCLE LENGTH = 139.5
GROWTH FACTOR % : 0.0 LOST TIME = 0.068

LEG	PATTERN	LANE COUNTS			APPROVED TRIPS			PROJECT TRIPS			TOTAL TRIPS		
	LSTSRO	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT
N	200010	248	0	222	0	0	0	56	0	69	304	0	291
E	103010	59	1541	238	114	82	0	25	223	56	198	1846	294
S	000000	0	0	0	4	0	0	0	0	0	4	0	0
W	203000	207	1736	24	0	95	8	69	174	0	276	2005	32

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	2	2 0 0 0 0 0	248	3015	0.082	0.163	0.245	739
E	1	1 0 0 0 0 0	59	1675	0.035	0.082	0.117	196
S	0	0 0 0 0 0 0	0	0	0.000	0.000	0.000	0
W	3	0 0 3 0 0 0	1736	5340	0.325	0.245	0.570	3044
				LT =	0.068			
TOTALS	6		2043		0.510			3979
				1 - 0.510 =	0.490 /	6 =	0.082	
							V/C =	0.513

EXISTING LEVEL OF SERVICE = A

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	2	2 0 0 0 0 0	248	3015	0.082	0.135	0.217	654
E	1	1 0 0 0 0 0	173	1675	0.103	0.067	0.170	285
S	0	0 0 0 0 0 0	0	0	0.000	0.000	0.000	0
W	3	0 0 3 0 0 0	1831	5340	0.343	0.202	0.545	2910
				LT =	0.068			
TOTALS	6		2252		0.596			3849
				1 - 0.596 =	0.404 /	6 =	0.067	
							V/C =	0.585

EXISTING + APPROVED LEVEL OF SERVICE = A

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	2	2 0 0 0 0 0	304	3015	0.101	0.113	0.214	645
E	1	1 0 0 0 0 0	198	1675	0.118	0.056	0.174	291
S	0	0 0 0 0 0 0	0	0	0.000	0.000	0.000	0
W	3	0 0 3 0 0 0	2005	5340	0.375	0.169	0.544	2905
				LT =	0.068			
TOTALS	6		2507		0.662			3841
				1 - 0.662 =	0.338 /	6 =	0.056	
							V/C =	0.653

EXISTING + APPROVED + PROJECT LEVEL OF SERVICE = B

(2507 - 2252)/ 2252 = 11.32 PERCENT INCREASE IN CRITICAL VOLUME
5/2/88 LV -- 11/7/91 BA

97 - 036

LEVEL OF SERVICE ANALYSIS

LOCATION: WINCHESTER & STEVENS CREEK
MESSAGE: PROJECT CONDITIONS SIGNAL TYPE : FULLY ACTUATED
PEAK HOUR: AM N-S 49.50 8.50
COUNT DATE: 4/16/97 E-W 58.50 9.50
ANAL. DATE: 7/2/97
ANAL. INIT: RD CYCLE LENGTH = 126
GROWTH FACTOR % : 0.0 LOST TIME = 0.143

LEG	PATTERN	LANE COUNTS			APPROVED TRIPS			PROJECT TRIPS			TOTAL TRIPS		
	LSTSRO	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT
N	102100	117	241	87	14	16	0	0	12	0	131	269	87
E	203010	324	787	247	6	0	7	0	0	0	330	787	254
S	102010	151	1071	260	2	4	10	68	5	0	221	1080	270
W	203010	145	474	136	0	0	4	0	0	38	145	474	178

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	1	1 0 0 0 0 0	117	1675	0.070	0.036	0.106	178
E	2	2 0 0 0 0 0	324	3015	0.107	0.072	0.179	540
S	2	0 0 2 0 0 0	1071	3560	0.301	0.072	0.373	1328
W	3	0 0 3 0 0 0	474	5340	0.089	0.109	0.198	1057
					LT = 0.143			
TOTALS	8		1986		0.710			3103
					1 - 0.710 = 0.290 / 8 = 0.036			
							V/C = 0.640	

EXISTING LEVEL OF SERVICE = B

N	1	1 0 0 0 0 0	131	1675	0.078	0.035	0.113	189
E	2	2 0 0 0 0 0	330	3015	0.109	0.070	0.179	540
S	2	0 0 2 0 0 0	1075	3560	0.302	0.070	0.372	1324
W	3	0 0 3 0 0 0	474	5340	0.089	0.105	0.194	1036
					LT = 0.143			
TOTALS	8		2010		0.721			3089
					1 - 0.721 = 0.279 / 8 = 0.035			
							V/C = 0.651	

EXISTING + APPROVED LEVEL OF SERVICE = B

N	1	1 0 0 0 0 0	131	1675	0.078	0.035	0.113	189
E	2	2 0 0 0 0 0	330	3015	0.109	0.069	0.178	537
S	2	0 0 2 0 0 0	1080	3560	0.303	0.069	0.372	1324
W	3	0 0 3 0 0 0	474	5340	0.089	0.104	0.193	1031
					LT = 0.143			
TOTALS	8		2015		0.722			3081
					1 - 0.722 = 0.278 / 8 = 0.035			
							V/C = 0.654	

EXISTING + APPROVED + PROJECT LEVEL OF SERVICE = B

(2015 - 2010)/ 2010 = 0.25 PERCENT INCREASE IN CRITICAL VOLUME
5/2/88 LV -- 11/7/91 BA

97 - 036

LEVEL OF SERVICE ANALYSIS

LOCATION: WINCHESTER & STEVENS CREEK
MESSAGE: CUMULATIVE CONDITIONS SIGNAL TYPE : FULLY ACTUATED
PEAK HOUR: AM N-S 49.50 8.50
COUNT DATE: 4/16/97 E-W 58.50 9.50
ANAL. DATE: 7/2/97
ANAL. INIT: RD CYCLE LENGTH = 126
GROWTH FACTOR % : 0.0 LOST TIME = 0.143

LEG	PATTERN	LANE COUNTS			APPROVED TRIPS			PROJECT TRIPS			TOTAL TRIPS		
	LSTSRO	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT
N	102100	117	241	87	14	16	0	0	15	0	131	272	87
E	203010	324	787	247	6	0	7	3	6	0	333	793	254
S	102010	151	1071	260	2	4	10	68	10	6	221	1085	276
W	203010	145	474	136	0	0	4	0	9	38	145	483	178

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	1	1 0 0 0 0 0	117	1675	0.070	0.036	0.106	178
E	2	2 0 0 0 0 0	324	3015	0.107	0.072	0.179	540
S	2	0 0 2 0 0 0	1071	3560	0.301	0.072	0.373	1328
W	3	0 0 3 0 0 0	474	5340	0.089	0.109	0.198	1057
					LT = 0.143			
TOTALS	8		1986		0.710			3103
					1 - 0.710 = 0.290 / 8 = 0.036			
							V/C = 0.640	
			EXISTING			LEVEL OF SERVICE =		B
N	1	1 0 0 0 0 0	131	1675	0.078	0.035	0.113	189
E	2	2 0 0 0 0 0	330	3015	0.109	0.070	0.179	540
S	2	0 0 2 0 0 0	1075	3560	0.302	0.070	0.372	1324
W	3	0 0 3 0 0 0	474	5340	0.089	0.105	0.194	1036
					LT = 0.143			
TOTALS	8		2010		0.721			3089
					1 - 0.721 = 0.279 / 8 = 0.035			
							V/C = 0.651	
			EXISTING + APPROVED			LEVEL OF SERVICE =		B
N	1	1 0 0 0 0 0	131	1675	0.078	0.034	0.112	188
E	2	2 0 0 0 0 0	333	3015	0.110	0.068	0.178	537
S	2	0 0 2 0 0 0	1085	3560	0.305	0.068	0.373	1328
W	3	0 0 3 0 0 0	483	5340	0.090	0.103	0.193	1031
					LT = 0.143			
TOTALS	8		2032		0.726			3084
					1 - 0.726 = 0.274 / 8 = 0.034			
							V/C = 0.659	
			EXISTING + APPROVED + PROJECT			LEVEL OF SERVICE =		B

(2032 - 2010)/ 2010 = 1.09 PERCENT INCREASE IN CRITICAL VOLUME
5/2/88 LV -- 11/7/91 BA

97 - 036

LEVEL OF SERVICE ANALYSIS

LOCATION: WINCHESTER & STEVENS CREEK
MESSAGE: PROJECT CONDITIONS SIGNAL TYPE : FULLY ACTUATED
PEAK HOUR: PM N-S 65.50 8.50
COUNT DATE: 7/10/97 E-W 51.00 9.00
ANAL. DATE: 7/2/97
ANAL. INIT: RD CYCLE LENGTH = 134
GROWTH FACTOR % : 0.0 LOST TIME = 0.131

LEG	PATTERN	LANE COUNTS			APPROVED TRIPS			PROJECT TRIPS			TOTAL TRIPS		
	LSTSRO	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT
N	102100	306	940	191	68	4	0	0	33	0	374	977	191
E	203010	572	882	204	10	0	76	0	0	0	582	882	280
S	102010	267	517	439	4	12	35	69	33	0	340	562	474
W	203010	252	1001	281	0	0	2	0	0	93	252	1001	376

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	3	0 0 2 1 0 0	1131	5287	0.214	0.040	0.254	1343
E	2	2 0 0 0 0 0	572	3015	0.190	0.026	0.216	651
S	1	1 0 0 0 0 0	267	1675	0.159	0.013	0.172	288
W	3	0 0 3 0 0 0	1001	5340	0.187	0.040	0.227	1212
				LT = 0.131				
TOTALS	9		2971		0.881			3494
				1 - 0.881 = 0.119 / 9 = 0.013				
							V/C = 0.850	
		EXISTING				LEVEL OF SERVICE =		D
N	3	0 0 2 1 0 0	1135	5287	0.215	0.037	0.252	1332
E	2	2 0 0 0 0 0	582	3015	0.193	0.025	0.218	657
S	1	1 0 0 0 0 0	271	1675	0.162	0.012	0.174	291
W	3	0 0 3 0 0 0	1001	5340	0.187	0.037	0.224	1196
				LT = 0.131				
TOTALS	9		2989		0.888			3476
				1 - 0.888 = 0.112 / 9 = 0.012				
							V/C = 0.860	
		EXISTING + APPROVED				LEVEL OF SERVICE =		D
N	3	0 0 2 1 0 0	1168	5288	0.221	0.022	0.243	1285
E	2	2 0 0 0 0 0	582	3015	0.193	0.014	0.207	624
S	1	1 0 0 0 0 0	340	1675	0.203	0.007	0.210	352
W	3	0 0 3 0 0 0	1001	5340	0.187	0.022	0.209	1116
				LT = 0.131				
TOTALS	9		3091		0.935			3377
				1 - 0.935 = 0.065 / 9 = 0.007				
							V/C = 0.915	
		EXISTING + APPROVED + PROJECT				LEVEL OF SERVICE =		E

(3091 - 2989)/ 2989 = 3.41 PERCENT INCREASE IN CRITICAL VOLUME
5/2/88 LV -- 11/7/91 BA

97-036

LEVEL OF SERVICE ANALYSIS

LOCATION: WINCHESTER & STEVENS CREEK
MESSAGE: PROJECT CONDITIONS MITIGATION SIGNAL TYPE : FULLY ACTUATED
PEAK HOUR: PM N-S 65.50 8.50
COUNT DATE: 7/10/97 E-W 51.00 9.00
ANAL. DATE: 7/2/97
ANAL. INIT: RD CYCLE LENGTH = 134
GROWTH FACTOR % : 0.0 LOST TIME = 0.131

LEG	PATTERN	LANE COUNTS			APPROVED TRIPS			PROJECT TRIPS			TOTAL TRIPS		
	LSTSRO	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT
N	202100	306	940	191	68	4	0	0	33	0	374	977	191
E	203010	572	882	204	10	0	76	0	0	0	582	882	280
S	202010	267	517	439	4	12	35	69	33	0	340	562	474
W	203010	252	1001	281	0	0	2	0	0	93	252	1001	376

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	3	0 0 2 1 0 0	1131	5287	0.214	0.057	0.271	1433
E	2	2 0 0 0 0 0	572	3015	0.190	0.038	0.228	687
S	2	2 0 0 0 0 0	267	3015	0.089	0.038	0.127	383
W	3	0 0 3 0 0 0	1001	5340	0.187	0.057	0.244	1303
				LT =	0.131			
TOTALS	10		2971		0.811			3806
				1 -	0.811 = 0.189 / 10 = 0.019			
							V/C =	0.781

EXISTING LEVEL OF SERVICE = C

N	3	0 0 2 1 0 0	1135	5287	0.215	0.055	0.270	1427
E	2	2 0 0 0 0 0	582	3015	0.193	0.037	0.230	693
S	2	2 0 0 0 0 0	271	3015	0.090	0.037	0.127	383
W	3	0 0 3 0 0 0	1001	5340	0.187	0.055	0.242	1292
				LT =	0.131			
TOTALS	10		2989		0.816			3795
				1 -	0.816 = 0.184 / 10 = 0.018			
							V/C =	0.788

EXISTING + APPROVED LEVEL OF SERVICE = C

N	3	0 0 2 1 0 0	1168	5288	0.221	0.046	0.267	1412
E	2	2 0 0 0 0 0	582	3015	0.193	0.031	0.224	675
S	2	2 0 0 0 0 0	340	3015	0.113	0.031	0.144	434
W	3	0 0 3 0 0 0	1001	5340	0.187	0.046	0.233	1244
				LT =	0.131			
TOTALS	10		3091		0.845			3765
				1 -	0.845 = 0.155 / 10 = 0.015			
							V/C =	0.821

EXISTING + APPROVED + PROJECT LEVEL OF SERVICE = D

(3091 - 2989)/ 2989 = 3.41 PERCENT INCREASE IN CRITICAL VOLUME
5/2/88 LV -- 11/7/91 BA

97-036

LEVEL OF SERVICE ANALYSIS

LOCATION: WINCHESTER & STEVENS CREEK
MESSAGE: CUMULATIVE CONDITIONS SIGNAL TYPE : FULLY ACTUATED
PEAK HOUR: PM N-S 65.50 8.50
COUNT DATE: 7/10/97 E-W 51.00 9.00
ANAL. DATE: 7/2/97
ANAL. INIT: RD CYCLE LENGTH = 134
GROWTH FACTOR % : 0.0 LOST TIME = 0.131

LEG	PATTERN	LANE COUNTS			APPROVED TRIPS			PROJECT TRIPS			TOTAL TRIPS		
	LSTSRO	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT
N	102100	306	940	191	68	4	0	0	51	0	374	995	191
E	203010	572	882	204	10	0	76	19	37	0	601	919	280
S	102010	267	517	439	4	12	35	69	51	19	340	580	493
W	203010	252	1001	281	0	0	2	0	37	93	252	1038	376

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	3	0 0 2 1 0 0	1131	5287	0.214	0.040	0.254	1343
E	2	2 0 0 0 0 0	572	3015	0.190	0.026	0.216	651
S	1	1 0 0 0 0 0	267	1675	0.159	0.013	0.172	288
W	3	0 0 3 0 0 0	1001	5340	0.187	0.040	0.227	1212
					LT = 0.131			
TOTALS	9		2971		0.881			3494
					1 - 0.881 = 0.119 / 9 = 0.013			
							V/C = 0.850	
		EXISTING				LEVEL OF SERVICE =		D

N	3	0 0 2 1 0 0	1135	5287	0.215	0.037	0.252	1332
E	2	2 0 0 0 0 0	582	3015	0.193	0.025	0.218	657
S	1	1 0 0 0 0 0	271	1675	0.162	0.012	0.174	291
W	3	0 0 3 0 0 0	1001	5340	0.187	0.037	0.224	1196
					LT = 0.131			
TOTALS	9		2989		0.888			3476
					1 - 0.888 = 0.112 / 9 = 0.012			
							V/C = 0.860	
		EXISTING + APPROVED				LEVEL OF SERVICE =		D

N	3	0 0 2 1 0 0	1186	5289	0.224	0.016	0.240	1269
E	2	2 0 0 0 0 0	601	3015	0.199	0.011	0.210	633
S	1	1 0 0 0 0 0	340	1675	0.203	0.005	0.208	348
W	3	0 0 3 0 0 0	1038	5340	0.194	0.016	0.210	1121
					LT = 0.131			
TOTALS	9		3165		0.951			3371
					1 - 0.951 = 0.049 / 9 = 0.005			
							V/C = 0.939	
		EXISTING + APPROVED + PROJECT				LEVEL OF SERVICE =		E

(3165 - 2989)/ 2989 = 5.89 PERCENT INCREASE IN CRITICAL VOLUME
5/2/88 LV -- 11/7/91 BA

97 - 036

LEVEL OF SERVICE ANALYSIS

LOCATION: WINCHESTER & STEVENS CREEK
MESSAGE: CUMULATIVE CONDITIONS MITIGATION SIGNAL TYPE : FULLY ACTUATED
PEAK HOUR: PM N-S 65.50 8.50
COUNT DATE: 7/10/97 E-W 51.00 9.00
ANAL. DATE: 7/2/97
ANAL. INIT: RD CYCLE LENGTH = 134
GROWTH FACTOR % : 0.0 LOST TIME = 0.131

LEG	PATTERN	LANE COUNTS			APPROVED TRIPS			PROJECT TRIPS			TOTAL TRIPS		
	LSTSRO	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT
N	202100	306	940	191	68	4	0	0	51	0	374	995	191
E	203010	572	882	204	10	0	76	19	37	0	601	919	280
S	202010	267	517	439	4	12	35	69	51	19	340	580	493
W	203010	252	1001	281	0	0	2	0	37	93	252	1038	376

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	3	0 0 2 1 0 0	1131	5287	0.214	0.057	0.271	1433
E	2	2 0 0 0 0 0	572	3015	0.190	0.038	0.228	687
S	2	2 0 0 0 0 0	267	3015	0.089	0.038	0.127	383
W	3	0 0 3 0 0 0	1001	5340	0.187	0.057	0.244	1303
				LT = 0.131				
TOTALS	10		2971		0.811			3806
				1 - 0.811 = 0.189 / 10 = 0.019				
							V/C = 0.781	
		EXISTING				LEVEL OF SERVICE =		C
N	3	0 0 2 1 0 0	1135	5287	0.215	0.055	0.270	1427
E	2	2 0 0 0 0 0	582	3015	0.193	0.037	0.230	693
S	2	2 0 0 0 0 0	271	3015	0.090	0.037	0.127	383
W	3	0 0 3 0 0 0	1001	5340	0.187	0.055	0.242	1292
				LT = 0.131				
TOTALS	10		2989		0.816			3795
				1 - 0.816 = 0.184 / 10 = 0.018				
							V/C = 0.788	
		EXISTING + APPROVED				LEVEL OF SERVICE =		C
N	3	0 0 2 1 0 0	1186	5289	0.224	0.042	0.266	1407
E	2	2 0 0 0 0 0	601	3015	0.199	0.028	0.227	684
S	2	2 0 0 0 0 0	340	3015	0.113	0.028	0.141	425
W	3	0 0 3 0 0 0	1038	5340	0.194	0.042	0.236	1260
				LT = 0.131				
TOTALS	10		3165		0.861			3776
				1 - 0.861 = 0.139 / 10 = 0.014				
							V/C = 0.838	
		EXISTING + APPROVED + PROJECT				LEVEL OF SERVICE =		D

(3165 - 2989)/ 2989 = 5.89 PERCENT INCREASE IN CRITICAL VOLUME
5/2/88 LV -- 11/7/91 BA

97-036

LEVEL OF SERVICE ANALYSIS

LOCATION: WINCHESTER & STEVENS CREEK
MESSAGE: PROJECT CONDITIONS SIGNAL TYPE : FULLY ACTUATED
PEAK HOUR: SATURDAY PEAK N-S 65.50 8.50
COUNT DATE: 7/19/97 E-W 51.00 9.00
ANAL. DATE: 7/2/97
ANAL. INIT: RD CYCLE LENGTH = 134
GROWTH FACTOR % : 0.0 LOST TIME = 0.131

LEG	PATTERN	LANE COUNTS			APPROVED TRIPS			PROJECT TRIPS			TOTAL TRIPS		
	LSTSRO	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT
N	102100	276	716	277	68	4	0	0	34	0	344	754	277
E	203010	554	1094	173	10	0	76	0	0	0	564	1094	249
S	102010	332	582	650	4	12	35	70	34	0	406	628	685
W	203010	242	852	378	0	0	2	0	0	94	242	852	474

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	3	0 0 2 1 0 0	993	5271	0.188	0.046	0.234	1233
E	2	2 0 0 0 0 0	554	3015	0.184	0.031	0.215	648
S	1	1 0 0 0 0 0	332	1675	0.198	0.015	0.213	357
W	3	0 0 3 0 0 0	852	5340	0.160	0.046	0.206	1100
				LT = 0.131				
TOTALS	9		2731		0.861			3338
					1 - 0.861 = 0.139 / 9 = 0.015			
							V/C = 0.818	

EXISTING LEVEL OF SERVICE = D

N	3	0 0 2 1 0 0	997	5271	0.189	0.044	0.233	1228
E	2	2 0 0 0 0 0	564	3015	0.187	0.029	0.216	651
S	1	1 0 0 0 0 0	336	1675	0.201	0.015	0.216	362
W	3	0 0 3 0 0 0	852	5340	0.160	0.044	0.204	1089
				LT = 0.131				
TOTALS	9		2749		0.868			3330
					1 - 0.868 = 0.132 / 9 = 0.015			
							V/C = 0.826	

EXISTING + APPROVED LEVEL OF SERVICE = D

N	3	0 0 2 1 0 0	1031	5272	0.196	0.028	0.224	1181
E	2	2 0 0 0 0 0	564	3015	0.187	0.019	0.206	621
S	1	1 0 0 0 0 0	406	1675	0.242	0.009	0.251	420
W	3	0 0 3 0 0 0	852	5340	0.160	0.028	0.188	1004
				LT = 0.131				
TOTALS	9		2853		0.916			3226
					1 - 0.916 = 0.084 / 9 = 0.009			
							V/C = 0.884	

EXISTING + APPROVED + PROJECT LEVEL OF SERVICE = D

(2853 - 2749)/ 2749 = 3.78 PERCENT INCREASE IN CRITICAL VOLUME
5/2/88 LV -- 11/7/91 BA

97 - 036

LEVEL OF SERVICE ANALYSIS

LOCATION: WINCHESTER & STEVENS CREEK
MESSAGE: CUMULATIVE CONDITIONS SIGNAL TYPE : FULLY ACTUATED
PEAK HOUR: SATURDAY PEAK N-S 65.50 8.50
COUNT DATE: 7/19/97 E-W 51.00 9.00
ANAL. DATE: 7/2/97
ANAL. INIT: RD CYCLE LENGTH = 134
GROWTH FACTOR % : 0.0 LOST TIME = 0.131

LEG	PATTERN	LANE COUNTS			APPROVED TRIPS			PROJECT TRIPS			TOTAL TRIPS		
	LSTSRO	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT
N	102100	276	716	277	68	4	0	0	56	0	344	776	277
E	203010	554	1094	173	10	0	76	24	46	0	588	1140	249
S	102010	332	582	650	4	12	35	70	56	24	406	650	709
W	203010	242	852	378	0	0	2	0	46	94	242	898	474

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	3	0 0 2 1 0 0	993	5271	0.188	0.046	0.234	1233
E	2	2 0 0 0 0 0	554	3015	0.184	0.031	0.215	648
S	1	1 0 0 0 0 0	332	1675	0.198	0.015	0.213	357
W	3	0 0 3 0 0 0	852	5340	0.160	0.046	0.206	1100
				LT = 0.131				
TOTALS	9		2731		0.861			3338
					1 - 0.861 = 0.139 / 9 = 0.015			
							V/C = 0.818	
			EXISTING			LEVEL OF SERVICE =		D
N	3	0 0 2 1 0 0	997	5271	0.189	0.044	0.233	1228
E	2	2 0 0 0 0 0	564	3015	0.187	0.029	0.216	651
S	1	1 0 0 0 0 0	336	1675	0.201	0.015	0.216	362
W	3	0 0 3 0 0 0	852	5340	0.160	0.044	0.204	1089
				LT = 0.131				
TOTALS	9		2749		0.868			3330
					1 - 0.868 = 0.132 / 9 = 0.015			
							V/C = 0.826	
			EXISTING + APPROVED			LEVEL OF SERVICE =		D
N	3	0 0 2 1 0 0	1053	5273	0.200	0.021	0.221	1165
E	2	2 0 0 0 0 0	588	3015	0.195	0.014	0.209	630
S	1	1 0 0 0 0 0	406	1675	0.242	0.007	0.249	417
W	3	0 0 3 0 0 0	898	5340	0.168	0.021	0.189	1009
				LT = 0.131				
TOTALS	9		2945		0.936			3221
					1 - 0.936 = 0.064 / 9 = 0.007			
							V/C = 0.914	
			EXISTING + APPROVED + PROJECT			LEVEL OF SERVICE =		E

(2945 - 2749)/ 2749 = 7.13 PERCENT INCREASE IN CRITICAL VOLUME
5/2/88 LV -- 11/7/91 BA

97-036

LEVEL OF SERVICE ANALYSIS

LOCATION: WINCHESTER & STEVENS CREEK
MESSAGE: CUMULATIVE CONDTIONS SIGNAL TYPE : FULLY ACTUATED
PEAK HOUR: SATURDAY PEAK HOUR N-S 65.50 8.50
COUNT DATE: 7/19/97 E-W 51.00 9.00
ANAL. DATE: 7/2/97
ANAL. INIT: RD CYCLE LENGTH = 134
GROWTH FACTOR % : 0.0 LOST TIME = 0.131

LEG	PATTERN	LANE COUNTS			APPROVED TRIPS			PROJECT TRIPS			TOTAL TRIPS		
	LSTSRO	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT
N	202100	276	716	277	68	4	0	0	56	0	344	776	277
E	203010	554	1094	173	10	0	76	24	46	0	588	1140	249
S	202010	332	582	650	4	12	35	70	56	24	406	650	709
W	203010	242	852	378	0	0	2	0	46	94	242	898	474

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	3	0 0 2 1 0 0	993	5271	0.188	0.068	0.256	1349
E	2	2 0 0 0 0 0	554	3015	0.184	0.045	0.229	690
S	2	2 0 0 0 0 0	332	3015	0.110	0.045	0.155	467
W	3	0 0 3 0 0 0	852	5340	0.160	0.068	0.228	1218
					LT = 0.131			
TOTALS	10		2731		0.773			3724
					1 - 0.773 = 0.227 / 10 = 0.023			
							V/C = 0.733	
		EXISTING				LEVEL OF SERVICE =		C
N	3	0 0 2 1 0 0	997	5271	0.189	0.067	0.256	1349
E	2	2 0 0 0 0 0	564	3015	0.187	0.044	0.231	696
S	2	2 0 0 0 0 0	336	3015	0.111	0.044	0.155	467
W	3	0 0 3 0 0 0	852	5340	0.160	0.067	0.227	1212
					LT = 0.131			
TOTALS	10		2749		0.778			3724
					1 - 0.778 = 0.222 / 10 = 0.022			
							V/C = 0.738	
		EXISTING + APPROVED				LEVEL OF SERVICE =		C
N	3	0 0 2 1 0 0	1053	5273	0.200	0.051	0.251	1324
E	2	2 0 0 0 0 0	588	3015	0.195	0.034	0.229	690
S	2	2 0 0 0 0 0	406	3015	0.135	0.034	0.169	510
W	3	0 0 3 0 0 0	898	5340	0.168	0.051	0.219	1169
					LT = 0.131			
TOTALS	10		2945		0.829			3693
					1 - 0.829 = 0.171 / 10 = 0.017			
							V/C = 0.797	
		EXISTING + APPROVED + PROJECT				LEVEL OF SERVICE =		C

(2945 - 2749)/ 2749 = 7.13 PERCENT INCREASE IN CRITICAL VOLUME
5/2/88 LV -- 11/7/91 BA

97-036

LEVEL OF SERVICE ANALYSIS

LOCATION: WINCHESTER & TISCH
MESSAGE: PROJECT CONDITIONS
PEAK HOUR: AM
COUNT DATE: 4/16/97
ANAL. DATE: 7/2/97
ANAL. INIT: RD
GROWTH FACTOR % : 0.0

SIGNAL TYPE : FULLY ACTUATED
N-S 125.00 10.00
E-W 35.00 4.00

CYCLE LENGTH = 174
LOST TIME = 0.080

LEG	PATTERN	LANE COUNTS			APPROVED TRIPS			PROJECT TRIPS			TOTAL TRIPS		
	LSTSRO	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT
N	102100	55	352	166	0	26	7	0	4	108	55	382	281
E	100002	40	16	17	34	0	0	0	0	0	74	16	17
S	102100	531	1539	414	37	16	0	0	64	0	568	1619	414
W	000000	0	0	0	0	0	0	0	0	0	0	0	0

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	3	0 0 2 1 0 0	518	5266	0.098	0.241	0.339	1785
E	2	1 0 0 0 0 2	73	3105	0.024	0.160	0.184	571
S	1	1 0 0 0 0 0	531	1675	0.317	0.080	0.397	665
W	0	0 0 0 0 0 0	0	0	0.000	0.000	0.000	0
				LT = 0.080				
TOTALS	6		1122		0.519			3021

1 - 0.519 = 0.481 / 6 = 0.080
V/C = 0.371

EXISTING LEVEL OF SERVICE = A

N	3	0 0 2 1 0 0	551	5267	0.105	0.220	0.325	1712
E	2	1 0 0 0 0 2	107	3086	0.035	0.147	0.182	562
S	1	1 0 0 0 0 0	568	1675	0.339	0.073	0.412	690
W	0	0 0 0 0 0 0	0	0	0.000	0.000	0.000	0
				LT = 0.080				
TOTALS	6		1226		0.559			2964

1 - 0.559 = 0.441 / 6 = 0.073
V/C = 0.414

EXISTING + APPROVED LEVEL OF SERVICE = A

N	3	0 0 2 1 0 0	663	5257	0.126	0.210	0.336	1766
E	2	1 0 0 0 0 2	107	3086	0.035	0.140	0.175	540
S	1	1 0 0 0 0 0	568	1675	0.339	0.070	0.409	685
W	0	0 0 0 0 0 0	0	0	0.000	0.000	0.000	0
				LT = 0.080				
TOTALS	6		1338		0.580			2991

1 - 0.580 = 0.420 / 6 = 0.070
V/C = 0.447

EXISTING + APPROVED + PROJECT LEVEL OF SERVICE = A

(1338 - 1226)/ 1226 = 9.14 PERCENT INCREASE IN CRITICAL VOLUME
5/2/88 LV -- 11/7/91 BA

97-036

LEVEL OF SERVICE ANALYSIS

LOCATION: WINCHESTER & TISCH
MESSAGE: CUMULATIVE CONDITIONS SIGNAL TYPE : FULLY ACTUATED
PEAK HOUR: AM N-S 125.00 10.00
COUNT DATE: 4/16/97 E-W 35.00 4.00
ANAL. DATE: 7/2/97
ANAL. INIT: RD CYCLE LENGTH = 174
GROWTH FACTOR % : 0.0 LOST TIME = 0.080

LEG	PATTERN	LANE COUNTS			APPROVED TRIPS			PROJECT TRIPS			TOTAL TRIPS		
	LSTSRO	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT
N	102100	55	352	166	0	26	7	0	7	111	55	385	284
E	100002	40	16	17	34	0	0	0	0	0	74	16	17
S	102100	531	1539	414	37	16	0	0	75	0	568	1630	414
W	000000	0	0	0	0	0	0	0	0	0	0	0	0

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	3	0 0 2 1 0 0	518	5266	0.098	0.241	0.339	1785
E	2	1 0 0 0 0 2	73	3105	0.024	0.160	0.184	571
S	1	1 0 0 0 0 0	531	1675	0.317	0.080	0.397	665
W	0	0 0 0 0 0 0	0	0	0.000	0.000	0.000	0
				LT = 0.080				
TOTALS	6		1122		0.519			3021
				1 - 0.519 = 0.481 / 6 = 0.080				
							V/C = 0.371	

EXISTING LEVEL OF SERVICE = A

N	3	0 0 2 1 0 0	551	5267	0.105	0.220	0.325	1712
E	2	1 0 0 0 0 2	107	3086	0.035	0.147	0.182	562
S	1	1 0 0 0 0 0	568	1675	0.339	0.073	0.412	690
W	0	0 0 0 0 0 0	0	0	0.000	0.000	0.000	0
				LT = 0.080				
TOTALS	6		1226		0.559			2964
				1 - 0.559 = 0.441 / 6 = 0.073				
							V/C = 0.414	

EXISTING + APPROVED LEVEL OF SERVICE = A

N	3	0 0 2 1 0 0	669	5257	0.127	0.209	0.336	1766
E	2	1 0 0 0 0 2	107	3086	0.035	0.140	0.175	540
S	1	1 0 0 0 0 0	568	1675	0.339	0.070	0.409	685
W	0	0 0 0 0 0 0	0	0	0.000	0.000	0.000	0
				LT = 0.080				
TOTALS	6		1344		0.581			2991
				1 - 0.581 = 0.419 / 6 = 0.070				
							V/C = 0.449	

EXISTING + APPROVED + PROJECT LEVEL OF SERVICE = A

(1344 - 1226)/ 1226 = 9.62 PERCENT INCREASE IN CRITICAL VOLUME
5/2/88 LV -- 11/7/91 BA

97-036

LEVEL OF SERVICE ANALYSIS

LOCATION: WINCHESTER & TISCH
MESSAGE: PROJECT CONDITIONS
PEAK HOUR: PM
COUNT DATE: 4/16/97
ANAL. DATE: 7/2/97
ANAL. INIT: RD
GROWTH FACTOR % : 0.0

SIGNAL TYPE : FULLY ACTUATED
N-S 95.00 6.50
E-W 20.00 3.00
CYCLE LENGTH = 124.5
LOST TIME = 0.076

LEG	PATTERN	LANE COUNTS			APPROVED TRIPS			PROJECT TRIPS			TOTAL TRIPS		
	LSTSRO	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT
N	102100	42	1259	305	0	16	5	0	30	83	42	1305	393
E	100002	306	91	49	57	0	0	0	0	0	363	91	49
S	102100	333	1049	132	34	51	0	0	154	0	367	1254	132
W	000000	0	0	0	0	0	0	0	0	0	0	0	0

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	3	0 0 2 1 0 0	1564	5282	0.296	0.143	0.439	2319
E	2	1 0 0 0 0 2	446	3110	0.143	0.095	0.238	740
S	1	1 0 0 0 0 0	333	1675	0.199	0.048	0.247	414
W	0	0 0 0 0 0 0	0	0	0.000	0.000	0.000	0
				LT = 0.076				
TOTALS	6		2343		0.714			3473
				1 - 0.714 = 0.286 / 6 = 0.048				
							V/C = 0.675	

EXISTING LEVEL OF SERVICE = B

N	3	0 0 2 1 0 0	1585	5282	0.300	0.122	0.422	2229
E	2	1 0 0 0 0 2	503	3103	0.162	0.081	0.243	754
S	1	1 0 0 0 0 0	367	1675	0.219	0.041	0.260	435
W	0	0 0 0 0 0 0	0	0	0.000	0.000	0.000	0
				LT = 0.076				
TOTALS	6		2455		0.757			3418
				1 - 0.757 = 0.243 / 6 = 0.041				
							V/C = 0.718	

EXISTING + APPROVED LEVEL OF SERVICE = C

N	3	0 0 2 1 0 0	1698	5277	0.322	0.111	0.433	2285
E	2	1 0 0 0 0 2	503	3103	0.162	0.074	0.236	732
S	1	1 0 0 0 0 0	367	1675	0.219	0.037	0.256	429
W	0	0 0 0 0 0 0	0	0	0.000	0.000	0.000	0
				LT = 0.076				
TOTALS	6		2568		0.779			3446
				1 - 0.779 = 0.221 / 6 = 0.037				
							V/C = 0.745	

EXISTING + APPROVED + PROJECT LEVEL OF SERVICE = C

(2568 - 2455)/ 2455 = 4.60 PERCENT INCREASE IN CRITICAL VOLUME

5/2/88 LV -- 11/7/91 BA

97-036

LEVEL OF SERVICE ANALYSIS

LOCATION: WINCHESTER & TISCH
MESSAGE: CUMULATIVE CONDITIONS SIGNAL TYPE : FULLY ACTUATED
PEAK HOUR: PM N-S 95.00 6.50
COUNT DATE: 4/16/97 E-W 20.00 3.00
ANAL. DATE: 7/2/97
ANAL. INIT: RD CYCLE LENGTH = 124.5
GROWTH FACTOR % : 0.0 LOST TIME = 0.076

LEG	PATTERN	LANE COUNTS			APPROVED TRIPS			PROJECT TRIPS			TOTAL TRIPS		
	LSTSRO	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT
N	102100	42	1259	305	0	16	5	0	49	101	42	1324	411
E	100002	306	91	49	57	0	0	0	0	0	363	91	49
S	102100	333	1049	132	34	51	0	0	191	0	367	1291	132
W	000000	0	0	0	0	0	0	0	0	0	0	0	0

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	3	0 0 2 1 0 0	1564	5282	0.296	0.143	0.439	2319
E	2	1 0 0 0 0 2	446	3110	0.143	0.095	0.238	740
S	1	1 0 0 0 0 0	333	1675	0.199	0.048	0.247	414
W	0	0 0 0 0 0 0	0	0	0.000	0.000	0.000	0
				LT = 0.076				
TOTALS	6		2343		0.714			3473
				1 - 0.714 = 0.286 / 6 = 0.048				
							V/C = 0.675	
		EXISTING				LEVEL OF SERVICE =		B
N	3	0 0 2 1 0 0	1585	5282	0.300	0.122	0.422	2229
E	2	1 0 0 0 0 2	503	3103	0.162	0.081	0.243	754
S	1	1 0 0 0 0 0	367	1675	0.219	0.041	0.260	435
W	0	0 0 0 0 0 0	0	0	0.000	0.000	0.000	0
				LT = 0.076				
TOTALS	6		2455		0.757			3418
				1 - 0.757 = 0.243 / 6 = 0.041				
							V/C = 0.718	
		EXISTING + APPROVED				LEVEL OF SERVICE =		C
N	3	0 0 2 1 0 0	1735	5276	0.329	0.107	0.436	2300
E	2	1 0 0 0 0 2	503	3103	0.162	0.071	0.233	723
S	1	1 0 0 0 0 0	367	1675	0.219	0.036	0.255	427
W	0	0 0 0 0 0 0	0	0	0.000	0.000	0.000	0
				LT = 0.076				
TOTALS	6		2605		0.786			3450
				1 - 0.786 = 0.214 / 6 = 0.036				
							V/C = 0.755	
		EXISTING + APPROVED + PROJECT				LEVEL OF SERVICE =		C

(2605 - 2455)/ 2455 = 6.11 PERCENT INCREASE IN CRITICAL VOLUME
5/2/88 LV -- 11/7/91 BA

97 - 036

LEVEL OF SERVICE ANALYSIS

LOCATION: WINCHESTER & TISCH
MESSAGE: PROJECT CONDITIONS SIGNAL TYPE : FULLY ACTUATED
PEAK HOUR: SATURDAY PEAK N-S 95.00 6.50
COUNT DATE: 9/27/97 E-W 20.00 3.00
ANAL. DATE: 7/2/97
ANAL. INIT: RD CYCLE LENGTH = 124.5
GROWTH FACTOR % : 0.0 LOST TIME = 0.076

LEG	PATTERN	LANE COUNTS			APPROVED TRIPS			PROJECT TRIPS			TOTAL TRIPS		
	LSTSRO	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT
N	102100	25	1242	366	0	16	5	0	31	83	25	1289	454
E	100002	108	40	26	57	0	0	0	0	0	165	40	26
S	102100	283	1374	148	34	51	0	0	155	0	317	1580	148
W	000000	0	0	0	0	0	0	0	0	0	0	0	0

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	3	0 0 2 1 0 0	1608	5277	0.305	0.197	0.502	2649
E	2	1 0 0 0 0 2	174	3116	0.056	0.131	0.187	583
S	1	1 0 0 0 0 0	283	1675	0.169	0.066	0.235	394
W	0	0 0 0 0 0 0	0	0	0.000	0.000	0.000	0
				LT = 0.076				
TOTALS	6		2065		0.606			3626
					1 - 0.606 = 0.394 / 6 = 0.066			
							V/C = 0.569	
				EXISTING			LEVEL OF SERVICE = A	
N	3	0 0 2 1 0 0	1629	5277	0.309	0.176	0.485	2559
E	2	1 0 0 0 0 2	231	3098	0.075	0.117	0.192	595
S	1	1 0 0 0 0 0	317	1675	0.189	0.059	0.248	415
W	0	0 0 0 0 0 0	0	0	0.000	0.000	0.000	0
				LT = 0.076				
TOTALS	6		2177		0.649			3569
					1 - 0.649 = 0.351 / 6 = 0.059			
							V/C = 0.610	
				EXISTING + APPROVED			LEVEL OF SERVICE = B	
N	3	0 0 2 1 0 0	1743	5273	0.331	0.165	0.496	2615
E	2	1 0 0 0 0 2	231	3098	0.075	0.110	0.185	573
S	1	1 0 0 0 0 0	317	1675	0.189	0.055	0.244	409
W	0	0 0 0 0 0 0	0	0	0.000	0.000	0.000	0
				LT = 0.076				
TOTALS	6		2291		0.671			3597
					1 - 0.671 = 0.329 / 6 = 0.055			
							V/C = 0.637	
				EXISTING + APPROVED + PROJECT			LEVEL OF SERVICE = B	

(2291 - 2177)/ 2177 = 5.24 PERCENT INCREASE IN CRITICAL VOLUME
5/2/88 LV -- 11/7/91 BA

97-036

LEVEL OF SERVICE ANALYSIS

LOCATION: WINCHESTER & TISCH
MESSAGE: CUMULATIVE CONDITIONS SIGNAL TYPE : FULLY ACTUATED
PEAK HOUR: SATURDAY PEAK N-S 95.00 6.50
COUNT DATE: 9/27/97 E-W 20.00 3.00
ANAL. DATE: 7/2/97
ANAL. INIT: RD CYCLE LENGTH = 124.5
GROWTH FACTOR % : 0.0 LOST TIME = 0.076

LEG	PATTERN	LANE COUNTS			APPROVED TRIPS			PROJECT TRIPS			TOTAL TRIPS		
	LSTSRO	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT
N	102100	25	1242	366	0	16	5	0	55	105	25	1313	476
E	100002	108	40	26	57	0	0	0	0	0	165	40	26
S	102100	283	1374	148	34	51	0	0	201	0	317	1626	148
W	000000	0	0	0	0	0	0	0	0	0	0	0	0

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	3	0 0 2 1 0 0	1608	5277	0.305	0.197	0.502	2649
E	2	1 0 0 0 0 2	174	3116	0.056	0.131	0.187	583
S	1	1 0 0 0 0 0	283	1675	0.169	0.066	0.235	394
W	0	0 0 0 0 0 0	0	0	0.000	0.000	0.000	0
				LT = 0.076				
TOTALS	6		2065		0.606			3626
				1 - 0.606 = 0.394 / 6 = 0.066				
							V/C = 0.569	

EXISTING LEVEL OF SERVICE = A

N	3	0 0 2 1 0 0	1629	5277	0.309	0.176	0.485	2559
E	2	1 0 0 0 0 2	231	3098	0.075	0.117	0.192	595
S	1	1 0 0 0 0 0	317	1675	0.189	0.059	0.248	415
W	0	0 0 0 0 0 0	0	0	0.000	0.000	0.000	0
				LT = 0.076				
TOTALS	6		2177		0.649			3569
				1 - 0.649 = 0.351 / 6 = 0.059				
							V/C = 0.610	

EXISTING + APPROVED LEVEL OF SERVICE = B

N	3	0 0 2 1 0 0	1789	5272	0.339	0.161	0.500	2636
E	2	1 0 0 0 0 2	231	3098	0.075	0.107	0.182	564
S	1	1 0 0 0 0 0	317	1675	0.189	0.054	0.243	407
W	0	0 0 0 0 0 0	0	0	0.000	0.000	0.000	0
				LT = 0.076				
TOTALS	6		2337		0.679			3607
				1 - 0.679 = 0.321 / 6 = 0.054				
							V/C = 0.648	

EXISTING + APPROVED + PROJECT LEVEL OF SERVICE = B

(2337 - 2177)/ 2177 = 7.35 PERCENT INCREASE IN CRITICAL VOLUME
5/2/88 LV -- 11/7/91 BA

97 - 036

LEVEL OF SERVICE ANALYSIS

LOCATION: WINCHESTER & WILLIAMS
MESSAGE: PROJECT CONDITIONS SIGNAL TYPE : FULLY ACTUATED
PEAK HOUR: AM N-S 110.00 8.50
COUNT DATE: 4/16/97 E-W 40.00 4.50
ANAL. DATE: 7/2/97
ANAL. INIT: RD CYCLE LENGTH = 163
GROWTH FACTOR % : 0.0 LOST TIME = 0.080

LEG	PATTERN	LANE COUNTS			APPROVED TRIPS			PROJECT TRIPS			TOTAL TRIPS		
	LSTSRO	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT
N	103010	53	569	74	0	0	0	1	1	1	54	570	75
E	101010	68	100	61	0	0	0	0	0	1	68	100	62
S	102010	83	1464	62	0	0	0	0	3	0	83	1467	62
W	101010	279	108	163	0	0	0	1	0	0	280	108	163

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	1	1 0 0 0 0 0	53	1675	0.032	0.051	0.083	139
E	1	0 0 1 0 0 0	100	1780	0.056	0.051	0.107	190
S	2	0 0 2 0 0 0	1464	3560	0.411	0.102	0.513	1826
W	1	1 0 0 0 0 0	279	1675	0.167	0.051	0.218	365
				LT = 0.080				
TOTALS	5		1896		0.746			2520
				1 - 0.746 = 0.254 / 5 = 0.051				
							V/C = 0.752	

EXISTING LEVEL OF SERVICE = C

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	1	1 0 0 0 0 0	53	1675	0.032	0.051	0.083	139
E	1	0 0 1 0 0 0	100	1780	0.056	0.051	0.107	190
S	2	0 0 2 0 0 0	1464	3560	0.411	0.102	0.513	1826
W	1	1 0 0 0 0 0	279	1675	0.167	0.051	0.218	365
				LT = 0.080				
TOTALS	5		1896		0.746			2520
				1 - 0.746 = 0.254 / 5 = 0.051				
							V/C = 0.752	

EXISTING + APPROVED LEVEL OF SERVICE = C

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	1	1 0 0 0 0 0	54	1675	0.032	0.051	0.083	139
E	1	0 0 1 0 0 0	100	1780	0.056	0.051	0.107	190
S	2	0 0 2 0 0 0	1467	3560	0.412	0.101	0.513	1826
W	1	1 0 0 0 0 0	280	1675	0.167	0.051	0.218	365
				LT = 0.080				
TOTALS	5		1901		0.747			2520
				1 - 0.747 = 0.253 / 5 = 0.051				
							V/C = 0.754	

EXISTING + APPROVED + PROJECT LEVEL OF SERVICE = C

(1901 - 1896)/ 1896 = 0.26 PERCENT INCREASE IN CRITICAL VOLUME
5/2/88 LV -- 11/7/91 BA

97-036

LEVEL OF SERVICE ANALYSIS

LOCATION: WINCHESTER & WILLIAMS
MESSAGE: CUMULATIVE CONDITIONS SIGNAL TYPE : FULLY ACTUATED
PEAK HOUR: AM N-S 110.00 8.50
COUNT DATE: 4/16/97 E-W 40.00 4.50
ANAL. DATE: 7/2/97
ANAL. INIT: RD CYCLE LENGTH = 163
GROWTH FACTOR % : 0.0 LOST TIME = 0.080

LEG	PATTERN	LANE COUNTS			APPROVED TRIPS			PROJECT TRIPS			TOTAL TRIPS		
	LSTSRO	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT
N	103010	53	569	74	0	0	0	2	2	1	55	571	75
E	101010	68	100	61	0	0	0	0	0	2	68	100	63
S	102010	83	1464	62	0	0	0	0	6	0	83	1470	62
W	101010	279	108	163	0	0	0	2	0	0	281	108	163

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	1	1 0 0 0 0 0	53	1675	0.032	0.051	0.083	139
E	1	0 0 1 0 0 0	100	1780	0.056	0.051	0.107	190
S	2	0 0 2 0 0 0	1464	3560	0.411	0.102	0.513	1826
W	1	1 0 0 0 0 0	279	1675	0.167	0.051	0.218	365
				LT = 0.080				
TOTALS	5		1896		0.746			2520
				1 - 0.746 = 0.254 / 5 = 0.051				
							V/C = 0.752	

EXISTING LEVEL OF SERVICE = C

N	1	1 0 0 0 0 0	53	1675	0.032	0.051	0.083	139
E	1	0 0 1 0 0 0	100	1780	0.056	0.051	0.107	190
S	2	0 0 2 0 0 0	1464	3560	0.411	0.102	0.513	1826
W	1	1 0 0 0 0 0	279	1675	0.167	0.051	0.218	365
				LT = 0.080				
TOTALS	5		1896		0.746			2520
				1 - 0.746 = 0.254 / 5 = 0.051				
							V/C = 0.752	

EXISTING + APPROVED LEVEL OF SERVICE = C

N	1	1 0 0 0 0 0	55	1675	0.033	0.050	0.083	139
E	1	0 0 1 0 0 0	100	1780	0.056	0.050	0.106	189
S	2	0 0 2 0 0 0	1470	3560	0.413	0.100	0.513	1826
W	1	1 0 0 0 0 0	281	1675	0.168	0.050	0.218	365
				LT = 0.080				
TOTALS	5		1906		0.750			2519
				1 - 0.750 = 0.250 / 5 = 0.050				
							V/C = 0.757	

EXISTING + APPROVED + PROJECT LEVEL OF SERVICE = C

(1906 - 1896)/ 1896 = 0.53 PERCENT INCREASE IN CRITICAL VOLUME
5/2/88 LV -- 11/7/91 BA

97 - 036

LEVEL OF SERVICE ANALYSIS

LOCATION: WINCHESTER & WILLIAMS
MESSAGE: PROJECT CONDITIONS
PEAK HOUR: PM
COUNT DATE: 4/16/97
ANAL. DATE: 7/2/97
ANAL. INIT: RD
GROWTH FACTOR % : 0.0

SIGNAL TYPE : FULLY ACTUATED
N-S 110.00 8.50
E-W 40.00 4.50
CYCLE LENGTH = 163
LOST TIME = 0.080

LEG	PATTERN	LANE COUNTS			APPROVED TRIPS			PROJECT TRIPS			TOTAL TRIPS		
	LSTSRO	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT
N	103010	19	1306	192	0	0	0	5	9	5	24	1315	197
E	101010	65	59	10	0	0	0	0	0	5	65	59	15
S	102010	118	905	23	0	0	0	0	9	0	118	914	23
W	101010	177	68	125	0	0	0	5	0	0	182	68	125

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	3	0 0 3 0 0 0	1306	5340	0.245	0.233	0.478	2553
E	1	0 0 1 0 0 0	59	1780	0.033	0.078	0.111	198
S	1	1 0 0 0 0 0	118	1675	0.070	0.078	0.148	248
W	1	1 0 0 0 0 0	177	1675	0.106	0.078	0.184	308
					LT = 0.080			
TOTALS	6		1660		0.534			3307
					1 - 0.534 = 0.466 / 6 = 0.078			
							V/C = 0.502	

EXISTING LEVEL OF SERVICE = A

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	3	0 0 3 0 0 0	1306	5340	0.245	0.233	0.478	2553
E	1	0 0 1 0 0 0	59	1780	0.033	0.078	0.111	198
S	1	1 0 0 0 0 0	118	1675	0.070	0.078	0.148	248
W	1	1 0 0 0 0 0	177	1675	0.106	0.078	0.184	308
					LT = 0.080			
TOTALS	6		1660		0.534			3307
					1 - 0.534 = 0.466 / 6 = 0.078			
							V/C = 0.502	

EXISTING + APPROVED LEVEL OF SERVICE = A

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	3	0 0 3 0 0 0	1315	5340	0.246	0.231	0.477	2547
E	1	0 0 1 0 0 0	59	1780	0.033	0.077	0.110	196
S	1	1 0 0 0 0 0	118	1675	0.070	0.077	0.147	246
W	1	1 0 0 0 0 0	182	1675	0.109	0.077	0.186	312
					LT = 0.080			
TOTALS	6		1674		0.538			3301
					1 - 0.538 = 0.462 / 6 = 0.077			
							V/C = 0.507	

EXISTING + APPROVED + PROJECT LEVEL OF SERVICE = A

(1674 - 1660)/ 1660 = 0.84 PERCENT INCREASE IN CRITICAL VOLUME

5/2/88 LV -- 11/7/91 BA

97-036

LEVEL OF SERVICE ANALYSIS

LOCATION: WINCHESTER & WILLIAMS
MESSAGE: CUMULATIVE CONDITIONS SIGNAL TYPE : FULLY ACTUATED
PEAK HOUR: PM N-S 110.00 8.50
COUNT DATE: 4/16/97 E-W 40.00 4.50
ANAL. DATE: 7/2/97
ANAL. INIT: RD CYCLE LENGTH = 163
GROWTH FACTOR % : 0.0 LOST TIME = 0.080

LEG	PATTERN	LANE COUNTS			APPROVED TRIPS			PROJECT TRIPS			TOTAL TRIPS		
	LSTSRO	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT
N	103010	19	1306	192	0	0	0	9	17	8	28	1323	200
E	101010	65	59	10	0	0	0	0	0	9	65	59	19
S	102010	118	905	23	0	0	0	0	17	0	118	922	23
W	101010	177	68	125	0	0	0	8	0	0	185	68	125

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	3	0 0 3 0 0 0	1306	5340	0.245	0.233	0.478	2553
E	1	0 0 1 0 0 0	59	1780	0.033	0.078	0.111	198
S	1	1 0 0 0 0 0	118	1675	0.070	0.078	0.148	248
W	1	1 0 0 0 0 0	177	1675	0.106	0.078	0.184	308
				LT = 0.080				
TOTALS	6		1660		0.534			3307
				1 - 0.534 = 0.466 / 6 = 0.078				
							V/C = 0.502	

EXISTING LEVEL OF SERVICE = A

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	3	0 0 3 0 0 0	1306	5340	0.245	0.233	0.478	2553
E	1	0 0 1 0 0 0	59	1780	0.033	0.078	0.111	198
S	1	1 0 0 0 0 0	118	1675	0.070	0.078	0.148	248
W	1	1 0 0 0 0 0	177	1675	0.106	0.078	0.184	308
				LT = 0.080				
TOTALS	6		1660		0.534			3307
				1 - 0.534 = 0.466 / 6 = 0.078				
							V/C = 0.502	

EXISTING + APPROVED LEVEL OF SERVICE = A

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	3	0 0 3 0 0 0	1323	5340	0.248	0.229	0.477	2547
E	1	0 0 1 0 0 0	59	1780	0.033	0.076	0.109	194
S	1	1 0 0 0 0 0	118	1675	0.070	0.076	0.146	245
W	1	1 0 0 0 0 0	185	1675	0.110	0.076	0.186	312
				LT = 0.080				
TOTALS	6		1685		0.541			3298
				1 - 0.541 = 0.459 / 6 = 0.076				
							V/C = 0.511	

EXISTING + APPROVED + PROJECT LEVEL OF SERVICE = A

(1685 - 1660)/ 1660 = 1.51 PERCENT INCREASE IN CRITICAL VOLUME
5/2/88 LV -- 11/7/91 BA

97 - 036

LEVEL OF SERVICE ANALYSIS

LOCATION: WINCHESTER & OLSEN
MESSAGE: PROJECT CONDITIONS
PEAK HOUR: AM
COUNT DATE: 4/17/97
ANAL. DATE: 7/2/97
ANAL. INIT: RD
GROWTH FACTOR % : 0.0

SIGNAL TYPE : FULLY ACTUATED
N-S 90.00 6.50
E-W 22.00 3.00
CYCLE LENGTH = 121.5
LOST TIME = 0.078

LEG	PATTERN	LANE COUNTS			APPROVED TRIPS			PROJECT TRIPS			TOTAL TRIPS		
	LSTSRO	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT
N	102100	5	494	9	0	26	0	5	2	0	10	522	9
E	101010	18	0	8	0	0	0	110	0	3	128	0	11
S	102100	64	1498	44	0	16	0	0	3	61	64	1517	105
W	100100	6	0	13	0	0	0	0	0	0	6	0	13

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	1	1 0 0 0 0 0	5	1675	0.003	0.102	0.105	176
E	1	1 0 0 0 0 0	18	1675	0.011	0.102	0.113	189
S	3	0 0 2 1 0 0	1542	5327	0.289	0.306	0.595	3170
W	1	0 0 0 1 0 0	13	1675	0.008	0.102	0.110	184
					LT = 0.078			
TOTALS	6		1578		0.389			3719
					1 - 0.389 = 0.611 / 6 = 0.102			
							V/C = 0.424	

EXISTING LEVEL OF SERVICE = A

N	1	1 0 0 0 0 0	5	1675	0.003	0.101	0.104	174
E	1	1 0 0 0 0 0	18	1675	0.011	0.101	0.112	188
S	3	0 0 2 1 0 0	1558	5327	0.292	0.304	0.596	3175
W	1	0 0 0 1 0 0	13	1675	0.008	0.101	0.109	183
					LT = 0.078			
TOTALS	6		1594		0.392			3720
					1 - 0.392 = 0.608 / 6 = 0.101			
							V/C = 0.428	

EXISTING + APPROVED LEVEL OF SERVICE = A

N	1	1 0 0 0 0 0	10	1675	0.006	0.088	0.094	157
E	1	1 0 0 0 0 0	128	1675	0.076	0.088	0.164	275
S	3	0 0 2 1 0 0	1622	5313	0.305	0.264	0.569	3023
W	1	0 0 0 1 0 0	13	1675	0.008	0.088	0.096	161
					LT = 0.078			
TOTALS	6		1773		0.473			3616
					1 - 0.473 = 0.527 / 6 = 0.088			
							V/C = 0.490	

EXISTING + APPROVED + PROJECT LEVEL OF SERVICE = A

(1773 - 1594)/ 1594 = 11.23 PERCENT INCREASE IN CRITICAL VOLUME

5/2/88 LV -- 11/7/91 BA

97-036

LEVEL OF SERVICE ANALYSIS

LOCATION: WINCHESTER & OLSEN
MESSAGE: CUMULATIVE CONDITIONS SIGNAL TYPE : FULLY ACTUATED
PEAK HOUR: AM N-S 90.00 6.50
COUNT DATE: 4/17/97 E-W 22.00 3.00
ANAL. DATE: 7/2/97
ANAL. INIT: RD CYCLE LENGTH = 121.5
GROWTH FACTOR % : 0.0 LOST TIME = 0.078

LEG	PATTERN	LANE COUNTS			APPROVED TRIPS			PROJECT TRIPS			TOTAL TRIPS		
	LSTSRO	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT
N	102100	5	494	9	0	26	0	5	6	0	10	526	9
E	101010	18	0	8	0	0	0	110	0	3	128	0	11
S	102100	64	1498	44	0	16	0	0	11	61	64	1525	105
W	100100	6	0	13	0	0	0	0	0	0	6	0	13

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	1	1 0 0 0 0 0	5	1675	0.003	0.102	0.105	176
E	1	1 0 0 0 0 0	18	1675	0.011	0.102	0.113	189
S	3	0 0 2 1 0 0	1542	5327	0.289	0.306	0.595	3170
W	1	0 0 0 1 0 0	13	1675	0.008	0.102	0.110	184
					LT = 0.078			
TOTALS	6		1578		0.389			3719
					1 - 0.389 = 0.611 / 6 = 0.102			
							V/C = 0.424	

EXISTING LEVEL OF SERVICE = A

N	1	1 0 0 0 0 0	5	1675	0.003	0.101	0.104	174
E	1	1 0 0 0 0 0	18	1675	0.011	0.101	0.112	188
S	3	0 0 2 1 0 0	1558	5327	0.292	0.304	0.596	3175
W	1	0 0 0 1 0 0	13	1675	0.008	0.101	0.109	183
					LT = 0.078			
TOTALS	6		1594		0.392			3720
					1 - 0.392 = 0.608 / 6 = 0.101			
							V/C = 0.428	

EXISTING + APPROVED LEVEL OF SERVICE = A

N	1	1 0 0 0 0 0	10	1675	0.006	0.087	0.093	156
E	1	1 0 0 0 0 0	128	1675	0.076	0.087	0.163	273
S	3	0 0 2 1 0 0	1630	5313	0.307	0.262	0.569	3023
W	1	0 0 0 1 0 0	13	1675	0.008	0.087	0.095	159
					LT = 0.078			
TOTALS	6		1781		0.475			3611
					1 - 0.475 = 0.525 / 6 = 0.087			
							V/C = 0.493	

EXISTING + APPROVED + PROJECT LEVEL OF SERVICE = A

(1781 - 1594)/ 1594 = 11.73 PERCENT INCREASE IN CRITICAL VOLUME

5/2/88 LV -- 11/7/91 BA

97 - 036

LEVEL OF SERVICE ANALYSIS

LOCATION: WINCHESTER & OLSEN
MESSAGE: PROJECT CONDITIONS
PEAK HOUR: PM
COUNT DATE: 4/17/97
ANAL. DATE: 7/2/97
ANAL. INIT: RD
GROWTH FACTOR % : 0.0

SIGNAL TYPE : FULLY ACTUATED
N-S 90.00 6.50
E-W 22.00 3.00
CYCLE LENGTH = 121.5
LOST TIME = 0.078

LEG	PATTERN	LANE COUNTS			APPROVED TRIPS			PROJECT TRIPS			TOTAL TRIPS		
	LSTSRO	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT
N	102100	25	1441	39	0	16	0	16	12	0	41	1469	39
E	101010	86	7	48	0	0	0	101	0	16	187	7	64
S	102100	87	949	101	0	51	0	0	12	142	87	1012	243
W	100100	33	3	23	0	0	0	0	0	0	33	3	23

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	3	0 0 2 1 0 0	1480	5327	0.278	0.263	0.541	2882
E	1	1 0 0 0 0 0	86	1675	0.051	0.088	0.139	233
S	1	1 0 0 0 0 0	87	1675	0.052	0.088	0.140	235
W	1	0 0 0 1 0 0	26	1687	0.015	0.088	0.103	174
					LT = 0.078			
TOTALS	6		1679		0.474			3524
					1 - 0.474 = 0.526 / 6 = 0.088			
							V/C = 0.476	

EXISTING LEVEL OF SERVICE = A

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	3	0 0 2 1 0 0	1496	5328	0.281	0.262	0.543	2893
E	1	1 0 0 0 0 0	86	1675	0.051	0.087	0.138	231
S	1	1 0 0 0 0 0	87	1675	0.052	0.087	0.139	233
W	1	0 0 0 1 0 0	26	1687	0.015	0.087	0.102	172
					LT = 0.078			
TOTALS	6		1695		0.477			3529
					1 - 0.477 = 0.523 / 6 = 0.087			
							V/C = 0.480	

EXISTING + APPROVED LEVEL OF SERVICE = A

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	3	0 0 2 1 0 0	1508	5328	0.283	0.230	0.513	2733
E	1	1 0 0 0 0 0	187	1675	0.112	0.077	0.189	317
S	1	1 0 0 0 0 0	87	1675	0.052	0.077	0.129	216
W	1	0 0 0 1 0 0	26	1687	0.015	0.077	0.092	155
					LT = 0.078			
TOTALS	6		1808		0.540			3421
					1 - 0.540 = 0.460 / 6 = 0.077			
							V/C = 0.529	

EXISTING + APPROVED + PROJECT LEVEL OF SERVICE = A

(1808 - 1695)/ 1695 = 6.67 PERCENT INCREASE IN CRITICAL VOLUME
5/2/88 LV -- 11/7/91 BA

97 - 036

LEVEL OF SERVICE ANALYSIS

LOCATION: WINCHESTER & OLSEN
MESSAGE: CUMULATIVE CONDITIONS SIGNAL TYPE : FULLY ACTUATED
PEAK HOUR: PM N-S 90.00 6.50
COUNT DATE: 4/17/97 E-W 22.00 3.00
ANAL. DATE: 7/2/97
ANAL. INIT: RD CYCLE LENGTH = 121.5
GROWTH FACTOR % : 0.0 LOST TIME = 0.078

LEG	PATTERN	LANE COUNTS			APPROVED TRIPS			PROJECT TRIPS			TOTAL TRIPS		
	LSTSRO	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT
N	102100	25	1441	39	0	16	0	16	38	0	41	1495	39
E	101010	86	7	48	0	0	0	101	0	16	187	7	64
S	102100	87	949	101	0	51	0	0	38	142	87	1038	243
W	100100	33	3	23	0	0	0	0	0	0	33	3	23

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	3	0 0 2 1 0 0	1480	5327	0.278	0.263	0.541	2882
E	1	1 0 0 0 0 0	86	1675	0.051	0.088	0.139	233
S	1	1 0 0 0 0 0	87	1675	0.052	0.088	0.140	235
W	1	0 0 0 1 0 0	26	1687	0.015	0.088	0.103	174
				LT = 0.078				
TOTALS	6		1679		0.474			3524
				1 - 0.474 = 0.526 / 6 = 0.088				
							V/C = 0.476	

EXISTING LEVEL OF SERVICE = A

N	3	0 0 2 1 0 0	1496	5328	0.281	0.262	0.543	2893
E	1	1 0 0 0 0 0	86	1675	0.051	0.087	0.138	231
S	1	1 0 0 0 0 0	87	1675	0.052	0.087	0.139	233
W	1	0 0 0 1 0 0	26	1687	0.015	0.087	0.102	172
				LT = 0.078				
TOTALS	6		1695		0.477			3529
				1 - 0.477 = 0.523 / 6 = 0.087				
							V/C = 0.480	

EXISTING + APPROVED LEVEL OF SERVICE = A

N	3	0 0 2 1 0 0	1534	5328	0.288	0.228	0.516	2749
E	1	1 0 0 0 0 0	187	1675	0.112	0.076	0.188	315
S	1	1 0 0 0 0 0	87	1675	0.052	0.076	0.128	214
W	1	0 0 0 1 0 0	26	1687	0.015	0.076	0.091	154
				LT = 0.078				
TOTALS	6		1834		0.545			3432
				1 - 0.545 = 0.455 / 6 = 0.076				
							V/C = 0.534	

EXISTING + APPROVED + PROJECT LEVEL OF SERVICE = A

(1834 - 1695)/ 1695 = 8.20 PERCENT INCREASE IN CRITICAL VOLUME
5/2/88 LV -- 11/7/91 BA

97 - 036

LEVEL OF SERVICE ANALYSIS

LOCATION: WINCHESTER & OLSEN
MESSAGE: PROJECT CONDITIONS
PEAK HOUR: SATURDAY PEAK
COUNT DATE: 10/4/97
ANAL. DATE: 7/2/97
ANAL. INIT: RD
GROWTH FACTOR % : 0.0

SIGNAL TYPE : FULLY ACTUATED
N-S 90.00 6.50
E-W 22.00 3.00
CYCLE LENGTH = 121.5
LOST TIME = 0.078

LEG	PATTERN	LANE COUNTS			APPROVED TRIPS			PROJECT TRIPS			TOTAL TRIPS		
	LSTSRO	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT
N	102100	78	1138	101	0	16	0	16	12	0	94	1166	101
E	101010	151	14	108	0	0	0	102	0	16	253	14	124
S	102100	98	1208	154	0	51	0	0	12	143	98	1271	297
W	100100	76	23	236	0	0	0	0	0	0	76	23	236

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	1	1 0 0 0 0 0	78	1675	0.047	0.062	0.109	183
E	1	1 0 0 0 0 0	151	1675	0.090	0.062	0.152	255
S	3	0 0 2 1 0 0	1362	5299	0.257	0.187	0.444	2353
W	1	0 0 0 1 0 0	259	1684	0.154	0.062	0.216	364
					LT = 0.078			
TOTALS	6		1850		0.626			3155
					1 - 0.626 = 0.374 / 6 = 0.062			
							V/C = 0.586	
				EXISTING		LEVEL OF SERVICE =		A
N	1	1 0 0 0 0 0	78	1675	0.047	0.061	0.108	181
E	1	1 0 0 0 0 0	151	1675	0.090	0.061	0.151	253
S	3	0 0 2 1 0 0	1413	5300	0.267	0.182	0.449	2380
W	1	0 0 0 1 0 0	259	1684	0.154	0.061	0.215	362
					LT = 0.078			
TOTALS	6		1901		0.636			3176
					1 - 0.636 = 0.364 / 6 = 0.061			
							V/C = 0.599	
				EXISTING + APPROVED		LEVEL OF SERVICE =		A
N	1	1 0 0 0 0 0	94	1675	0.056	0.044	0.100	168
E	1	1 0 0 0 0 0	253	1675	0.151	0.044	0.195	327
S	3	0 0 2 1 0 0	1568	5283	0.297	0.132	0.429	2266
W	1	0 0 0 1 0 0	259	1684	0.154	0.044	0.198	333
					LT = 0.078			
TOTALS	6		2174		0.736			3094
					1 - 0.736 = 0.264 / 6 = 0.044			
							V/C = 0.703	
				EXISTING + APPROVED + PROJECT		LEVEL OF SERVICE =		C

(2174 - 1901)/ 1901 = 14.36 PERCENT INCREASE IN CRITICAL VOLUME
5/2/88 LV -- 11/7/91 BA

97-036

LEVEL OF SERVICE ANALYSIS

LOCATION: WINCHESTER & OLSEN
MESSAGE: CUMULATIVE CONDITIONS SIGNAL TYPE : FULLY ACTUATED
PEAK HOUR: SATURDAY PEAK N-S 90.00 6.50
COUNT DATE: 10/4/97 E-W 22.00 3.00
ANAL. DATE: 7/2/97
ANAL. INIT: RD CYCLE LENGTH = 121.5
GROWTH FACTOR % : 0.0 LOST TIME = 0.078

LEG	PATTERN	LANE COUNTS			APPROVED TRIPS			PROJECT TRIPS			TOTAL TRIPS		
	LSTSRO	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT
N	102100	78	1138	101	0	16	0	16	44	0	94	1198	101
E	101010	151	14	108	0	0	0	102	0	16	253	14	124
S	102100	98	1208	154	0	51	0	0	44	143	98	1303	297
W	100100	76	23	236	0	0	0	0	0	0	76	23	236

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	1	1 0 0 0 0 0	78	1675	0.047	0.062	0.109	183
E	1	1 0 0 0 0 0	151	1675	0.090	0.062	0.152	255
S	3	0 0 2 1 0 0	1362	5299	0.257	0.187	0.444	2353
W	1	0 0 0 1 0 0	259	1684	0.154	0.062	0.216	364
				LT = 0.078				
TOTALS	6		1850		0.626			3155
				1 - 0.626 = 0.374 / 6 = 0.062				
							V/C = 0.586	
		EXISTING				LEVEL OF SERVICE =		A
N	1	1 0 0 0 0 0	78	1675	0.047	0.061	0.108	181
E	1	1 0 0 0 0 0	151	1675	0.090	0.061	0.151	253
S	3	0 0 2 1 0 0	1413	5300	0.267	0.182	0.449	2380
W	1	0 0 0 1 0 0	259	1684	0.154	0.061	0.215	362
				LT = 0.078				
TOTALS	6		1901		0.636			3176
				1 - 0.636 = 0.364 / 6 = 0.061				
							V/C = 0.599	
		EXISTING + APPROVED				LEVEL OF SERVICE =		A
N	1	1 0 0 0 0 0	94	1675	0.056	0.043	0.099	166
E	1	1 0 0 0 0 0	253	1675	0.151	0.043	0.194	325
S	3	0 0 2 1 0 0	1600	5284	0.303	0.129	0.432	2283
W	1	0 0 0 1 0 0	259	1684	0.154	0.043	0.197	332
				LT = 0.078				
TOTALS	6		2206		0.742			3106
				1 - 0.742 = 0.258 / 6 = 0.043				
							V/C = 0.710	
		EXISTING + APPROVED + PROJECT				LEVEL OF SERVICE =		C

(2206 - 1901)/ 1901 = 16.04 PERCENT INCREASE IN CRITICAL VOLUME
5/2/88 LV -- 11/7/91 BA

97-036

LEVEL OF SERVICE ANALYSIS

LOCATION: WINCHESTER & OLIN
MESSAGE: PROJECT CONDITIONS
PEAK HOUR: AM
COUNT DATE: 4/17/97
ANAL. DATE: 7/2/97
ANAL. INIT: RD
GROWTH FACTOR % : 0.0

SIGNAL TYPE : FULLY ACTUATED
N-S 60.00 6.50
E-W 25.00 3.00
CYCLE LENGTH = 94.5
LOST TIME = 0.101

LEG	PATTERN	LANE COUNTS			APPROVED TRIPS			PROJECT TRIPS			TOTAL TRIPS		
	LSTSRO	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT
N	102100	43	513	8	0	26	0	45	5	0	88	544	8
E	010010	4	1	12	0	0	0	2	0	70	6	1	82
S	102100	11	1436	36	0	16	0	0	3	3	11	1455	39
W	010010	12	0	17	0	0	0	0	0	0	12	0	17

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	1	1 0 0 0 0 0	43	1675	0.026	0.098	0.124	208
E	1	0 1 0 0 0 0	5	1696	0.003	0.098	0.101	171
S	3	0 0 2 1 0 0	1472	5328	0.276	0.294	0.570	3037
W	1	0 1 0 0 0 0	12	1675	0.007	0.098	0.105	176
				LT = 0.101				
TOTALS	6		1532		0.413			3592
				1 - 0.413 = 0.587 / 6 = 0.098				
							V/C = 0.427	

EXISTING LEVEL OF SERVICE = A

N	1	1 0 0 0 0 0	43	1675	0.026	0.097	0.123	206
E	1	0 1 0 0 0 0	5	1696	0.003	0.097	0.100	170
S	3	0 0 2 1 0 0	1488	5328	0.279	0.292	0.571	3042
W	1	0 1 0 0 0 0	12	1675	0.007	0.097	0.104	174
				LT = 0.101				
TOTALS	6		1548		0.416			3592
				1 - 0.416 = 0.584 / 6 = 0.097				
							V/C = 0.431	

EXISTING + APPROVED LEVEL OF SERVICE = A

N	1	1 0 0 0 0 0	88	1675	0.053	0.093	0.146	245
E	1	0 1 0 0 0 0	7	1690	0.004	0.093	0.097	164
S	3	0 0 2 1 0 0	1494	5328	0.280	0.278	0.558	2973
W	1	0 1 0 0 0 0	12	1675	0.007	0.093	0.100	168
				LT = 0.101				
TOTALS	6		1601		0.445			3550
				1 - 0.445 = 0.555 / 6 = 0.093				
							V/C = 0.451	

EXISTING + APPROVED + PROJECT LEVEL OF SERVICE = A

(1601 - 1548)/ 1548 = 3.42 PERCENT INCREASE IN CRITICAL VOLUME
5/2/88 LV -- 11/7/91 BA

97 - 036

LEVEL OF SERVICE ANALYSIS

LOCATION: WINCHESTER & OLIN
MESSAGE: CUMULATIVE CONDTIONS SIGNAL TYPE : FULLY ACTUATED
PEAK HOUR: AM N-S 60.00 6.50
COUNT DATE: 4/17/97 E-W 25.00 3.00
ANAL. DATE: 7/2/97
ANAL. INIT: RD CYCLE LENGTH = 94.5
GROWTH FACTOR % : 0.0 LOST TIME = 0.101

LEG	PATTERN	LANE COUNTS			APPROVED TRIPS			PROJECT TRIPS			TOTAL TRIPS		
	LSTSRO	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT
N	102100	43	513	8	0	26	0	45	9	0	88	548	8
E	010010	4	1	12	0	0	0	2	0	70	6	1	82
S	102100	11	1436	36	0	16	0	0	11	3	11	1463	39
W	010010	12	0	17	0	0	0	0	0	0	12	0	17

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	1	1 0 0 0 0 0	43	1675	0.026	0.098	0.124	208
E	1	0 1 0 0 0 0	5	1696	0.003	0.098	0.101	171
S	3	0 0 2 1 0 0	1472	5328	0.276	0.294	0.570	3037
W	1	0 1 0 0 0 0	12	1675	0.007	0.098	0.105	176
				LT = 0.101				
TOTALS	6		1532		0.413			3592
				1 - 0.413 = 0.587 / 6 = 0.098				
							V/C = 0.427	

EXISTING LEVEL OF SERVICE = A

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	1	1 0 0 0 0 0	43	1675	0.026	0.097	0.123	206
E	1	0 1 0 0 0 0	5	1696	0.003	0.097	0.100	170
S	3	0 0 2 1 0 0	1488	5328	0.279	0.292	0.571	3042
W	1	0 1 0 0 0 0	12	1675	0.007	0.097	0.104	174
				LT = 0.101				
TOTALS	6		1548		0.416			3592
				1 - 0.416 = 0.584 / 6 = 0.097				
							V/C = 0.431	

EXISTING + APPROVED LEVEL OF SERVICE = A

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	1	1 0 0 0 0 0	88	1675	0.053	0.092	0.145	243
E	1	0 1 0 0 0 0	7	1690	0.004	0.092	0.096	162
S	3	0 0 2 1 0 0	1502	5328	0.282	0.276	0.558	2973
W	1	0 1 0 0 0 0	12	1675	0.007	0.092	0.099	166
				LT = 0.101				
TOTALS	6		1609		0.447			3544
				1 - 0.447 = 0.553 / 6 = 0.092				
							V/C = 0.454	

EXISTING + APPROVED + PROJECT LEVEL OF SERVICE = A

(1609 - 1548)/ 1548 = 3.94 PERCENT INCREASE IN CRITICAL VOLUME
5/2/88 LV -- 11/7/91 BA

97 - 036

LEVEL OF SERVICE ANALYSIS

LOCATION: WINCHESTER & OLIN
MESSAGE: PROJECT CONDITIONS
PEAK HOUR: PM
COUNT DATE: 4/17/97
ANAL. DATE: 7/2/97
ANAL. INIT: RD
GROWTH FACTOR % : 0.0

SIGNAL TYPE : FULLY ACTUATED
N-S 60.00 6.50
E-W 25.00 3.00
CYCLE LENGTH = 94.5
LOST TIME = 0.101

LEG	PATTERN	LANE COUNTS			APPROVED TRIPS			PROJECT TRIPS			TOTAL TRIPS		
	LSTSRO	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT
N	102100	114	1410	40	0	16	0	110	16	0	224	1442	40
E	010010	56	1	25	0	0	0	12	0	86	68	1	111
S	102100	22	925	51	0	51	0	0	16	12	22	992	63
W	010010	22	3	29	0	0	0	0	0	0	22	3	29

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	3	0 0 2 1 0 0	1450	5327	0.272	0.282	0.554	2951
E	1	0 1 0 0 0 0	57	1677	0.034	0.094	0.128	215
S	1	1 0 0 0 0 0	22	1675	0.013	0.094	0.107	179
W	1	0 1 0 0 0 0	25	1688	0.015	0.094	0.109	184
				LT = 0.101				
TOTALS	6		1554		0.435			3529
				1 - 0.435 = 0.565 / 6 = 0.094				
							V/C = 0.440	
		EXISTING				LEVEL OF SERVICE =		A
N	3	0 0 2 1 0 0	1466	5327	0.275	0.281	0.556	2962
E	1	0 1 0 0 0 0	57	1677	0.034	0.094	0.128	215
S	1	1 0 0 0 0 0	22	1675	0.013	0.094	0.107	179
W	1	0 1 0 0 0 0	25	1688	0.015	0.094	0.109	184
				LT = 0.101				
TOTALS	6		1570		0.438			3540
				1 - 0.438 = 0.562 / 6 = 0.094				
							V/C = 0.444	
		EXISTING + APPROVED				LEVEL OF SERVICE =		A
N	1	1 0 0 0 0 0	224	1675	0.134	0.085	0.219	367
E	1	0 1 0 0 0 0	69	1677	0.041	0.085	0.126	211
S	3	0 0 2 1 0 0	1055	5315	0.198	0.255	0.453	2408
W	1	0 1 0 0 0 0	25	1688	0.015	0.085	0.100	169
				LT = 0.101				
TOTALS	6		1373		0.489			3155
				1 - 0.489 = 0.511 / 6 = 0.085				
							V/C = 0.435	
		EXISTING + APPROVED + PROJECT				LEVEL OF SERVICE =		A

(1373 - 1570)/ 1570 = -12.55 PERCENT INCREASE IN CRITICAL VOLUME
5/2/88 LV -- 11/7/91 BA

97 - 036

LEVEL OF SERVICE ANALYSIS

LOCATION: WINCHESTER & OLIN
MESSAGE: CUMULATIVE CONDITIONS SIGNAL TYPE : FULLY ACTUATED
PEAK HOUR: PM N-S 60.00 6.50
COUNT DATE: 4/17/97 E-W 25.00 3.00
ANAL. DATE: 7/2/97
ANAL. INIT: RD CYCLE LENGTH = 94.5
GROWTH FACTOR % : 0.0 LOST TIME = 0.101

LEG	PATTERN	LANE COUNTS			APPROVED TRIPS			PROJECT TRIPS			TOTAL TRIPS		
	LSTSRO	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT
N	102100	114	1410	40	0	16	0	110	42	0	224	1468	40
E	010010	56	1	25	0	0	0	12	0	86	68	1	111
S	102100	22	925	51	0	51	0	0	42	12	22	1018	63
W	010010	22	3	29	0	0	0	0	0	0	22	3	29

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	3	0 0 2 1 0 0	1450	5327	0.272	0.282	0.554	2951
E	1	0 1 0 0 0 0	57	1677	0.034	0.094	0.128	215
S	1	1 0 0 0 0 0	22	1675	0.013	0.094	0.107	179
W	1	0 1 0 0 0 0	25	1688	0.015	0.094	0.109	184
				LT = 0.101				
TOTALS	6		1554		0.435			3529

1 - 0.435 = 0.565 / 6 = 0.094
V/C = 0.440

EXISTING LEVEL OF SERVICE = A

N	3	0 0 2 1 0 0	1466	5327	0.275	0.281	0.556	2962
E	1	0 1 0 0 0 0	57	1677	0.034	0.094	0.128	215
S	1	1 0 0 0 0 0	22	1675	0.013	0.094	0.107	179
W	1	0 1 0 0 0 0	25	1688	0.015	0.094	0.109	184
				LT = 0.101				
TOTALS	6		1570		0.438			3540

1 - 0.438 = 0.562 / 6 = 0.094
V/C = 0.444

EXISTING + APPROVED LEVEL OF SERVICE = A

N	1	1 0 0 0 0 0	224	1675	0.134	0.084	0.218	365
E	1	0 1 0 0 0 0	69	1677	0.041	0.084	0.125	210
S	3	0 0 2 1 0 0	1081	5315	0.203	0.253	0.456	2424
W	1	0 1 0 0 0 0	25	1688	0.015	0.084	0.099	167
				LT = 0.101				
TOTALS	6		1399		0.494			3166

1 - 0.494 = 0.506 / 6 = 0.084
V/C = 0.442

EXISTING + APPROVED + PROJECT LEVEL OF SERVICE = A

(1399 - 1570)/ 1570 = -10.89 PERCENT INCREASE IN CRITICAL VOLUME
5/2/88 LV -- 11/7/91 BA

97-036

LEVEL OF SERVICE ANALYSIS

LOCATION: WINCHESTER & OLIN
MESSAGE: PROJECT CONDITIONS
PEAK HOUR: SATURDAY PEAK
COUNT DATE: 9/27/97
ANAL. DATE: 7/2/97
ANAL. INIT: RD
GROWTH FACTOR % : 0.0

SIGNAL TYPE : FULLY ACTUATED
N-S 60.00 6.50
E-W 25.00 3.00
CYCLE LENGTH = 94.5
LOST TIME = 0.101

LEG	PATTERN	LANE COUNTS			APPROVED TRIPS			PROJECT TRIPS			TOTAL TRIPS		
	LSTSRO	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT
N	102100	177	1051	37	0	16	0	111	16	0	288	1083	37
E	010010	116	9	88	0	0	0	12	0	87	128	9	175
S	102100	30	1221	77	0	51	0	0	16	12	30	1288	89
W	010010	46	9	43	0	0	0	0	0	0	46	9	43

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	1	1 0 0 0 0 0	177	1675	0.106	0.074	0.180	302
E	1	0 1 0 0 0 0	125	1683	0.074	0.074	0.148	249
S	3	0 0 2 1 0 0	1298	5315	0.244	0.221	0.465	2471
W	1	0 1 0 0 0 0	55	1692	0.033	0.074	0.107	181
					LT = 0.101			
TOTALS	6		1655		0.558			3203
					1 - 0.558 = 0.442 / 6 = 0.074			
							V/C = 0.517	
			EXISTING			LEVEL OF SERVICE =		A
N	1	1 0 0 0 0 0	177	1675	0.106	0.072	0.178	298
E	1	0 1 0 0 0 0	125	1683	0.074	0.072	0.146	246
S	3	0 0 2 1 0 0	1349	5316	0.254	0.216	0.470	2499
W	1	0 1 0 0 0 0	55	1692	0.033	0.072	0.105	178
					LT = 0.101			
TOTALS	6		1706		0.568			3221
					1 - 0.568 = 0.432 / 6 = 0.072			
							V/C = 0.530	
			EXISTING + APPROVED			LEVEL OF SERVICE =		A
N	1	1 0 0 0 0 0	288	1675	0.172	0.059	0.231	387
E	1	0 1 0 0 0 0	137	1682	0.081	0.059	0.140	235
S	3	0 0 2 1 0 0	1377	5313	0.259	0.177	0.436	2316
W	1	0 1 0 0 0 0	55	1692	0.033	0.059	0.092	156
					LT = 0.101			
TOTALS	6		1857		0.646			3094
					1 - 0.646 = 0.354 / 6 = 0.059			
							V/C = 0.600	
			EXISTING + APPROVED + PROJECT			LEVEL OF SERVICE =		B

(1857 - 1706)/ 1706 = 8.85 PERCENT INCREASE IN CRITICAL VOLUME
5/2/88 LV -- 11/7/91 BA

97-036

LEVEL OF SERVICE ANALYSIS

LOCATION: WINCHESTER & OLIN
MESSAGE: CUMULATIVE CONDITIONS SIGNAL TYPE : FULLY ACTUATED
PEAK HOUR: SATURDAY PEAK N-S 60.00 6.50
COUNT DATE: 9/27/97 E-W 25.00 3.00
ANAL. DATE: 7/2/97
ANAL. INIT: RD CYCLE LENGTH = 94.5
GROWTH FACTOR % : 0.0 LOST TIME = 0.101

LEG	PATTERN	LANE COUNTS			APPROVED TRIPS			PROJECT TRIPS			TOTAL TRIPS		
	LSTSRO	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT
N	102100	177	1051	37	0	16	0	111	48	0	288	1115	37
E	010010	116	9	88	0	0	0	12	0	87	128	9	175
S	102100	30	1221	77	0	51	0	0	48	12	30	1320	89
W	010010	46	9	43	0	0	0	0	0	0	46	9	43

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	1	1 0 0 0 0 0	177	1675	0.106	0.074	0.180	302
E	1	0 1 0 0 0 0	125	1683	0.074	0.074	0.148	249
S	3	0 0 2 1 0 0	1298	5315	0.244	0.221	0.465	2471
W	1	0 1 0 0 0 0	55	1692	0.033	0.074	0.107	181
				LT =	0.101			
TOTALS	6		1655		0.558			3203
				1 - 0.558 =	0.442 /	6 =	0.074	
							V/C =	0.517

EXISTING LEVEL OF SERVICE = A

N	1	1 0 0 0 0 0	177	1675	0.106	0.072	0.178	298
E	1	0 1 0 0 0 0	125	1683	0.074	0.072	0.146	246
S	3	0 0 2 1 0 0	1349	5316	0.254	0.216	0.470	2499
W	1	0 1 0 0 0 0	55	1692	0.033	0.072	0.105	178
				LT =	0.101			
TOTALS	6		1706		0.568			3221
				1 - 0.568 =	0.432 /	6 =	0.072	
							V/C =	0.530

EXISTING + APPROVED LEVEL OF SERVICE = A

N	1	1 0 0 0 0 0	288	1675	0.172	0.058	0.230	385
E	1	0 1 0 0 0 0	137	1682	0.081	0.058	0.139	234
S	3	0 0 2 1 0 0	1409	5314	0.265	0.174	0.439	2333
W	1	0 1 0 0 0 0	55	1692	0.033	0.058	0.091	154
				LT =	0.101			
TOTALS	6		1889		0.652			3106
				1 - 0.652 =	0.348 /	6 =	0.058	
							V/C =	0.608

EXISTING + APPROVED + PROJECT LEVEL OF SERVICE = B

(1889 - 1706)/ 1706 = 10.73 PERCENT INCREASE IN CRITICAL VOLUME
5/2/88 LV -- 11/7/91 BA

97 - 036

Appendix E

Level of Service Calculations
CMP Method

C A P S S I

COMPREHENSIVE ANALYSIS PROGRAM
FOR A SINGLE SIGNALIZED INTERSECTION *

EXISTING CONDITIONS
SOLUTION USING PREDETERMINED CYCLE TIMES

I280/MOORPARK — A.M Peak Hour — FILE:280moo — Scenario 1

Movement	EBT	EBL	EBR	SBT	SBL	SBR	WBT	WBL	WBR	NBT	NBL	NBR
Phase 1 - 67 secs	X	.	.	.	.	.	X	.	.	.	.	.
Phase 2 - 67 secs	.	.	.	.	X	X	.	.	.	.	.	.
Phase 3 - 0 secs	.	.	.	.	.	.	.	.	.	.	.	.
Phase 4 - 0 secs	.	.	.	.	.	.	.	.	.	.	.	.
Phase 5 - 0 secs	.	.	.	.	.	.	.	.	.	.	.	.
Phase 6 - 0 secs	.	.	.	.	.	.	.	.	.	.	.	.

Critical Mvmt-**	****			****		
Peak 15 Vol -vph	507			756	13	467
Saturation -vph	3800			3800	Shrd	3800
Lost time -sec	2.00			2.00	-	2.00
Relative Sat 'X'	0.28			0.31	-	0.25
Effective Gr-sec	65			65	-	65
Move Time -sec	67			67	-	67
Min/Ped Time-sec	20			10	-	20
Prog Factor PAF	1.00			1.00	-	1.00
AvDelay/veh -sec	16			16	-	15
Level of Service	C+			C+	-	C+
Av.'Q'/ lane veh	5			5	-	4
Veh Stopping %	59			61	-	59
Do Veh Clear ?	YES			YES	-	YES

Whole Intersection - Weighted Av Delay (sec) = 16 Level of Service = C+
Critical Movements - Weighted Av Delay (sec) = 16 Level of Service = C+
" " - Intersection Capacity Utilization (ICU) = 0.29

Predetermined Cycle Length is 134 seconds (All Minimum times are satisfied)

* CAPSSI (Release 11) - Based on Delay Methodology Per 1985 Highway Capacity Manual

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C A P S S I

COMPREHENSIVE ANALYSIS PROGRAM

FOR A SINGLE SIGNALIZED INTERSECTION *

10-16-97

BACKGROUND CONDITIONS

SOLUTION USING PREDETERMINED CYCLE TIMES

I280/MOORPARK

A.M Peak Hour

FLN:280moo

Scenario 2

Movement	EBT	EBL	EBR	SBT	SBL	SBR	WBT	WBL	WBR	NBT	NBL	NBR
Phase 1 - 67 secs	X	.	.	.	.	.	X	.	.	.	.	.
Phase 2 - 67 secs	.	.	.	.	X	X	.	.	.	.	.	.
Phase 3 - 0 secs	.	.	.	.	.	.	.	.	.	.	.	.
Phase 4 - 0 secs	.	.	.	.	.	.	.	.	.	.	.	.
Phase 5 - 0 secs	.	.	.	.	.	.	.	.	.	.	.	.
Phase 6 - 0 secs	.	.	.	.	.	.	.	.	.	.	.	.

Critical Mvmt-**	****		****		
Peak 15 Vol -vph	511		772	Shrd	475
Saturation -vph	3800		5100	Shrd	3800
Lost time -sec	2.00		2.00	-	2.00
Relative Sat 'X'	0.28		0.32	-	0.26
Effective Gr-sec	65		65	-	65
Move Time -sec	67		67	-	67
Min/Ped Time-sec	20		10	-	20
Prog Factor PAF	1.00		1.00	-	1.00
AvDelay/veh -sec	16		16	-	15
Level of Service	C+		C+	-	C+
Av.'Q'/ lane veh	5		5	-	5
Veh Stopping %	59		61	-	59
Do Veh Clear ?	YES		YES	-	YES

Whole Intersection - Weighted Av Delay (sec) = 16 Level of Service = C+

Critical Movements - Weighted Av Delay (sec) = 16 Level of Service = C+

" " - Intersection Capacity Utilization (ICU) = 0.30

Predetermined Cycle Length is 134 seconds (All Minimum times are satisfied)

* CAPSSI (Release 11) - Based on Delay Methodology Per 1985 Highway Capacity Manual

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C A P S S I 11-16-97

COMPREHENSIVE ANALYSIS PROGRAM

FOR A SINGLE SIGNALIZED INTERSECTION *

PROJECT CONDITIONS

SOLUTION USING PREDETERMINED CYCLE TIMES

FLN:280moo

I280/MOORPARK A.M Peak Hour Scenario 3

Movement	EBT	EBL	EBR	WBT	WBL	WBR	NBT	NBL	NBR	SBT	SBL	SBR
Phase 1 - 65 secs	X	.	.	X	.	.	.	.	.	.	.	.
Phase 2 - 69 secs	.	.	.	.	.	.	.	.	.	.	X	X
Phase 3 - 0 secs	.	.	.	.	.	.	.	.	.	.	.	.
Phase 4 - 0 secs	.	.	.	.	.	.	.	.	.	.	.	.
Phase 5 - 0 secs	.	.	.	.	.	.	.	.	.	.	.	.
Phase 6 - 0 secs	.	.	.	.	.	.	.	.	.	.	.	.

Critical Mvmt-**	****										****	
Peak 15 Vol -vph	514			476							827	13
Saturation -vph	3800			3800							5100	Shrd
Lost time -sec	2.00			2.00							2.00	-
Relative Sat 'X'	0.29			0.27							0.33	-
Effective Gr-sec	63			63							67	-
Move Time -sec	65			65							69	-
Min/Ped Time-sec	20			20							10	-
Prog Factor PAF	1.00			1.00							1.00	-
AvDelay/veh -sec	17			16							15	-
Level of Service	C+			C+							C+	-
Av.'Q'/ lane veh	5			5							5	-
Veh Stopping %	61			61							60	-
Do Veh Clear ?	YES			YES							YES	-

Whole Intersection - Weighted Av Delay (sec) = 16 Level of Service = C+

Critical Movements - Weighted Av Delay (sec) = 16 Level of Service = C+

" " - Intersection Capacity Utilization (ICU) = 0.31

Predetermined Cycle Length is 134 seconds (All Minimum times are satisfied)

* CAPSSI (Release 11) - Based on Delay Methodology Per 1985 Highway Capacity Manual

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C A P S S I

COMPREHENSIVE ANALYSIS PROGRAM

FOR A SINGLE SIGNALIZED INTERSECTION *

11-10-97

CUMULATIVE W/PROJECT

SOLUTION USING PREDETERMINED CYCLE TIMES

I280/MOORPARK

A.M Peak Hour

FLN:280M00

Scenario 5

Movement	EBT	EBL	EBR	SBT	SBL	SBR	WBT	WBL	WBR	NBT	NBL	NBR
Phase 1 - 64 secs	X	.	.	.	.	.	X	.	.	.	.	.
Phase 2 - 70 secs	.	.	.	.	X	X	.	.	.	.	.	.
Phase 3 - 0 secs	.	.	.	.	.	.	.	.	.	.	.	.
Phase 4 - 0 secs	.	.	.	.	.	.	.	.	.	.	.	.
Phase 5 - 0 secs	.	.	.	.	.	.	.	.	.	.	.	.
Phase 6 - 0 secs	.	.	.	.	.	.	.	.	.	.	.	.

Critical Mvmt-**	****			****		
Peak 15 Vol -vph	514			832	13	476
Saturation -vph	3800			5100	Shrd	3800
Lost time -sec	2.00			2.00	-	2.00
Relative Sat 'X'	0.29			0.33	-	0.27
Effective Gr-sec	62			68	-	62
Move Time -sec	64			70	-	64
Min/Ped Time-sec	20			10	-	20
Prog Factor PAF	1.00			1.00	-	1.00
AvDelay/veh -sec	17			15	-	17
Level of Service	C+			B-	-	C+
Av.'Q'/ lane veh	5			5	-	5
Veh Stopping %	62			59	-	61
Do Veh Clear ?	YES			YES	-	YES

Whole Intersection - Weighted Av Delay (sec) = 16 Level of Service = C+

Critical Movements - Weighted Av Delay (sec) = 16 Level of Service = C+

" " - Intersection Capacity Utilization (ICU) = 0.31

Predetermined Cycle Length is 134 seconds (All Minimum times are satisfied)

* CAPSSI (Release 11) - Based on Delay Methodology Per 1985 Highway Capacity Manual

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C A P S S I

COMPREHENSIVE ANALYSIS PROGRAM

FOR A SINGLE SIGNALIZED INTERSECTION *

EXISTING CONDITIONS

SOLUTION USING PREDETERMINED CYCLE TIMES

I280/MOORPARK — P.M Peak Hour — Scenario 6

Movement	EBT	EBL	EBR	SBT	SBL	SBR	WBT	WBL	WBR	NBT	NBL	NBR
Phase 1 - 65 secs	X	.	.	.	.	.	X	.	.	.	.	.
Phase 2 - 69 secs	.	.	.	.	X	X	.	.	.	.	.	.
Phase 3 - 0 secs	.	.	.	.	.	.	.	.	.	.	.	.
Phase 4 - 0 secs	.	.	.	.	.	.	.	.	.	.	.	.
Phase 5 - 0 secs	.	.	.	.	.	.	.	.	.	.	.	.
Phase 6 - 0 secs	.	.	.	.	.	.	.	.	.	.	.	.

Critical Mvmt-**					****			****				
Peak 15 Vol -vph	536				883	Shrd	665					
Saturation -vph	3800				5100	Shrd	3800					
Lost time -sec	2.00				2.00	-	2.00					
Relative Sat 'X'	0.30				0.42	-	0.37					
Effective Gr-sec	63				67	-	63					
Move Time -sec	65				69	-	65					
Min/Ped Time-sec	20				10	-	20					
Prog Factor PAF	1.00				1.00	-	1.00					
AvDelay/veh -sec	17				16	-	17					
Level of Service	C+				C+	-	C+					
Av.'Q'/ lane veh	5				7	-	7					
Veh Stopping %	62				63	-	64					
Do Veh Clear ?	YES				YES	-	YES					

Whole Intersection - Weighted Av Delay (sec) = 17 Level of Service = C+

Critical Movements - Weighted Av Delay (sec) = 17 Level of Service = C+

" " - Intersection Capacity Utilization (ICU) = 0.40

Predetermined Cycle Length is 134 seconds (All Minimum times are satisfied)

* CAPSSI (Release 11) - Based on Delay Methodology Per 1985 Highway Capacity Manual

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C A P S S I 11-10-97

COMPREHENSIVE ANALYSIS PROGRAM

FOR A SINGLE SIGNALIZED INTERSECTION *

CUMULATIVE W/PROJECT

SOLUTION USING PREDETERMINED CYCLE TIMES

FLN:280M00

1280/MOORPARK P.M Peak Hour Scenario 10

Movement	EBT	EBL	EBR	SBT	SBL	SBR	WBT	WBL	WBR	NBT	NBL	NBR
Phase 1 - 61 secs	X	.	.	.	.	.	X	.	.	.	.	.
Phase 2 - 73 secs	.	.	.	.	X	X	.	.	.	.	.	.
Phase 3 - 0 secs	.	.	.	.	.	.	.	.	.	.	.	.
Phase 4 - 0 secs	.	.	.	.	.	.	.	.	.	.	.	.
Phase 5 - 0 secs	.	.	.	.	.	.	.	.	.	.	.	.
Phase 6 - 0 secs	.	.	.	.	.	.	.	.	.	.	.	.

Critical Mvmt-**			****		****	
Peak 15 Vol -vph	569		1063	191	698	
Saturation -vph	3800		5100	Shrd	3800	
Lost time -sec	2.00		2.00	-	2.00	
Relative Sat 'X'	0.34		0.46	-	0.42	
Effective Gr-sec	59		71	-	59	
Move Time -sec	61		73	-	61	
Min/Ped Time-sec	20		10	-	20	
Prog Factor PAF	1.00		1.00	-	1.00	
AvDelay/veh -sec	19		15	-	20	
Level of Service	C+		C+	-	C+	
Av.'Q'/ lane veh	6		7	-	7	
Veh Stopping %	66		62	-	69	
Do Veh Clear ?	YES		YES	-	YES	

Whole Intersection - Weighted Av Delay (sec) = 17 Level of Service = C+

Critical Movements - Weighted Av Delay (sec) = 17 Level of Service = C+

" " - Intersection Capacity Utilization (ICU) = 0.44

Predetermined Cycle Length is 134 seconds (All Minimum times are satisfied)

* CAPSSI (Release 11) - Based on Delay Methodology Per 1985 Highway Capacity Manual

97-036

C A P S S I

COMPREHENSIVE ANALYSIS PROGRAM

FOR A SINGLE SIGNALIZED INTERSECTION *

EXISTING CONDITIONS

SOLUTION USING PREDETERMINED CYCLE TIMES

880/STEVENS CREEK — A.M Peak Hour — FLN:880ste Scenario 1

Movement	EBT	EBL	EBR	SBT	SBL	SBR	WBT	WBL	WBR	NBT	NBL	NBR
Phase 1 - 79 secs	.	.	.	.	.	.	X	.	.	.	.	.
Phase 2 - 55 secs	.	.	.	.	.	X	.	.	.	.	.	.
Phase 3 - 0 secs	.	.	.	.	.	.	.	.	.	.	.	.
Phase 4 - 0 secs	.	.	.	.	.	.	.	.	.	.	.	.
Phase 5 - 0 secs	.	.	.	.	.	.	.	.	.	.	.	.
Phase 6 - 0 secs	.	.	.	.	.	.	.	.	.	.	.	.

Critical Mvmt-**						****	****					
Peak 15 Vol -vph						426	1034					
Saturation -vph						3150	5700					
Lost time -sec						2.00	2.00					
Relative Sat 'X'						0.34	0.32					
Effective Gr-sec						53	77					
Move Time -sec						55	79					
Min/Ped Time-sec						5	14					
Prog Factor PAF						1.00	1.00					
AvDelay/veh -sec						22	11					
Level of Service						C-	B-					
Av.'Q'/ lane veh						5	5					
Veh Stopping %						70	52					
Do Veh Clear ?						YES	YES					

Whole Intersection - Weighted Av Delay (sec) = 14 Level of Service = B-

Critical Movements - Weighted Av Delay (sec) = 14 Level of Service = B-

" " - Intersection Capacity Utilization (ICU) = 0.33

Predetermined Cycle Length is 134 seconds (All Minimum times are satisfied)

* CAPSSI (Release 11) - Based on Delay Methodology Per 1985 Highway Capacity Manual

97-036

C A P S S I

COMPREHENSIVE ANALYSIS PROGRAM

FOR A SINGLE SIGNALIZED INTERSECTION *

BACKGROUND CONDITIONS

SOLUTION USING PREDETERMINED CYCLE TIMES

FLN:280moo

I280/MOORPARK P.M Peak Hour Scenario 7

Movement	EBT	EBL	EBR	SBT	SBL	SBR	WBT	WBL	WBR	NBT	NBL	NBR
Phase 1 - 64 secs	X	.	.	.	.	.	X	.	.	.	.	.
Phase 2 - 70 secs	.	.	.	.	X	X	.	.	.	.	.	.
Phase 3 - 0 secs	.	.	.	.	.	.	.	.	.	.	.	.
Phase 4 - 0 secs	.	.	.	.	.	.	.	.	.	.	.	.
Phase 5 - 0 secs	.	.	.	.	.	.	.	.	.	.	.	.
Phase 6 - 0 secs	.	.	.	.	.	.	.	.	.	.	.	.

Critical Mvmt-**		****		****	
Peak 15 Vol -vph	560	921	Shrd	689	
Saturation -vph	3800	5100	Shrd	3800	
Lost time -sec	2.00	2.00	-	2.00	
Relative Sat 'X'	0.32	0.43	-	0.39	
Effective Gr-sec	62	68	-	62	
Move Time -sec	64	70	-	64	
Min/Ped Time-sec	20	10	-	20	
Prog Factor PAF	1.00	1.00	-	1.00	
AvDelay/veh -sec	17	16	-	18	
Level of Service	C+	C+	-	C+	
Av.'Q'/ lane veh	6	7	-	7	
Veh Stopping %	63	63	-	66	
Do Veh Clear ?	YES	YES	-	YES	

Whole Intersection - Weighted Av Delay (sec) = 17 Level of Service = C+

Critical Movements - Weighted Av Delay (sec) = 17 Level of Service = C+

" " - Intersection Capacity Utilization (ICU) = 0.41

Predetermined Cycle Length is 134 seconds (All Minimum times are satisfied)

* CAPSSI (Release 11) - Based on Delay Methodology Per 1985 Highway Capacity Manual

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C A P S S I

COMPREHENSIVE ANALYSIS PROGRAM

FOR A SINGLE SIGNALIZED INTERSECTION *

PROJECT CONDITIONS

SOLUTION USING PREDETERMINED CYCLE TIMES

FLN:280moc

1280/MOORPARK — P.M Peak Hour — Scenario 8

Movement	EBT	EBL	EBR	SBT	SBL	SBR	WBT	WBL	WBR	NBT	NBL	NBR
Phase 1 - 61 secs	X	.	.	.	.	.	X	.	.	.	.	.
Phase 2 - 73 secs	.	.	.	.	X	X	.	.	.	.	.	.
Phase 3 - 0 secs	.	.	.	.	.	.	.	.	.	.	.	.
Phase 4 - 0 secs	.	.	.	.	.	.	.	.	.	.	.	.
Phase 5 - 0 secs	.	.	.	.	.	.	.	.	.	.	.	.
Phase 6 - 0 secs	.	.	.	.	.	.	.	.	.	.	.	.

Critical Mvmt-**			****		****
Peak 15 Vol -vph	569		1045	'91	o98
Saturation -vph	3800		5100	Shrd	3800
Lost time -sec	2.00		2.00	-	2.00
Relative Sat 'X'	0.34		0.46	-	0.42
Effective Gr-sec	59		71	-	59
Move Time -sec	61		73	-	61
Min/Ped Time-sec	20		10	-	20
Prog Factor PAF	1.00		1.00	-	1.00
AvDelay/veh -sec	19		15	-	20
Level of Service	C+		B-	-	C+
Av.'Q'/ lane veh	6		7	-	7
Veh Stopping %	66		62	-	69
Do Veh Clear ?	YES		YES	-	YES

Whole Intersection - Weighted Av Delay (sec) = 17 Level of Service = C+

Critical Movements - Weighted Av Delay (sec) = 17 Level of Service = C+

" " - Intersection Capacity Utilization (ICU) = 0.44

Predetermined Cycle Length is 134 seconds (All Minimum times are satisfied)

* CAPSSI (Release 11) - Based on Delay Methodology Per 1985 Highway Capacity Manual

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C A P S S I

COMPREHENSIVE ANALYSIS PROGRAM

FOR A SINGLE SIGNALIZED INTERSECTION *

BACKGROUND CONDITIONS

SOLUTION USING PREDETERMINED CYCLE TIMES

880/STEVENS CREEK — A.M Peak Hour — Scenario 2

Movement	EBT	EBL	EBR	SBT	SBL	SBR	WBT	WBL	WBR	NBT	NBL	NBR
Phase 1 - 72 secs	.	.	.	.	.	.	X	.	.	.	.	.
Phase 2 - 62 secs	.	.	.	.	.	X	.	.	.	.	.	.
Phase 3 - 0 secs	.	.	.	.	.	.	.	.	.	.	.	.
Phase 4 - 0 secs	.	.	.	.	.	.	.	.	.	.	.	.
Phase 5 - 0 secs	.	.	.	.	.	.	.	.	.	.	.	.
Phase 6 - 0 secs	.	.	.	.	.	.	.	.	.	.	.	.

Critical Mvmt-**	****	****
Peak 15 Vol -vph	372	1151
Saturation -vph	3150	5700
Lost time -sec	2.00	2.00
Relative Sat 'X'	0.41	0.39
Effective Gr-sec	60	70
Move Time -sec	62	72
Min/Ped Time-sec	5	14
Prog Factor PAF	1.00	1.00
AvDelay/veh -sec	19	15
Level of Service	C+	B-
Av.'Q'/ lane veh	6	7
Veh Stopping %	67	60
Do Veh Clear ?	YES	YES

Whole Intersection - Weighted Av Delay (sec) = 16 Level of Service = C+

Critical Movements - Weighted Av Delay (sec) = 16 Level of Service = C+

" " - Intersection Capacity Utilization (ICU) = 0.40

Predetermined Cycle Length is 134 seconds (All Minimum times are satisfied)

* CAPSSI (Release 11) - Based on Delay Methodology Per 1985 Highway Capacity Manual

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C A P S S I 11-10-97

COMPREHENSIVE ANALYSIS PROGRAM

FOR A SINGLE SIGNALIZED INTERSECTION *

CUMULATIVE W/PROJECT

SOLUTION USING PREDETERMINED CYCLE TIMES

I280/MOORPARK A.M Peak Hour FLN:280MOO Scenario 5

Movement	EBT	EBL	EBR	SBT	SBL	SBR	WBT	WBL	WBR	NBT	NBL	NBR
Phase 1 - 64 secs	X	.	.	.	.	.	X	.	.	.	.	.
Phase 2 - 70 secs	.	.	.	.	X	X	.	.	.	.	.	.
Phase 3 - 0 secs	.	.	.	.	.	.	.	.	.	.	.	.
Phase 4 - 0 secs	.	.	.	.	.	.	.	.	.	.	.	.
Phase 5 - 0 secs	.	.	.	.	.	.	.	.	.	.	.	.
Phase 6 - 0 secs	.	.	.	.	.	.	.	.	.	.	.	.

Critical Mvmt-**	****		****			
Peak 15 Vol -vph	514		832	13	476	
Saturation -vph	3800		5100	Shrd	3800	
Lost time -sec	2.00		2.00	-	2.00	
Relative Sat 'X'	0.29		0.33	-	0.27	
Effective Gr-sec	62		68	-	62	
Move Time -sec	64		70	-	64	
Min/Ped Time-sec	20		10	-	20	
Prog Factor PAF	1.00		1.00	-	1.00	
AvDelay/veh -sec	17		15	-	17	
Level of Service	C+		B-	-	C+	
Av.'Q'/ lane veh	5		5	-	5	
Veh Stopping %	62		59	-	61	
Do Veh Clear ?	YES		YES	-	YES	

Whole Intersection - Weighted Av Delay (sec) = 16 Level of Service = C+

Critical Movements - Weighted Av Delay (sec) = 16 Level of Service = C+

" " - Intersection Capacity Utilization (ICU) = 0.31

Predetermined Cycle Length is 134 seconds (All Minimum times are satisfied)

* CAPSSI (Release 11) - Based on Delay Methodology Per 1985 Highway Capacity Manual

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COMPREHENSIVE ANALYSIS PROGRAM

FOR A SINGLE SIGNALIZED INTERSECTION *

CUMULATIVE W/PROJECT

SOLUTION USING PREDETERMINED CYCLE TIMES

FLN:880STE

880/STEVENS CREEK A.M Peak Hour Scenario 5

Movement	EBT	EBL	EBR	SBT	SBL	SBR	WBT	WBL	WBR	NBT	NBL	NBR
Phase 1 - 70 secs	.	.	.	.	.	.	X	.	.	.	.	.
Phase 2 - 64 secs	.	.	.	.	.	X	.	.	.	.	.	.
Phase 3 - 0 secs	.	.	.	.	.	.	.	.	.	.	.	.
Phase 4 - 0 secs	.	.	.	.	.	.	.	.	.	.	.	.
Phase 5 - 0 secs	.	.	.	.	.	.	.	.	.	.	.	.
Phase 6 - 0 secs	.	.	.	.	.	.	.	.	.	.	.	.

Critical Mvmt-**	****	****
Peak 15 Vol -vph	665	1238
Saturation -vph	3150	5700
Lost time -sec	2.00	2.00
Relative Sat 'X'	0.46	0.43
Effective Gr-sec	62	68
Move Time -sec	64	70
Min/Ped Time-sec	5	14
Prog Factor PAF	1.00	1.00
AvDelay/veh -sec	19	16
Level of Service	C+	C+
Av.'Q'/ lane veh	7	8
Veh Stopping %	68	63
Do Veh Clear ?	YES	YES

Whole Intersection - Weighted Av Delay (sec) = 17 Level of Service = C+

Critical Movements - Weighted Av Delay (sec) = 17 Level of Service = C+

" " - Intersection Capacity Utilization (ICU) = 0.44

Predetermined Cycle Length is 134 seconds (All Minimum times are satisfied)

* CAPSSI (Release 11) - Based on Delay Methodology Per 1985 Highway Capacity Manual

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C A P S S I 10-16-97

COMPREHENSIVE ANALYSIS PROGRAM

FOR A SINGLE SIGNALIZED INTERSECTION *

EXISTING CONDITIONS

SOLUTION USING PREDETERMINED CYCLE TIMES

880/STEVENS CREEK P.M Peak Hour FLN:880ste Scenario 6

Movement	EBT	EBL	EBR	SBT	SBL	SBR	WBT	WBL	WBR	NBT	NBL	NBR
Phase 1 - 80 secs	.	.	.	.	.	.	X	.	.	.	.	.
Phase 2 - 54 secs	.	.	.	.	.	X	.	.	.	.	.	.
Phase 3 - 0 secs	.	.	.	.	.	.	.	.	.	.	.	.
Phase 4 - 0 secs	.	.	.	.	.	.	.	.	.	.	.	.
Phase 5 - 0 secs	.	.	.	.	.	.	.	.	.	.	.	.
Phase 6 - 0 secs	.	.	.	.	.	.	.	.	.	.	.	.

Critical Mvmt-**						****	****					
Peak 15 Vol -vph						642	1711					
Saturation -vph						3150	5700					
Lost time -sec						2.00	2.00					
Relative Sat 'X'						0.53	0.52					
Effective Gr-sec						52	78					
Move Time -sec						54	80					
Min/Ped Time-sec						5	14					
Prog Factor PAF						1.00	1.00					
AvDelay/veh -sec						24	13					
Level of Service						C-	B-					
Av.'Q'/ lane veh						7	9					
Veh Stopping %						77	60					
Do Veh Clear ?						YES	YES					

Whole Intersection - Weighted Av Delay (sec) = 16 Level of Service = C+

Critical Movements - Weighted Av Delay (sec) = 16 Level of Service = C+

" " - Intersection Capacity Utilization (ICU) = 0.52

Predetermined Cycle Length is 134 seconds (All Minimum times are satisfied)

* CAPSSI (Release 11) - Based on Delay Methodology Per 1985 Highway Capacity Manual

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C A P S S I

COMPREHENSIVE ANALYSIS PROGRAM

FOR A SINGLE SIGNALIZED INTERSECTION *

BACKGROUND CONDITIONS

SOLUTION USING PREDETERMINED CYCLE TIMES

880/STEVENS CREEK — P.M Peak Hour — Scenario 7

Movement	EBT	EBL	EBR	SBT	SBL	SBR	WBT	WBL	WBR	NBT	NBL	NBR
Phase 1 - 80 secs	.	.	.	.	.	.	X	.	.	.	.	.
Phase 2 - 54 secs	.	.	.	.	.	X	.	.	.	.	.	.
Phase 3 - 0 secs	.	.	.	.	.	.	.	.	.	.	.	.
Phase 4 - 0 secs	.	.	.	.	.	.	.	.	.	.	.	.
Phase 5 - 0 secs	.	.	.	.	.	.	.	.	.	.	.	.
Phase 6 - 0 secs	.	.	.	.	.	.	.	.	.	.	.	.

Critical Mvmt-**						****	****					
Peak 15 Vol -vph						715	1023					
Saturation -vph						3150	5700					
Lost time -sec						2.00	2.00					
Relative Sat 'X'						0.58	0.58					
Effective Gr-sec						52	78					
Move Time -sec						54	80					
Min/Ped Time-sec						5	14					
Prog Factor PAF						1.00	1.00					
AvDelay/veh -sec						25	14					
Level of Service						D+	B-					
Av.'Q'/ lane veh						8	10					
Veh Stopping %						79	63					
Do Veh Clear ?						YES	YES					

Whole Intersection - Weighted Av Delay (sec) = 17 Level of Service = C+

Critical Movements - Weighted Av Delay (sec) = 17 Level of Service = C+

" " - Intersection Capacity Utilization (ICU) = 0.58

Predetermined Cycle Length is 134 seconds (All Minimum times are satisfied)

* CAPSSI (Release 11) - Based on Delay Methodology Per 1985 Highway Capacity Manual

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COMPREHENSIVE ANALYSIS PROGRAM

FOR A SINGLE SIGNALIZED INTERSECTION *

PROJECT CONDITIONS

SOLUTION USING PREDETERMINED CYCLE TIMES

PLN:880ste

880/STEVENS CREEK P.M Peak Hour Scenario 3

Movement	EBT	EBL	EBR	SBT	SBL	SBR	WBT	WBL	WBR	NBT	NBL	NBR
Phase 1 - 75 secs	.	.	.	.	.	.	X	.	.	.	.	.
Phase 2 - 59 secs	.	.	.	.	.	X	.	.	.	.	.	.
Phase 3 - 0 secs	.	.	.	.	.	.	.	.	.	.	.	.
Phase 4 - 0 secs	.	.	.	.	.	.	.	.	.	.	.	.
Phase 5 - 0 secs	.	.	.	.	.	.	.	.	.	.	.	.
Phase 6 - 0 secs	.	.	.	.	.	.	.	.	.	.	.	.

Critical Mvmt-**						****	****					
Peak 15 Vol -vph						911	2096					
Saturation -vph						3150	5700					
Lost time -sec						2.00	2.00					
Relative Sat 'X'						0.68	0.67					
Effective Gr-sec						57	73					
Move Time -sec						59	75					
Min/Ped Time-sec						5	14					
Prog Factor PAF						1.00	1.00					
AvDelay/veh -sec						25	17					
Level of Service						C-	C+					
Av.'Q'/ lane veh						10	12					
Veh Stopping %						81	72					
Do Veh Clear ?						YES	YES					

Whole Intersection - Weighted Av Delay (sec) = 19 Level of Service = C+

Critical Movements - Weighted Av Delay (sec) = 19 Level of Service = C+

" " - Intersection Capacity Utilization (ICU) = 0.68

Predetermined Cycle Length is 134 seconds (All Minimum times are satisfied)

* CAPSSI (Release 11) - Based on Delay Methodology Per 1985 Highway Capacity Manual

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COMPREHENSIVE ANALYSIS PROGRAM
FOR A SINGLE SIGNALIZED INTERSECTION *

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CUMULATIVE W/PROJECT
SOLUTION USING PREDETERMINED CYCLE TIMES

880/STEVENS CREEK

P.M Peak Hour

FLN:880STE
Scenario 10

Movement	EBT	EBL	EBR	SBT	SBL	SBR	WBT	WBL	WBR	NBT	NBL	NBR
Phase 1 - 75 secs	.	.	.	.	.	.	X	.	.	.	.	.
Phase 2 - 59 secs	.	.	.	.	.	X	.	.	.	.	.	.
Phase 3 - 0 secs	.	.	.	.	.	.	.	.	.	.	.	.
Phase 4 - 0 secs	.	.	.	.	.	.	.	.	.	.	.	.
Phase 5 - 0 secs	.	.	.	.	.	.	.	.	.	.	.	.
Phase 6 - 0 secs	.	.	.	.	.	.	.	.	.	.	.	.

Critical Mvmt-**	****	****
Peak 15 Vol -vph	937	2162
Saturation -vph	3150	5700
Lost time -sec	2.00	2.00
Relative Sat 'X'	0.70	0.70
Effective Gr-sec	57	73
Move Time -sec	59	75
Min/Ped Time-sec	5	14
Prog Factor PAF	1.00	1.00
AvDelay/veh -sec	25	17
Level of Service	D+	C+
Av.'Q'/ lane veh	10	12
Veh Stopping %	82	73
Do Veh Clear ?	YES	YES

Whole Intersection - Weighted Av Delay (sec) = 20 Level of Service = C+
Critical Movements - Weighted Av Delay (sec) = 20 Level of Service = C+
" " - Intersection Capacity Utilization (ICU) = 0.70

Predetermined Cycle Length is 134 seconds (All Minimum times are satisfied)

* CAPSSI (Release 11) - Based on Delay Methodology Per 1985 Highway Capacity Manual

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C A P S S I

COMPREHENSIVE ANALYSIS PROGRAM

FOR A SINGLE SIGNALIZED INTERSECTION *

EXISTING CONDITIONS

SOLUTION USING PREDETERMINED CYCLE TIMES

SAN TOMAS/STEVENS CREEK — A.M Peak Hour — PLN:sanste Scenario 1

Movement	EBT	EBL	EBR	SBT	SBL	SBR	WBT	WBL	WBR	NBT	NBL	NBR
Phase 1 - 17 secs	.	X	.	.	.	X	.	.	.	.	.	X
Phase 2 - 2 secs	.	.	.	.	.	.	X	.	X	.	.	X
Phase 3 - 35 secs	X	.	X	.	.	.	X	.	X	.	.	.
Phase 4 - 21 secs	.	.	X	.	X	.	.	.	.	.	X	.
Phase 5 - 0 secs	.	.	.	X	X	X	.	.	.	.	.	.
Phase 6 - 115 secs	.	.	.	X	.	X	.	.	.	X	.	X
Critical Mvmt-**		****					****			****	****	
Peak 15 Vol -vph	431	98	109	552	92	45	729	111	124	3757	261	72
Saturation -vph	5700	1500	Shrd	3800	3150	1750	5700	3150	Shrd	5700	3150	1750
Lost time -sec	2.00	2.00	-	2.00	2.00	2.00	2.00	2.00	-	2.00	2.00	2.00
Relative Sat 'X'	0.55	0.83	-	0.24	0.29	0.04	0.81	0.39	-	0.81	0.83	0.06
Effective Gr-sec	33	15	-	113	19	130	35	17	-	113	19	132
Move Time -sec	35	17	-	115	21	132	37	19	-	115	21	134
Min/Ped Time-sec	20	10	-	20	10	20	20	10	-	20	10	20
Prog Factor PAF	1.00	1.00	-	1.00	1.00	1.00	1.00	1.00	-	1.00	1.00	1.00
AvDelay/veh -sec	55	90	-	14	60	7	60	53	-	24	75	7
Level of Service	E	F	-	B-	F	B+	E-	E	-	C-	F	B+
Av.'Q'/ lane veh	8	5	-	6	2	1	12	3	-	20	6	1
Veh Stopping %	91	99	-	47	93	32	96	94	-	78	98	32
Do Veh Clear ?	YES	YES	-	YES	YES	YES	YES	YES	-	YES	YES	YES

Whole Intersection - Weighted Av Delay (sec) = 37 Level of Service = D-

Critical Movements - Weighted Av Delay (sec) = 37 Level of Service = D-

" " - Intersection Capacity Utilization (ICU) = 0.82

Predetermined Cycle Length is 190 seconds (Min. times may not be satisfied)

* CAPSSI (Release 11) - Based on Delay Methodology Per 1985 Highway Capacity Manual

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C A P S S I --16-97

COMPREHENSIVE ANALYSIS PROGRAM

FOR A SINGLE SIGNALIZED INTERSECTION *

BACKGROUND CONDITIONS

SOLUTION USING PREDETERMINED CYCLE TIMES

SAN TOMAS/STEVENS CREEK A.M Peak Hour FLN:sanste Scenario 2

Movement	EBT	EBL	EBR	SBT	SBL	SBR	WBT	WBL	WBR	NBT	NBL	NBR
Phase 1 - 17 secs	.	X	.	.	.	X	.	X	.	.	.	X
Phase 2 - 2 secs	.	.	.	.	.	.	X	X	X	.	.	X
Phase 3 - 35 secs	X	.	X	.	.	.	X	.	X	.	.	.
Phase 4 - 21 secs	.	.	X	.	X	.	.	.	.	.	X	.
Phase 5 - 0 secs	.	.	.	X	X	X	.	.	.	.	.	.
Phase 6 - 115 secs	.	.	.	X	.	X	.	.	.	.	.	X

Critical Mvmt-**		****					****			****	****	
Peak 15 Vol -vpn	435	98	***	552	33	65	731	***	104	2757	262	72
Saturation -vpn	5700	1500	Shrd	3800	3150	1750	5700	3150	Shrd	5700	3150	1750
Lost time -sec	2.00	2.00	-	2.00	2.00	2.00	2.00	2.00	-	2.00	2.00	2.00
Relative Sat 'X'	0.55	0.83	-	0.24	0.29	0.04	0.81	0.39	-	0.91	0.83	0.06
Effective Gr-sec	33	15	-	113	19	130	35	17	-	113	19	132
Move Time -sec	35	17	-	115	21	132	37	19	-	115	21	134
Min/Ped Time-sec	20	10	-	20	10	20	20	10	-	20	10	20
Prog Factor PAF	1.00	1.00	-	1.00	1.00	1.00	1.00	1.00	-	1.00	1.00	1.00
AvDelay/veh -sec	55	90	-	14	60	7	60	63	-	24	75	7
Level of Service	E-	F	-	B-	F	B+	F	F	-	C-	F	B+
Av.'Q'/ lane veh	8	5	-	6	2	1	12	3	-	20	6	1
Veh Stopping %	91	99	-	47	93	32	96	94	-	78	98	32
Do Veh Clear ?	YES	YES	-	YES	YES	YES	YES	YES	-	YES	YES	YES

Whole Intersection - Weighted Av Delay (sec) = 37 Level of Service = D-

Critical Movements - Weighted Av Delay (sec) = 37 Level of Service = D-

" " - Intersection Capacity Utilization (ICU) = 0.82

Predetermined Cycle Length is 190 seconds (Min. times may not be satisfied)

* CAPSSI (Release 11) - Based on Delay Methodology Per 1985 Highway Capacity Manual

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C A P S S I

COMPREHENSIVE ANALYSIS PROGRAM

FOR A SINGLE SIGNALIZED INTERSECTION *

10-16-97

PROJECT CONDITIONS

SOLUTION USING PREDETERMINED CYCLE TIMES

SAN TOMAS/STEVENS CREEK

A.M Peak Hour

FLN:sanste

Scenario 3

Movement	EBT	EBL	EBR	SBT	SBL	SBR	WBT	WBL	WBR	NBT	NBL	NBR
Phase 1 - 17 secs	.	X	.	.	.	X	.	X	.	.	.	X
Phase 2 - 2 secs	.	.	.	.	.	.	X	X	X	.	.	X
Phase 3 - 37 secs	X	.	X	.	.	.	X	.	X	.	.	.
Phase 4 - 21 secs	.	.	X	.	X	.	.	.	.	.	X	.
Phase 5 - 0 secs	.	.	.	X	X	X	.	.	.	.	.	.
Phase 6 - 113 secs	.	.	.	X	.	X	.	.	.	X	.	X
Critical Mvmt-**		****					****			****	****	
Peak 15 Vol -vph	449	98	111	552	116	45	755	111	168	2757	262	72
Saturation -vph	5700	1500	Shrd	3800	3150	1750	5700	3150	Shrd	5700	3150	1750
Lost time -sec	2.00	2.00	-	2.00	2.00	2.00	2.00	2.00	-	2.00	2.00	2.00
Relative Sat 'X'	0.53	0.83	-	0.25	0.37	0.04	0.83	0.39	-	0.83	0.83	0.06
Effective Gr-sec	35	15	-	111	19	128	37	17	-	111	19	130
Move Time -sec	37	17	-	113	21	130	39	19	-	113	21	132
Min/Ped Time-sec	20	10	-	20	10	20	20	10	-	20	10	20
Prog Factor PAF	1.00	1.00	-	1.00	1.00	1.00	1.00	1.00	-	1.00	1.00	1.00
AvDelay/veh -sec	54	90	-	15	61	8	60	63	-	26	75	8
Level of Service	E	F	-	B-	F	B+	E-	F	-	D+	F	B+
Av.'Q'/ lane veh	8	5	-	6	3	1	13	3	-	20	6	1
Veh Stopping %	90	99	-	49	93	33	96	94	-	81	98	33
Do Veh Clear ?	YES	YES	-	YES	YES	YES	YES	YES	-	YES	YES	YES

Whole Intersection - Weighted Av Delay (sec) = 38 Level of Service = D-

Critical Movements - Weighted Av Delay (sec) = 38 Level of Service = D-

'' '' - Intersection Capacity Utilization (ICU) = 0.83

Predetermined Cycle Length is 190 seconds (Min. times may not be satisfied)

* CAPSSI (Release 11) - Based on Delay Methodology Per 1985 Highway Capacity Manual

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C A P S S I 11-10-97

COMPREHENSIVE ANALYSIS PROGRAM

FOR A SINGLE SIGNALIZED INTERSECTION *

CUMULATIVE W/PROJECT

SOLUTION USING PREDETERMINED CYCLE TIMES

FLN:SANSTE

SAN TOMAS/STEVENS CREEK A.M Peak Hour Scenario 5

Movement	EBT	EBL	EBR	SBT	SBL	SBR	WBT	WBL	WBR	NBT	NBL	NBR
Phase 1 - 17 secs	.	X	.	.	.	X	.	X	.	.	.	X
Phase 2 - 2 secs	.	.	.	.	.	.	X	X	X	.	.	X
Phase 3 - 37 secs	X	.	X	.	.	.	X	.	X	.	.	.
Phase 4 - 21 secs	.	.	X	.	X	.	.	.	.	.	X	.
Phase 5 - 0 secs	.	.	.	X	X	X	.	.	.	.	.	.
Phase 6 - 113 secs	.	.	.	X	.	X	.	.	.	X	.	X
Critical Mvmt-**		****					****			****	****	
Peak 15 Vol -vph	452	98	111	552	120	45	757	112	171	2757	262	74
Saturation -vph	5700	1500	Shrd	3800	3150	1750	5700	3150	Shrd	5700	3150	1750
Lost time -sec	2.00	2.00	-	2.00	2.00	2.00	2.00	2.00	-	2.00	2.00	2.00
Relative Sat 'X'	0.54	0.83	-	0.25	0.38	0.04	0.84	0.40	-	0.83	0.83	0.06
Effective Gr-sec	35	15	-	111	19	128	37	17	-	111	19	130
Move Time -sec	37	17	-	113	21	130	39	19	-	113	21	132
Min/Ped Time-sec	20	10	-	20	10	20	20	10	-	20	10	20
Prog Factor PAF	1.00	1.00	-	1.00	1.00	1.00	1.00	1.00	-	1.00	1.00	1.00
AvDelay/veh -sec	54	90	-	15	61	8	60	63	-	26	75	8
Level of Service	E	F	-	B-	F	B+	E-	F	-	D+	F	B+
Av.'Q'/ lane veh	8	5	-	6	3	1	13	3	-	20	6	1
Veh Stopping %	91	99	-	49	94	33	96	94	-	81	98	33
Do Veh Clear ?	YES	YES	-	YES	YES	YES	YES	YES	-	YES	YES	YES

Whole Intersection - Weighted Av Delay (sec) = 38 Level of Service = D-

Critical Movements - Weighted Av Delay (sec) = 38 Level of Service = D-

" " - Intersection Capacity Utilization (ICU) = 0.83

Predetermined Cycle Length is 190 seconds (Min. times may not be satisfied)

* CAPSSI (Release 11) - Based on Delay Methodology Per 1985 Highway Capacity Manual

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COMPREHENSIVE ANALYSIS PROGRAM

FOR A SINGLE SIGNALIZED INTERSECTION *

EXISTING CONDITIONS

SOLUTION USING PREDETERMINED CYCLE TIMES

SAN TOMAS/STEVENS CREEK — P.M Peak Hour — FILE:sanste Scenario 6

Movement	EBT	EBL	EBR	SBT	SBL	SBR	WBT	WBL	WBR	NBT	NBL	NBR
Phase 1 - 10 secs	.	X	.	.	.	X	.	X	.	.	.	X
Phase 2 - 9 secs	.	.	.	.	.	.	X	X	X	.	.	X
Phase 3 - 47 secs	X	.	X	.	.	.	X	.	X	.	.	.
Phase 4 - 14 secs	.	.	X	.	X	.	.	.	.	.	X	.
Phase 5 - 10 secs	.	.	.	X	X	X	.	.	.	.	.	.
Phase 6 - 101 secs	.	.	.	X	.	X	.	.	.	.	.	X
Critical Mvmt-**	****			****				****			****	
Peak 15 Vol -vph	955	60	370	2153	321	126	915	283	[illegible]	[illegible]	190	182
Saturation -vph	5700	1500	Shrd	3800	3150	1750	5700	3150	Shrd	[illegible]	3150	1750
Lost time -sec	2.00	2.00	-	2.00	2.00	2.00	2.00	2.00	-	[illegible]	2.00	2.00
Relative Sat 'X'	0.99	0.96	-	0.99	0.88	0.12	0.67	[illegible]	-	[illegible]	0.96	0.17
Effective Gr-sec	45	8	-	109	22	119	54	[illegible]	-	[illegible]	12	118
Move Time -sec	47	10	-	111	24	121	56	[illegible]	-	[illegible]	14	120
Min/Ped Time-sec	20	10	-	20	10	20	20	10	-	[illegible]	10	20
Prog Factor PAF	1.00	1.00	-	1.00	1.00	1.00	1.00	1.00	-	[illegible]	1.00	1.00
AvDelay/veh -sec	71	140	-	44	79	11	47	110	-	[illegible]	106	12
Level of Service	F	F	-	E+	F	B-	E	F	-	[illegible]	F	B-
Av.'Q'/ lane veh	18	3	-	25	8	3	14	7	-	6	5	4
Veh Stopping %	100	100	-	99	99	41	89	100	-	55	100	43
Do Veh Clear ?	YES	NO	-	YES	YES	YES	YES	NO	-	YES	YES	YES

>>>> Intersection Unstable <<<<

Whole Intersection - Weighted Av Delay (sec) = 53 Level of Service = E

Critical Movements - Weighted Av Delay (sec) = 61 Level of Service = F

" " - Intersection Capacity Utilization (ICU) = 0.99

Predetermined Cycle Length is 191 seconds (Min. times may not be satisfied)

* CAPSSI (Release 11) - Based on Delay Methodology Per 1985 Highway Capacity Manual

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COMPREHENSIVE ANALYSIS PROGRAM

FOR A SINGLE SIGNALIZED INTERSECTION *

BACKGROUND CONDITIONS

SOLUTION USING PREDETERMINED CYCLE TIMES

FLN:sanste

SAN TOMAS/STEVENS CREEK P.M Peak Hour Scenario 7

Movement	EBT	EBL	EBR	SBT	SBL	SBR	WBT	WBL	WBR	NBT	NBL	NBR
Phase 1 - 10 secs	.	X	.	.	.	X	.	X	.	.	.	X
Phase 2 - 9 secs	.	.	.	.	.	.	X	X	X	.	.	X
Phase 3 - 47 secs	X	.	X	.	.	.	X	.	X	.	.	.
Phase 4 - 14 secs	.	.	X	.	X	.	.	.	.	.	X	.
Phase 5 - 10 secs	.	.	.	X	X	X	.	.	.	.	.	.
Phase 6 - 101 secs	.	.	.	X	.	X	.	.	.	X	.	X
Critical Mvmt-**	****			****				****			****	
Peak 15 Vol -vph	957	60	371	2153	301	126	919	283	171	674	192	182
Saturation -vph	5700	1500	Shrd	3800	3150	1750	5700	3150	Shrd	5700	3150	1750
Lost time -sec	2.00	2.00	-	2.00	2.00	2.00	2.00	2.00	-	2.00	2.00	2.00
Relative Sat 'X'	0.99	0.96	-	0.99	0.88	0.12	0.68	1.01	-	0.23	0.97	0.17
Effective Gr-sec	45	8	-	109	22	119	54	17	-	99	12	118
Move Time -sec	47	10	-	111	24	121	56	19	-	101	14	120
Min/Ped Time-sec	20	10	-	20	10	20	20	10	-	20	10	20
Prog Factor PAF	1.00	1.00	-	1.00	1.00	1.00	1.00	1.00	-	1.00	1.00	1.00
AvDelay/veh -sec	72	140	-	44	79	11	47	110	-	19	109	12
Level of Service	F	F	-	E+	F	B-	E	F	-	C+	F	B-
Av.'Q'/ lane veh	18	3	-	25	8	3	14	7	-	6	5	4
Veh Stopping %	100	100	-	99	99	41	89	100	-	55	100	43
Do Veh Clear ?	YES	NO	-	YES	YES	YES	YES	NO	-	YES	YES	YES

>>>> Intersection Unstable <<<<

Whole Intersection - Weighted Av Delay (sec) = 54 Level of Service = E

Critical Movements - Weighted Av Delay (sec) = 61 Level of Service = F

" " - Intersection Capacity Utilization (ICU) = 0.99

Predetermined Cycle Length is 191 seconds (Min. times may not be satisfied)

* CAPSSI (Release 11) - Based on Delay Methodology Per 1985 Highway Capacity Manual

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COMPREHENSIVE ANALYSIS PROGRAM

FOR A SINGLE SIGNALIZED INTERSECTION *

10-16-97

PROJECT CONDITIONS

SOLUTION USING PREDETERMINED CYCLE TIMES

SAN TOMAS/STEVENS CREEK — P.M Peak Hour — FLN:sanste Scenario 8

Movement	EBT	EBL	EBR	SBT	SBL	SBR	WBT	WBL	WBR	NBT	NBL	NBR
Phase 1 - 10 secs	.	X	.	.	.	X	.	X	.	.	.	X
Phase 2 - 9 secs	.	.	.	.	.	.	X	X	X	.	.	X
Phase 3 - 47 secs	X	.	X	.	.	.	X	.	X	.	.	.
Phase 4 - 14 secs	.	.	X	.	X	.	.	.	.	.	X	.
Phase 5 - 13 secs	.	.	.	X	X	X	.	.	.	.	.	.
Phase 6 - 97 secs	.	.	.	X	.	X	.	.	.	X	.	X
Critical Mvmt-**	****			****				****			****	
Peak 15 Vol -vph	992	60	371	2153	379	126	946	393	213	872	192	182
Saturation -vph	5700	1500	Shrd	3800	3150	1750	5700	3150	Shrd	3700	3150	1750
Lost time -sec	2.00	2.00	-	2.00	2.00	2.00	2.00	2.00	-	2.00	2.00	2.00
Relative Sat 'X'	1.01	0.95	-	1.00	0.91	0.12	0.72	1.00	-	0.24	0.97	0.17
Effective Gr-sec	45	8	-	108	25	118	54	17	-	95	12	114
Move Time -sec	47	10	-	110	27	120	56	19	-	97	14	116
Min/Ped Time-sec	20	10	-	20	10	20	20	10	-	20	10	20
Prog Factor PAF	1.00	1.00	-	1.00	1.00	1.00	1.00	1.00	-	1.00	1.00	1.00
AvDelay/veh -sec	76	138	-	45	79	11	48	108	-	20	107	13
Level of Service	F	F	-	E	F	B-	E	F	-	C-	F	B-
Av.'Q'/ lane veh	18	3	-	25	9	3	15	7	-	6	5	4
Veh Stopping %	100	100	-	100	99	41	90	100	-	57	100	45
Do Veh Clear ?	NO	NO	-	NO	YES	YES	YES	NO	-	YES	YES	YES

>>>> Intersection Unstable <<<<

Whole Intersection - Weighted Av Delay (sec) = 55 Level of Service = E-

Critical Movements - Weighted Av Delay (sec) = 63 Level of Service = F

" " - Intersection Capacity Utilization (ICU) = 1.00

Predetermined Cycle Length is 190 seconds (Min. times may not be satisfied)

* CAPSSI (Release 11) - Based on Delay Methodology Per 1985 Highway Capacity Manual

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COMPREHENSIVE ANALYSIS PROGRAM

FOR A SINGLE SIGNALIZED INTERSECTION *

CUMULATIVE W/PROJECT

SOLUTION USING PREDETERMINED CYCLE TIMES

SAN TOMAS/STEVENS CREEK P.M Peak Hour FLN:SANSTE Scenario 10

Movement	EBT	EBL	EBR	SBT	SBL	SBR	WBT	WBL	WBR	NBT	NBL	NBR
Phase 1 - 9 secs	.	X	.	.	.	X	.	X	.	.	.	X
Phase 2 - 10 secs	.	.	.	.	.	.	X	X	X	.	.	X
Phase 3 - 48 secs	X	.	X	.	.	.	X	.	X	.	.	.
Phase 4 - 14 secs	.	.	X	.	X	.	.	.	.	.	X	.
Phase 5 - 14 secs	.	.	.	X	X	X	.	.	.	.	.	.
Phase 6 - 95 secs	.	.	.	X	.	X	.	.	.	X	.	X
Critical Mvmt-**	****			****				****			****	
Peak 15 Vol -vph	1005	60	371	2153	395	126	959	291	219	674	192	190
Saturation -vph	5700	1500	Shrd	3800	3150	1750	5700	3150	Shrd	5700	3150	1750
Lost time -sec	2.00	2.00	-	2.00	2.00	2.00	2.00	2.00	-	2.00	2.00	2.00
Relative Sat 'X'	1.00	1.09	-	1.01	0.92	0.12	0.70	1.03	-	0.24	0.97	0.18
Effective Gr-sec	46	7	-	107	26	116	56	17	-	93	12	112
Move Time -sec	48	9	-	109	28	118	58	19	-	95	14	114
Min/Ped Time-sec	20	10	-	20	10	20	20	10	-	20	10	20
Prog Factor PAF	1.00	1.00	-	1.00	1.00	1.00	1.00	1.00	-	1.00	1.00	1.00
AvDelay/veh -sec	73	203	-	48	79	12	46	117	-	21	107	14
Level of Service	F	F	-	E	F	B-	E	F	-	C-	F	B-
Av.'Q'/ lane veh	18	4	-	25	9	3	15	7	-	6	5	4
Veh Stopping %	100	100	-	100	99	42	89	100	-	58	100	46
Do Veh Clear ?	YES	NO	-	NO	YES	YES	YES	NO	-	YES	YES	YES

>>>> Intersection Oversaturated - Delay Values Not Meaningful! <<<<

Whole Intersection - Weighted Av Delay (sec) = 56 Level of Service = E-

Critical Movements - Weighted Av Delay (sec) = 64 Level of Service = F

" " - Intersection Capacity Utilization (ICU) = 1.00

Predetermined Cycle Length is 190 seconds (Min. times may not be satisfied)

* CAPSSI (Release 11) - Based on Delay Methodology Per 1985 Highway Capacity Manual

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COMPREHENSIVE ANALYSIS PROGRAM

FOR A SINGLE SIGNALIZED INTERSECTION *

10-16-97

EXISTING CONDITIONS

SOLUTION USING PREDETERMINED CYCLE TIMES

FLN:sanmoo

SAN TOMAS/MOORPARK — A.M Peak Hour — Scenario 1

Movement	EBT	EBL	EBR	SBT	SBL	SBR	WBT	WBL	WBR	NBT	NBL	NBR
Phase 1 - 22 secs	.	X	.	.	.	.	.	X	.	.	.	.
Phase 2 - 2 secs	.	.	.	.	.	.	X	X	X	.	.	.
Phase 3 - 34 secs	X	.	X	.	.	.	X	.	X	.	.	.
Phase 4 - 14 secs	.	.	X	.	X	.	.	.	.	.	X	.
Phase 5 - 3 secs	.	.	.	X	X	X	.	.	.	.	.	.
Phase 6 - 105 secs	.	.	.	X	.	X	.	.	.	X	.	X
Critical Mvmt-**		****			****				****	****		
Peak 15 Vol -vph	172	174	69	560	128	79	326	73	296	2892	181	81
Saturation -vph	3800	1750	1750	3800	1750	1750	3800	1750	1750	5700	3150	1750
Lost time -sec	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Relative Sat 'X'	0.25	0.89	0.15	0.25	0.88	0.08	0.45	0.34	0.90	0.89	0.86	0.08
Effective Gr-sec	32	20	46	106	15	106	34	22	34	103	12	103
Move Time -sec	34	22	48	108	17	108	36	24	36	105	14	105
Min/Ped Time-sec	20	10	20	20	10	20	20	10	20	20	10	20
Prog Factor PAF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AvDelay/veh -sec	48	86	39	14	90	12	50	55	72	28	83	13
Level of Service	E	F	D-	B-	F	B-	E	E-	F	D+	F	B-
Av.'Q'/ lane veh	4	8	3	6	6	2	7	3	12	21	4	2
Veh Stopping %	86	99	78	48	99	43	89	92	98	87	99	45
Do Veh Clear ?	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES

Whole Intersection - Weighted Av Delay (sec) = 37 Level of Service = D-

Critical Movements - Weighted Av Delay (sec) = 37 Level of Service = D-

" " - Intersection Capacity Utilization (ICU) = 0.89

Predetermined Cycle Length is 180 seconds (Min. times may not be satisfied)

* CAPSSI (Release 11) - Based on Delay Methodology Per 1985 Highway Capacity Manual

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COMPREHENSIVE ANALYSIS PROGRAM

FOR A SINGLE SIGNALIZED INTERSECTION *

BACKGROUND CONDITIONS

SOLUTION USING PREDETERMINED CYCLE TIMES

FLN:sanmoo

SAN TOMAS/MOORPARK A.M Peak Hour Scenario 2

Movement	EBT	EBL	EBR	SBT	SBL	SBR	WBT	WBL	WBR	NBT	NBL	NBR
Phase 1 - 22 secs	.	X	.	.	.	.	.	X	.	.	.	.
Phase 2 - 2 secs	.	.	.	.	.	.	X	X	X	.	.	.
Phase 3 - 34 secs	X	.	X	.	.	.	X	.	X	.	.	.
Phase 4 - 14 secs	.	.	X	.	X	.	.	.	.	.	X	.
Phase 5 - 3 secs	.	.	.	X	X	X	.	.	.	.	.	.
Phase 6 - 105 secs	.	.	.	X	.	X	.	.	.	X	.	X
Critical Mvmt-**		****			****				****	****		
Peak 15 Vol -vph	172	174	69	560	128	79	326	72	396	[illegible]	181	81
Saturation -vph	3800	1750	1750	3800	1750	1750	3800	1750	1750	5700	3150	1750
Lost time -sec	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Relative Sat 'X'	0.25	0.89	0.15	0.25	0.88	0.08	0.45	0.34	0.90	0.89	0.86	0.08
Effective Gr-sec	32	20	46	106	15	106	34	22	34	103	12	103
Move Time -sec	34	22	48	108	17	108	36	24	36	105	14	105
Min/Ped Time-sec	20	10	20	20	10	20	20	10	20	20	10	20
Prog Factor PAF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AvDelay/veh -sec	48	86	39	14	90	12	50	55	72	28	83	13
Level of Service	E	F	D-	B-	F	B-	E	E-	F	D+	F	B-
Av.'Q'/ lane veh	4	8	3	6	6	2	7	3	12	21	4	2
Veh Stopping %	86	99	78	48	99	43	89	92	98	87	99	45
Do Veh Clear ?	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES

Whole Intersection - Weighted Av Delay (sec) = 37 Level of Service = D-

Critical Movements - Weighted Av Delay (sec) = 37 Level of Service = D-

'' '' - Intersection Capacity Utilization (ICU) = 0.89

Predetermined Cycle Length is 180 seconds (Min. times may not be satisfied)

* CAPSSI (Release 11) - Based on Delay Methodology Per 1985 Highway Capacity Manual

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COMPREHENSIVE ANALYSIS PROGRAM

FOR A SINGLE SIGNALIZED INTERSECTION *

PROJECT CONDITIONS

SOLUTION USING PREDETERMINED CYCLE TIMES

FLN:sanmoo

SAN TOMAS/MOORPARK — A.M Peak Hour — Scenario 3

Movement	EBT	EBL	EBR	SBT	SBL	SBR	WBT	WBL	WBR	NBT	NBL	NBR
Phase 1 - 22 secs	.	X	.	.	.	.	.	X	.	.	.	.
Phase 2 - 2 secs	.	.	.	.	.	.	X	X	X	.	.	.
Phase 3 - 34 secs	X	.	X	.	.	.	X	.	X	.	.	.
Phase 4 - 14 secs	.	.	X	.	X	.	.	.	.	.	X	.
Phase 5 - 3 secs	.	.	.	X	X	X	.	.	.	.	.	.
Phase 6 - 105 secs	.	.	.	X	.	X	.	.	.	X	.	X
Critical Mvmt-**		****			****				****	****		
Peak 15 Vol -vph	172	174	69	560	128	79	326	73	296	3892	181	83
Saturation -vph	3800	1750	1750	3800	1750	1750	3800	1750	1750	3700	3150	1750
Lost time -sec	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Relative Sat 'X'	0.25	0.89	0.15	0.25	0.88	0.08	0.45	0.34	0.90	0.89	0.86	0.08
Effective Gr-sec	32	20	46	106	15	106	34	22	34	103	12	103
Move Time -sec	34	22	48	108	17	108	36	24	36	105	14	105
Min/Ped Time-sec	20	10	20	20	10	20	20	10	20	20	10	20
Prog Factor PAF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AvDelay/veh -sec	48	86	39	14	90	12	50	55	72	28	83	13
Level of Service	E	F	D-	B-	F	B-	E	E-	F	D+	F	B-
Av.'Q'/ lane veh	4	8	3	6	6	2	7	3	12	21	4	2
Veh Stopping %	86	99	78	48	99	43	89	92	98	87	99	45
Do Veh Clear ?	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES

Whole Intersection - Weighted Av Delay (sec) = 37 Level of Service = D-

Critical Movements - Weighted Av Delay (sec) = 37 Level of Service = D-

" " - Intersection Capacity Utilization (ICU) = 0.89

Predetermined Cycle Length is 180 seconds (Min. times may not be satisfied)

* CAPSSI (Release 11) - Based on Delay Methodology Per 1985 Highway Capacity Manual

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C A P S S I 11-10-97

COMPREHENSIVE ANALYSIS PROGRAM

FOR A SINGLE SIGNALIZED INTERSECTION *

CUMULATIVE W/PROJECT

SOLUTION USING PREDETERMINED CYCLE TIMES

FLN:SANMOO

SAN TOMAS/MOORPARK A.M Peak Hour Scenario 5

Movement	EBT	EBL	EBR	SBT	SBL	SBR	WBT	WBL	WBR	NBT	NBL	NBR
Phase 1 - 22 secs	.	X	.	.	.	.	.	X	.	.	.	.
Phase 2 - 2 secs	.	.	.	.	.	.	X	X	X	.	.	.
Phase 3 - 34 secs	X	.	X	.	.	.	X	.	X	.	.	.
Phase 4 - 14 secs	.	.	X	.	X	.	.	.	.	.	X	.
Phase 5 - 3 secs	.	.	.	X	X	X	.	.	.	.	.	.
Phase 6 - 105 secs	.	.	.	X	.	X	.	.	.	X	.	X
Critical Mvmt-**		****			****				****	****		
Peak 15 Vol -vph	172	174	69	561	128	79	326	73	296	2894	181	83
Saturation -vph	3800	1750	1750	3800	1750	1750	3800	1750	1750	5700	3150	1750
Lost time -sec	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Relative Sat 'X'	0.25	0.89	0.15	0.25	0.88	0.08	0.45	0.34	0.90	0.89	0.86	0.08
Effective Gr-sec	32	20	46	106	15	106	34	22	34	103	12	103
Move Time -sec	34	22	48	108	17	108	36	24	36	105	14	105
Min/Ped Time-sec	20	10	20	20	10	20	20	10	20	20	10	20
Prog Factor PAF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AvDelay/veh -sec	48	86	39	14	90	12	50	55	72	28	83	13
Level of Service	E	F	D-	B-	F	B-	E	E-	F	D+	F	B-
Av.'Q'/ lane veh	4	8	3	6	6	2	7	3	12	21	4	2
Veh Stopping %	86	99	78	48	99	43	89	92	98	87	99	45
Do Veh Clear ?	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES

Whole Intersection - Weighted Av Delay (sec) = 37 Level of Service = D-

Critical Movements - Weighted Av Delay (sec) = 37 Level of Service = D-

" " - Intersection Capacity Utilization (ICU) = 0.89

Predetermined Cycle Length is 180 seconds (Min. times may not be satisfied)

* CAPSSI (Release 11) - Based on Delay Methodology Per 1985 Highway Capacity Manual

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COMPREHENSIVE ANALYSIS PROGRAM

FOR A SINGLE SIGNALIZED INTERSECTION *

EXISTING CONDITIONS

SOLUTION USING PREDETERMINED CYCLE TIMES

FLN:sanmoo

SAN TOMAS/MOORPARK P.M Peak Hour Scenario 6

Movement	EBT	EBL	EBR	SBT	SBL	SBR	WBT	WBL	WBR	NBT	NBL	NBR
Phase 1 - 16 secs	.	X	.	.	.	.	.	X	.	.	.	.
Phase 2 - 3 secs	.	.	.	.	.	.	X	X	X	.	.	.
Phase 3 - 25 secs	X	.	X	.	.	.	X	.	X	.	.	.
Phase 4 - 9 secs	.	.	X	.	X	.	.	.	.	.	X	.
Phase 5 - 30 secs	.	.	.	X	X	X	.	.	.	.	.	.
Phase 6 - 97 secs	.	.	.	X	.	X	.	.	.	X	.	X
Critical Mvmt-**	****			****				****			****	
Peak 15 Vol -vph	430	119	203	2352	309	187	315	143	95	978	112	86
Saturation -vph	3800	1750	1750	3800	1750	1750	3800	1750	1750	5700	3150	1750
Lost time -sec	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Relative Sat 'X'	0.89	0.87	0.65	0.89	0.86	0.15	0.57	0.87	0.38	0.29	0.91	0.09
Effective Gr-sec	23	14	32	125	37	125	26	17	26	95	7	95
Move Time -sec	25	16	34	127	39	127	28	19	28	97	9	97
Min/Ped Time-sec	20	10	20	20	10	20	20	10	20	20	10	20
Prog Factor PAF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AvDelay/veh -sec	71	91	56	20	65	7	56	85	53	18	105	16
Level of Service	F	F	E-	C+	F	B+	E-	F	E	C+	F	C+
Av.'Q'/ lane veh	9	6	8	18	12	3	7	7	4	7	3	2
Veh Stopping %	98	99	93	80	96	34	93	99	90	56	100	50
Do Veh Clear ?	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES

Whole Intersection - Weighted Av Delay (sec) = 35 Level of Service = D-

Critical Movements - Weighted Av Delay (sec) = 33 Level of Service = D

" " - Intersection Capacity Utilization (ICU) = 0.89

Predetermined Cycle Length is 180 seconds (Min. times may not be satisfied)

* CAPSSI (Release 11) - Based on Delay Methodology Per 1985 Highway Capacity Manual

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COMPREHENSIVE ANALYSIS PROGRAM

FOR A SINGLE SIGNALIZED INTERSECTION *

BACKGROUND CONDITIONS

SOLUTION USING PREDETERMINED CYCLE TIMES

SAN TOMAS/MOORPARK P.M Peak Hour FILN:sanmoo Scenario 7

Movement	EBT	EBL	EBR	SBT	SBL	SBR	WBT	WBL	WBR	NBT	NBL	NBR
Phase 1 - 16 secs	.	X	.	.	.	.	.	X	.	.	.	.
Phase 2 - 3 secs	.	.	.	.	.	.	X	X	X	.	.	.
Phase 3 - 25 secs	X	.	X	.	.	.	X	.	X	.	.	.
Phase 4 - 9 secs	.	.	X	.	X	.	.	.	.	.	X	.
Phase 5 - 30 secs	.	.	.	X	X	X	.	.	.	.	.	.
Phase 6 - 97 secs	.	.	.	X	.	X	.	.	.	X	.	X
Critical Mvmt-**	****			****				****			****	
Peak 15 Vol -vph	443	123	209	2423	318	193	324	147	98	934	115	89
Saturation -vph	3800	1750	1750	3800	1750	1750	3800	1750	1750	3500	3150	1750
Lost time -sec	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Relative Sat 'X'	0.91	0.90	0.67	0.92	0.88	0.16	0.59	0.89	0.39	0.30	0.94	0.10
Effective Gr-sec	23	14	32	125	37	125	26	17	26	95	7	95
Move Time -sec	25	16	34	127	39	127	28	19	28	97	9	97
Min/Ped Time-sec	20	10	20	20	10	20	20	10	20	20	10	20
Prog Factor PAF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AvDelay/veh -sec	74	97	56	22	68	7	56	89	54	18	110	16
Level of Service	F	F	E-	C-	F	B+	E-	F	E	C+	F	C+
Av.'Q'/ lane veh	10	6	9	19	13	3	7	7	4	7	3	2
Veh Stopping %	99	99	93	84	97	34	94	99	91	56	100	50
Do Veh Clear ?	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES

Whole Intersection - Weighted Av Delay (sec) = 37 Level of Service = D-

Critical Movements - Weighted Av Delay (sec) = 36 Level of Service = D-

" " - Intersection Capacity Utilization (ICU) = 0.92

Predetermined Cycle Length is 180 seconds (Min. times may not be satisfied)

*** CAPSSI (Release 11) - Based on Delay Methodology Per 1985 Highway Capacity Manual**

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COMPREHENSIVE ANALYSIS PROGRAM

FOR A SINGLE SIGNALIZED INTERSECTION *

PROJECT CONDITIONS

SOLUTION USING PREDETERMINED CYCLE TIMES

FLN:sanmoo

SAN TOMAS/MOORPARK — P.M Peak Hour — Scenario 8

Movement	EBT	EBL	EBR	SBT	SBL	SBR	WBT	WBL	WBR	NBT	NBL	NBR
Phase 1 - 16 secs	.	X	.	.	.	.	.	X	.	.	.	.
Phase 2 - 3 secs	.	.	.	.	.	.	X	X	X	.	.	.
Phase 3 - 25 secs	X	.	X	.	.	.	X	.	X	.	.	.
Phase 4 - 9 secs	.	.	X	.	X	.	.	.	.	.	X	.
Phase 5 - 30 secs	.	.	.	X	X	X	.	.	.	.	.	.
Phase 6 - 97 secs	.	.	.	X	.	X	.	.	.	X	.	X
Critical Mvmt-**	****			****				****			****	
Peak 15 Vol -vph	443	123	209	2423	318	193	324	154	98	804	115	96
Saturation -vph	3800	1750	1750	3800	1750	1750	3800	1750	1750	5700	3150	1750
Lost time -sec	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Relative Sat 'X'	0.91	0.90	0.67	0.92	0.88	0.16	0.59	0.93	0.39	0.30	0.94	0.10
Effective Gr-sec	23	14	32	125	37	125	26	17	26	95	7	95
Move Time -sec	25	16	34	127	39	127	28	19	28	97	9	97
Min/Ped Time-sec	20	10	20	20	10	20	20	10	20	20	10	20
Prog Factor PAF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AvDelay/veh -sec	74	97	56	22	68	7	56	98	54	18	110	16
Level of Service	F	F	E-	C-	F	B+	E-	F	E	C+	F	C+
Av.'Q'/ lane veh	10	6	9	19	13	3	7	7	4	7	3	2
Veh Stopping %	99	99	93	84	97	34	94	99	91	56	100	50
Do Veh Clear ?	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES

Whole Intersection - Weighted Av Delay (sec) = 37 Level of Service = D-

Critical Movements - Weighted Av Delay (sec) = 36 Level of Service = D-

" " - Intersection Capacity Utilization (ICU) = 0.92

Predetermined Cycle Length is 180 seconds (Min. times may not be satisfied)

* CAPSSI (Release 11) - Based on Delay Methodology Per 1985 Highway Capacity Manual

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COMPREHENSIVE ANALYSIS PROGRAM

FOR A SINGLE SIGNALIZED INTERSECTION *

CUMULATIVE W/PROJECT

SOLUTION USING PREDETERMINED CYCLE TIMES

FLN:SANMOO

SAN TOMAS/MOORPARK P.M Peak Hour Scenario 10

Movement	EBT	EBL	EBR	SBT	SBL	SBR	WBT	WBL	WBR	NBT	NBL	NBR
Phase 1 - 16 secs	.	X	.	.	.	.	.	X	.	.	.	.
Phase 2 - 3 secs	.	.	.	.	.	.	X	X	X	.	.	.
Phase 3 - 25 secs	X	.	X	.	.	.	X	.	X	.	.	.
Phase 4 - 9 secs	.	.	X	.	X	.	.	.	.	.	X	.
Phase 5 - 30 secs	.	.	.	X	X	X	.	.	.	.	.	.
Phase 6 - 97 secs	.	.	.	X	.	X	.	.	.	X	.	X
Critical Mvmt-**	****			****				****			****	
Peak 15 Vol -vph	443	123	209	2431	318	193	324	154	98	912	115	96
Saturation -vph	3800	1750	1750	3800	1750	1750	3800	1750	1750	5700	3150	1750
Lost time -sec	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Relative Sat 'X'	0.91	0.90	0.67	0.92	0.88	0.16	0.59	0.93	0.39	0.30	0.94	0.10
Effective Gr-sec	23	14	32	125	37	125	26	17	26	95	7	95
Move Time -sec	25	16	34	127	39	127	28	19	28	97	9	97
Min/Ped Time-sec	20	10	20	20	10	20	20	10	20	20	10	20
Prog Factor PAF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AvDelay/veh -sec	74	97	56	22	68	7	56	98	54	18	110	16
Level of Service	F	F	E-	C-	F	B+	E-	F	E	C+	F	C+
Av.'Q'/ lane veh	10	6	9	19	13	3	7	7	4	7	3	2
Veh Stopping %	99	99	93	85	97	34	94	99	91	56	100	50
Do Veh Clear ?	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES

Whole Intersection - Weighted Av Delay (sec) = 37 Level of Service = D-

Critical Movements - Weighted Av Delay (sec) = 36 Level of Service = D-

'' '' - Intersection Capacity Utilization (ICU) = 0.92

Predetermined Cycle Length is 180 seconds (Min. times may not be satisfied)

* CAPSSI (Release 11) - Based on Delay Methodology Per 1985 Highway Capacity Manual

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COMPREHENSIVE ANALYSIS PROGRAM

FOR A SINGLE SIGNALIZED INTERSECTION *

EXISTING CONDITIONS

SOLUTION USING PREDETERMINED CYCLE TIMES

SARATOGA/STEVENS CREEK — A.M Peak Hour — FLN:sarste Scenario 1

Movement	EBT	EBL	EBR	SBT	SBL	SBR	WBT	WBL	WBR	NBT	NBL	NBR
Phase 1 - 16 secs	.	X	.	.	.	.	.	X	.	.	.	.
Phase 2 - 8 secs	.	.	.	.	.	.	X	X	.	.	.	.
Phase 3 - 41 secs	X	.	X	.	.	.	X	.	X	.	.	.
Phase 4 - 14 secs	.	.	X	.	X	.	.	.	.	.	X	.
Phase 5 - 34 secs	.	.	.	.	.	.	.	.	.	X	X	X
Phase 6 - 44 secs	.	.	.	X	.	X	.	.	.	X	.	X
Critical Mvmt-**		****			****		****			****		
Peak 15 Vol -vph	313	92	88	397	81	85	782	121	41	920	240	155
Saturation -vph	5700	1750	1750	3800	1750	1750	5700	1750	1750	3800	1750	1750
Lost time -sec	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Relative Sat 'X'	0.22	0.59	0.15	0.39	0.46	0.18	0.46	0.49	0.08	0.80	0.47	0.18
Effective Gr-sec	39	14	53	42	10	42	47	22	47	75	46	75
Move Time -sec	41	16	55	44	12	44	49	24	49	78	48	78
Min/Ped Time-sec	31	10	31	34	10	34	31	10	31	34	10	34
Prog Factor PAF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AvDelay/veh -sec	36	56	28	36	54	34	34	49	30	31	35	27
Level of Service	D-	E-	D+	D-	E	D	D	E	D+	C+	D-	C+
Av.'Q'/ lane veh	3	4	3	6	2	3	8	5	2	10	7	3
Veh Stopping %	80	96	70	82	96	77	81	92	72	88	82	57
Do Veh Clear ?	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES

Whole Intersection - Weighted Av Delay (sec) = 31 Level of Service = D

Critical Movements - Weighted Av Delay (sec) = 29 Level of Service = D+

" " - Intersection Capacity Utilization (ICU) = 0.49

Predetermined Cycle Length is 157 seconds (All Minimum times are satisfied)

* CAPSSI (Release 11) - Based on Delay Methodology Per 1985 Highway Capacity Manual

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C A P S S I

COMPREHENSIVE ANALYSIS PROGRAM

FOR A SINGLE SIGNALIZED INTERSECTION *

10-16-97

BACKGROUND CONDITIONS

SOLUTION USING PREDETERMINED CYCLE TIMES

SARATOGA/STEVENS CREEK — A.M Peak Hour — FILE:sarste Scenario 2

Movement	EBT	EBL	EBR	SBT	SBL	SBR	WBT	WBL	WBR	NBT	NBL	NBR
Phase 1 - 16 secs	.	X	.	.	.	.	.	X	.	.	.	.
Phase 2 - 7 secs	.	.	.	.	.	.	X	X	X	.	.	.
Phase 3 - 42 secs	X	.	X	.	.	.	X	.	X	.	.	.
Phase 4 - 14 secs	.	.	X	.	X	.	.	.	.	.	X	.
Phase 5 - 34 secs	.	.	.	.	.	.	.	.	.	X	X	X
Phase 6 - 44 secs	.	.	.	X	.	X	.	.	.	X	.	X
Critical Mvmt-**		****			****		****			****		
Peak 15 Vol -vph	333	99	92	415	64	90	820	136	43	961	251	162
Saturation -vph	5700	1750	1750	3800	1750	1750	5700	1750	1750	3800	1750	1750
Lost time -sec	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Relative Sat 'X'	0.23	0.63	0.15	0.41	0.48	0.19	0.48	0.54	0.08	0.62	0.49	0.19
Effective Gr-sec	40	14	54	42	12	42	47	21	47	76	46	76
Move Time -sec	42	16	56	44	14	44	49	23	49	78	48	78
Min/Ped Time-sec	31	10	31	34	10	34	31	10	31	34	10	34
Prog Factor PAF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AvDelay/veh -sec	35	58	27	36	55	34	34	50	30	21	35	18
Level of Service	D-	E-	D+	D-	E	D	D	E	D	C-	D-	C+
Av.'Q'/ lane veh	4	4	3	7	3	3	8	5	1	11	8	4
Veh Stopping %	79	97	69	82	96	77	82	93	72	69	83	57
Do Veh Clear ?	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES

Whole Intersection - Weighted Av Delay (sec) = 32 Level of Service = D

Critical Movements - Weighted Av Delay (sec) = 30 Level of Service = D+

" " - Intersection Capacity Utilization (ICU) = 0.52

Predetermined Cycle Length is 157 seconds (All Minimum times are satisfied)

* CAPSSI (Release 11) - Based on Delay Methodology Per 1985 Highway Capacity Manual

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COMPREHENSIVE ANALYSIS PROGRAM
FOR A SINGLE SIGNALIZED INTERSECTION *

PROJECT CONDITIONS
SOLUTION USING PREDETERMINED CYCLE TIMES

SARATOGA/STEVENS CREEK — A.M Peak Hour — FILE:sarste Scenario 3

Movement	EBT	EBL	EBR	SBT	SBL	SBR	WBT	WBL	WBR	NBT	NBL	NBR
Phase 1 - 16 secs	.	X	.	.	.	.	.	X	.	.	.	.
Phase 2 - 7 secs	.	.	.	.	.	.	X	.	X	.	.	.
Phase 3 - 42 secs	X	.	X	.	.	.	X	.	X	.	.	.
Phase 4 - 14 secs	.	.	X	.	X	.	.	.	.	.	X	.
Phase 5 - 34 secs	.	.	.	.	.	.	.	.	.	X	X	X
Phase 6 - 44 secs	.	.	.	X	.	X	.	.	.	X	.	X
Critical Mvmt-**		****			****		****			****		
Peak 15 Vol -vph	347	99	92	415	64	90	844	126	43	961	351	162
Saturation -vph	5700	1750	1750	3800	1750	1750	5700	1750	1750	3800	1750	1750
Lost time -sec	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Relative Sat 'X'	0.24	0.63	0.15	0.41	0.48	0.19	0.49	0.54	0.08	0.53	0.49	0.19
Effective Gr-sec	40	14	54	42	12	42	47	21	47	76	46	76
Move Time -sec	42	16	56	44	14	44	49	23	49	78	48	78
Min/Ped Time-sec	31	10	31	34	10	34	31	10	31	34	10	34
Prog Factor PAF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AvDelay/veh -sec	35	58	27	36	55	34	35	50	30	21	35	18
Level of Service	D-	E-	D+	D-	E	D	D	E	D	C-	D-	C+
Av.'Q'/ lane veh	4	4	3	7	3	3	9	5	1	11	8	4
Veh Stopping %	79	97	69	82	96	77	82	93	72	69	83	57
Do Veh Clear ?	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES

Whole Intersection - Weighted Av Delay (sec) = 32 Level of Service = D
Critical Movements - Weighted Av Delay (sec) = 30 Level of Service = D
" " - Intersection Capacity Utilization (ICU) = 0.52

Predetermined Cycle Length is 157 seconds (All Minimum times are satisfied)

* CAPSSI (Release 11) - Based on Delay Methodology Per 1985 Highway Capacity Manual

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COMPREHENSIVE ANALYSIS PROGRAM

FOR A SINGLE SIGNALIZED INTERSECTION *

CUMULATIVE W/PROJECT

SOLUTION USING PREDETERMINED CYCLE TIMES

FLN:SARSTE

SARATOGA/STEVENS CREEK A.M Peak Hour Scenario 5

Movement	EBT	EBL	EBR	SBT	SBL	SBR	WBT	WBL	WBR	NBT	NBL	NBR
Phase 1 - 16 secs	.	X	.	.	.	.	.	X	.	.	.	.
Phase 2 - 7 secs	.	.	.	.	.	.	X	X	X	.	.	.
Phase 3 - 42 secs	X	.	X	.	.	.	X	.	X	.	.	.
Phase 4 - 14 secs	.	.	X	.	X	.	.	.	.	.	X	.
Phase 5 - 34 secs	.	.	.	.	.	.	.	.	.	X	X	X
Phase 6 - 44 secs	.	.	.	X	.	X	.	.	.	X	.	X
Critical Mvmt-**		****			****		****			****		
Peak 15 Vol -vph	350	99	92	415	64	90	846	126	43	961	251	162
Saturation -vph	5700	1750	1750	3800	1750	1750	5700	1750	1750	3800	1750	1750
Lost time -sec	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Relative Sat 'X'	0.24	0.63	0.15	0.41	0.48	0.19	0.50	0.54	0.08	0.52	0.49	0.19
Effective Gr-sec	40	14	54	42	12	42	47	21	47	76	46	76
Move Time -sec	42	16	56	44	14	44	49	23	49	78	48	78
Min/Ped Time-sec	31	10	31	34	10	34	31	10	31	34	10	34
Prog Factor PAF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AvDelay/veh -sec	35	58	27	36	55	34	35	50	30	21	35	18
Level of Service	D-	E-	D+	D-	E	D	D	E	D	C-	D-	C+
Av.'Q'/ lane veh	4	4	3	7	3	3	9	5	1	11	8	4
Veh Stopping %	79	97	69	82	96	77	82	93	72	69	83	57
Do Veh Clear ?	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES

Whole Intersection - Weighted Av Delay (sec) = 32 Level of Service = D

Critical Movements - Weighted Av Delay (sec) = 30 Level of Service = D

" " - Intersection Capacity Utilization (ICU) = 0.52

Predetermined Cycle Length is 157 seconds (All Minimum times are satisfied)

* CAPSSI (Release 11) - Based on Delay Methodology Per 1985 Highway Capacity Manual

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C A P S S I 10-16-97

COMPREHENSIVE ANALYSIS PROGRAM

FOR A SINGLE SIGNALIZED INTERSECTION *

EXISTING CONDITIONS

SOLUTION USING PREDETERMINED CYCLE TIMES

FLN:sarste

SARATOGA/STEVENS CREEK — P.M Peak Hour — Scenario 6

Movement	EBT	EBL	EBR	SBT	SBL	SBR	WBT	WBL	WBR	NBT	NBL	NBR
Phase 1 - 19 secs	.	X	.	.	.	.	.	X	.	.	.	.
Phase 2 - 7 secs	.	.	.	.	.	.	X	X	X	.	.	.
Phase 3 - 47 secs	X	.	X	.	.	.	X	.	X	.	.	.
Phase 4 - 19 secs	.	.	X	.	X	.	.	.	.	.	X	.
Phase 5 - 11 secs	.	.	.	.	.	.	.	.	.	X	X	X
Phase 6 - 54 secs	.	.	.	X	.	X	.	.	.	X	.	X
Critical Mvmt-**	****			****				****			****	
Peak 15 Vol -vph	1000	140	209	851	141	148	727	203	51	667	238	260
Saturation -vph	5700	1750	1750	3800	1750	1750	5700	1750	1750	3800	1750	1750
Lost time -sec	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Relative Sat 'X'	0.61	0.74	0.29	0.68	0.74	0.26	0.39	0.76	0.09	0.44	0.76	0.37
Effective Gr-sec	45	17	64	52	17	52	52	24	52	63	28	63
Move Time -sec	47	19	66	54	19	54	54	26	54	65	30	65
Min/Ped Time-sec	31	10	31	34	10	34	31	10	31	34	10	34
Prog Factor PAF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AvDelay/veh -sec	37	61	24	35	61	29	31	56	27	26	54	25
Level of Service	D-	F	C-	D-	F	D+	D	E-	D+	D+	E	D+
Av.'Q'/ lane veh	10	5	5	12	5	4	7	7	1	9	9	7
Veh Stopping %	87	97	67	86	97	73	77	96	69	73	95	70
Do Veh Clear ?	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES

Whole Intersection - Weighted Av Delay (sec) = 36 Level of Service = D-

Critical Movements - Weighted Av Delay (sec) = 40 Level of Service = E+

" " - Intersection Capacity Utilization (ICU) = 0.69

Predetermined Cycle Length is 157 seconds (All Minimum times are satisfied)

* CAPSSI (Release 11) - Based on Delay Methodology Per 1985 Highway Capacity Manual

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COMPREHENSIVE ANALYSIS PROGRAM

FOR A SINGLE SIGNALIZED INTERSECTION *

BACKGROUND CONDITIONS

SOLUTION USING PREDETERMINED CYCLE TIMES

SARATOGA/STEVENS CREEK — P.M Peak Hour — FLN:sarste Scenario 7

Movement	EBT	EBL	EBR	SBT	SBL	SBR	WBT	WBL	WBR	NBT	NBL	NBR
Phase 1 - 19 secs	.	X	.	.	.	.	.	X	.	.	.	.
Phase 2 - 7 secs	.	.	.	.	.	.	X	X	X	.	.	.
Phase 3 - 47 secs	X	.	X	.	.	.	X	.	X	.	.	.
Phase 4 - 19 secs	.	.	X	.	X	.	.	.	.	.	X	.
Phase 5 - 11 secs	.	.	.	.	.	.	.	.	.	X	X	X
Phase 6 - 54 secs	.	.	.	X	.	X	.	.	.	X	.	X
Critical Mvmt-**	****			****				****			****	
Peak 15 Vol -vph	1033	145	215	877	145	155	755	209	53	687	245	268
Saturation -vph	5700	1750	1750	3800	1750	1750	5700	1750	1750	3800	1750	1750
Lost time -sec	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Relative Sat 'X'	0.63	0.77	0.30	0.70	0.77	0.27	0.40	0.78	0.09	0.45	0.79	0.38
Effective Gr-sec	45	17	64	52	17	52	52	24	52	63	28	63
Move Time -sec	47	19	66	54	19	54	54	26	54	65	30	65
Min/Ped Time-sec	31	10	31	34	10	34	31	10	31	34	10	34
Prog Factor PAF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AvDelay/veh -sec	38	63	24	36	63	29	31	58	28	26	55	25
Level of Service	D-	F	C-	D-	F	D+	D	E-	D+	D+	E-	D+
Av.'Q'/ lane veh	11	6	6	13	6	5	7	8	2	9	9	7
Veh Stopping %	87	97	68	87	97	73	77	96	69	73	96	71
Do Ven Clear ?	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES

Whole Intersection - Weighted Av Delay (sec) = 36 Level of Service = D-

Critical Movements - Weighted Av Delay (sec) = 41 Level of Service = E+

'' '' - Intersection Capacity Utilization (ICU) = 0.71

Predetermined Cycle Length is 157 seconds (All Minimum times are satisfied)

* CAPSSI (Release 11) - Based on Delay Methodology Per 1985 Highway Capacity Manual

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COMPREHENSIVE ANALYSIS PROGRAM

FOR A SINGLE SIGNALIZED INTERSECTION *

PROJECT CONDITIONS

SOLUTION USING PREDETERMINED CYCLE TIMES

SARATOGA/STEVENS CREEK — P.M Peak Hour — FLN:sarste Scenario 8

Movement	EBT	EBL	EBR	SBT	SBL	SBR	WBT	WBL	WBR	NBT	NBL	NBR
Phase 1 - 19 secs	.	X	.	.	.	.	.	.	.	.	.	.
Phase 2 - 7 secs	.	.	.	.	.	.	X	.	X	.	.	.
Phase 3 - 47 secs	X	.	X	.	.	.	X	.	X	.	.	.
Phase 4 - 19 secs	.	.	X	.	X	.	.	.	.	.	X	.
Phase 5 - 11 secs	.	.	.	.	.	.	.	.	.	X	X	X
Phase 6 - 54 secs	.	.	.	X	.	X	.	.	.	X	.	X
Critical Mvmt-**	****			****				****			****	
Peak 15 Vol -vpn	1068	145	215	877	145	155	782	209	53	687	345	268
Saturation -vpn	5700	1750	1750	3800	1750	1750	5700	1750	1750	3800	1750	1750
Lost time -sec	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Relative Sat 'X'	0.65	0.77	0.30	0.70	0.77	0.27	0.41	0.73	0.09	0.45	0.79	0.38
Effective Gr-sec	45	17	64	52	17	52	52	24	52	63	28	63
Move Time -sec	47	19	66	54	19	54	54	26	54	65	30	65
Min/Ped Time-sec	31	10	31	34	10	34	31	10	31	34	10	34
Prog Factor PAF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AvDelay/veh -sec	38	63	24	36	63	29	31	58	28	26	55	25
Level of Service	D-	F	C-	D-	F	D+	D	E-	D+	D+	E-	D+
Av.'Q'/ lane veh	11	6	6	13	6	5	8	8	2	9	9	7
Veh Stopping %	88	97	68	87	97	73	78	96	69	73	96	71
Do Veh Clear ?	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES

Whole Intersection - Weighted Av Delay (sec) = 36 Level of Service = D-

Critical Movements - Weighted Av Delay (sec) = 41 Level of Service = E+

" " - Intersection Capacity Utilization (ICU) = 0.71

Predetermined Cycle Length is 157 seconds (All Minimum times are satisfied)

* CAPSSI (Release 11) - Based on Delay Methodology Per 1985 Highway Capacity Manual

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COMPREHENSIVE ANALYSIS PROGRAM

FOR A SINGLE SIGNALIZED INTERSECTION *

CUMULATIVE W/PROJECT

SOLUTION USING PREDETERMINED CYCLE TIMES

FLN:SARSTE

SARATOGA/STEVENS CREEK P.M Peak Hour Scenario 10

Movement	EBT	EBL	EBR	SBT	SBL	SBR	WBT	WBL	WBR	NBT	NBL	NBR
Phase 1 - 19 secs	.	X	.	.	.	.	.	X	.	.	.	.
Phase 2 - 7 secs	.	.	.	.	.	.	X	X	X	.	.	.
Phase 3 - 47 secs	X	.	X	.	.	.	X	.	X	.	.	.
Phase 4 - 19 secs	.	.	X	.	X	.	.	.	.	.	X	.
Phase 5 - 11 secs	.	.	.	.	.	.	.	.	.	X	X	X
Phase 6 - 54 secs	.	.	.	X	.	X	.	.	.	X	.	X
Critical Mvmt-**	****			****				****			****	
Peak 15 Vol -vph	1081	145	215	877	145	155	795	209	53	687	245	268
Saturation -vph	5700	1750	1750	3800	1750	1750	5700	1750	1750	3800	1750	1750
Lost time -sec	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Relative Sat 'X'	0.66	0.77	0.30	0.70	0.77	0.27	0.42	0.78	0.09	0.45	0.79	0.38
Effective Gr-sec	45	17	64	52	17	52	52	24	52	63	28	63
Move Time -sec	47	19	66	54	19	54	54	26	54	65	30	65
Min/Ped Time-sec	31	10	31	34	10	34	31	10	31	34	10	34
Prog Factor PAF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AvDelay/veh -sec	38	63	24	36	63	29	31	58	28	26	55	25
Level of Service	D-	F	C-	D-	F	D+	D	E-	D+	D+	E-	D+
Av.'Q'/ lane veh	11	6	6	13	6	5	8	8	2	9	9	7
Veh Stopping %	88	97	68	87	97	73	78	96	69	73	96	71
Do Veh Clear ?	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES

Whole Intersection - Weighted Av Delay (sec) = 36 Level of Service = D-

Critical Movements - Weighted Av Delay (sec) = 41 Level of Service = E+

" " - Intersection Capacity Utilization (ICU) = 0.72

Predetermined Cycle Length is 157 seconds (All Minimum times are satisfied)

* CAPSSI (Release 11) - Based on Delay Methodology Per 1985 Highway Capacity Manual

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COMPREHENSIVE ANALYSIS PROGRAM

FOR A SINGLE SIGNALIZED INTERSECTION *

EXISTING CONDITIONS

SOLUTION USING PREDETERMINED CYCLE TIMES

STEVENS CREEK/WINCHESTER — A.M Peak Hour — FLN:stewin Scenario 1

Movement	EBT	EBL	EBR	SBT	SBL	SBR	WBT	WBL	WBR	NBT	NBL	NBR
Phase 1 - 11 secs	.	X	.	.	.	.	.	X	.	.	.	.
Phase 2 - 12 secs	.	.	.	.	.	.	X	X	X	.	.	.
Phase 3 - 35 secs	X	.	X	.	.	.	X	.	X	.	.	.
Phase 4 - 17 secs	.	.	.	.	X	.	.	.	X	.	X	.
Phase 5 - 6 secs	.	.	.	.	.	.	.	.	.	X	X	X
Phase 6 - 54 secs	.	.	.	X	.	X	.	.	.	X	.	X
Critical Mvmt-**	****				****			****		****		
Peak 15 Vol -vph	474	145	136	241	117	87	787	324	247	1071	151	260
Saturation -vph	5700	3150	1750	5700	1750	Shrd	5700	3150	1750	3800	1750	1750
Lost time -sec	2.00	2.00	2.00	2.00	2.00	-	2.00	2.00	2.00	2.00	2.00	2.00
Relative Sat 'X'	0.34	0.69	0.32	0.15	0.60	-	0.41	0.66	0.31	0.66	0.55	0.35
Effective Gr-sec	33	9	33	52	15	-	45	21	62	58	21	58
Move Time -sec	35	11	35	54	17	-	47	23	64	60	23	60
Min/Ped Time-sec	25	10	25	30	10	-	27	10	27	30	10	30
Prog Factor PAF	1.00	1.00	1.00	1.00	1.00	-	1.00	1.00	1.00	1.00	1.00	1.00
AvDelay/veh -sec	32	53	32	21	47	-	27	43	18	24	42	20
Level of Service	D	E	D	C-	E	-	D+	E+	C+	C-	E+	C+
Av.'Q'/ lane veh	4	3	4	3	4	-	7	5	5	11	5	6
Veh Stopping %	82	98	82	65	95	-	77	94	63	79	92	67
Do Veh Clear ?	YES	YES	YES	YES	YES	-	YES	YES	YES	YES	YES	YES

Whole Intersection - Weighted Av Delay (sec) = 29 Level of Service = D+

Critical Movements - Weighted Av Delay (sec) = 30 Level of Service = D

" " - Intersection Capacity Utilization (ICU) = 0.57

Predetermined Cycle Length is 135 seconds (All Minimum times are satisfied)

* CAPSSI (Release 11) - Based on Delay Methodology Per 1985 Highway Capacity Manual

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COMPREHENSIVE ANALYSIS PROGRAM

FOR A SINGLE SIGNALIZED INTERSECTION *

10-16-97

BACKGROUND CONDITIONS

SOLUTION USING PREDETERMINED CYCLE TIMES

FLN:stewin

STEVENS CREEK/WINCHESTER — A.M Peak Hour — Scenario 2

Movement	EBT	EBL	EBR	SBT	SBL	SBR	WBT	WBL	WBR	NBT	NBL	NBR
Phase 1 - 11 secs	.	X	.	.	.	.	.	X	.	.	.	.
Phase 2 - 12 secs	.	.	.	.	.	.	X	X	X	.	.	.
Phase 3 - 35 secs	X	.	X	.	.	.	X	.	X	.	.	.
Phase 4 - 17 secs	.	.	.	.	X	.	.	.	X	.	X	.
Phase 5 - 5 secs	.	.	.	.	.	.	.	.	.	X	X	X
Phase 6 - 54 secs	.	.	.	X	.	X	.	.	.	X	.	X
Critical Mvmt-**	****				****			****		****		
Peak 15 Vol -vph	474	145	140	257	131	87	787	330	254	1075	153	270
Saturation -vph	5700	3150	1750	5700	1750	Shrd	5700	3150	1750	3800	1750	1750
Lost time -sec	2.00	2.00	2.00	2.00	2.00	-	2.00	2.00	2.00	2.00	2.00	2.00
Relative Sat 'X'	0.34	0.69	0.32	0.16	0.67	-	0.41	0.67	0.31	0.67	0.59	0.36
Effective Gr-sec	33	9	33	52	15	-	45	21	62	57	20	57
Move Time -sec	35	11	35	54	17	-	47	23	64	59	22	59
Min/Ped Time-sec	25	10	25	30	10	-	27	10	27	30	10	30
Prog Factor PAF	1.00	1.00	1.00	1.00	1.00	-	1.00	1.00	1.00	1.00	1.00	1.00
AvDelay/veh -sec	32	52	32	20	49	-	26	43	17	24	43	20
Level of Service	D	E	D	C-	E	-	D+	E+	C+	C-	E+	C-
Av.'Q'/ lane veh	4	3	4	3	4	-	6	5	5	11	5	6
Veh Stopping %	82	98	82	65	96	-	77	94	63	80	93	68
Do Veh Clear ?	YES	YES	YES	YES	YES	-	YES	YES	YES	YES	YES	YES

Whole Intersection - Weighted Av Delay (sec) = 29 Level of Service = D+

Critical Movements - Weighted Av Delay (sec) = 31 Level of Service = D

" " - Intersection Capacity Utilization (ICU) = 0.58

Predetermined Cycle Length is 134 seconds (All Minimum times are satisfied)

* CAPSSI (Release 11) - Based on Delay Methodology Per 1985 Highway Capacity Manual

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COMPREHENSIVE ANALYSIS PROGRAM

FOR A SINGLE SIGNALIZED INTERSECTION *

PROJECT CONDITIONS

SOLUTION USING PREDETERMINED CYCLE TIMES

FLN:stewin

STEVENS CREEK/WINCHESTER — A.M Peak Hour — Scenario 3

Movement	EBT	EBL	EBR	SBT	SBL	SBR	WBT	WBL	WBR	NBT	NBL	NBR
Phase 1 - 11 secs	.	X	.	.	.	.	.	X	.	.	.	.
Phase 2 - 12 secs	.	.	.	.	.	.	X	X	X	.	.	.
Phase 3 - 35 secs	X	.	X	.	.	.	X	.	X	.	.	.
Phase 4 - 17 secs	.	.	.	.	X	.	.	.	X	.	X	.
Phase 5 - 12 secs	.	.	.	.	.	.	.	.	.	X	X	X
Phase 6 - 48 secs	.	.	.	X	.	X	.	.	.	X	.	X
Critical Mvmt-**			****		****			****		****		
Peak 15 Vol -vph	474	145	178	269	131	87	787	330	254	1080	221	270
Saturation -vph	5700	3150	1750	5700	1750	Shrd	5700	3150	1750	3500	1750	1750
Lost time -sec	2.00	2.00	2.00	2.00	2.00	-	2.00	2.00	2.00	2.00	2.00	2.00
Relative Sat 'X'	0.34	0.69	0.42	0.18	0.67	-	0.41	0.67	0.32	0.66	0.63	0.36
Effective Gr-sec	33	9	33	46	15	-	45	21	62	58	27	58
Move Time -sec	35	11	35	48	17	-	47	23	64	60	29	60
Min/Ped Time-sec	25	10	25	30	10	-	27	10	27	30	10	30
Prog Factor PAF	1.00	1.00	1.00	1.00	1.00	-	1.00	1.00	1.00	1.00	1.00	1.00
AvDelay/veh -sec	32	53	33	24	50	-	27	43	18	24	40	20
Level of Service	D	E	D	C-	E	-	D+	E+	C+	C-	E+	C+
Av.'Q'/ lane veh	4	3	5	3	4	-	7	5	5	12	7	6
Veh Stopping %	82	98	84	70	96	-	77	94	63	80	92	67
Do Veh Clear ?	YES	YES	YES	YES	YES	-	YES	YES	YES	YES	YES	YES

Whole Intersection - Weighted Av Delay (sec) = 29 Level of Service = D+

Critical Movements - Weighted Av Delay (sec) = 31 Level of Service = D

" " - Intersection Capacity Utilization (ICU) = 0.60

Predetermined Cycle Length is 135 seconds (All Minimum times are satisfied)

* CAPSSI (Release 11) - Based on Delay Methodology Per 1985 Highway Capacity Manual

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COMPREHENSIVE ANALYSIS PROGRAM

FOR A SINGLE SIGNALIZED INTERSECTION *

CUMULATIVE W/PROJECT

SOLUTION USING PREDETERMINED CYCLE TIMES

FLN:STEWIN

STEVENS CREEK/WINCHESTER A.M Peak Hour Scenario 5

Movement	EBT	EBL	EBR	SBT	SBL	SBR	WBT	WBL	WBR	NBT	NBL	NBR
Phase 1 - 11 secs	.	X	.	.	.	.	.	X	.	.	.	.
Phase 2 - 12 secs	.	.	.	.	.	.	X	X	X	.	.	.
Phase 3 - 35 secs	X	.	X	.	.	.	X	.	X	.	.	.
Phase 4 - 17 secs	.	.	.	.	X	.	.	.	X	.	X	.
Phase 5 - 12 secs	.	.	.	.	.	.	.	.	.	X	X	X
Phase 6 - 48 secs	.	.	.	X	.	X	.	.	.	X	.	X
Critical Mvmt-**			****		****			****		****		
Peak 15 Vol -vph	483	145	178	272	131	87	793	333	254	1085	221	276
Saturation -vph	5700	3150	1750	5700	1750	Shrd	5700	3150	1750	3800	1750	1750
Lost time -sec	2.00	2.00	2.00	2.00	2.00	-	2.00	2.00	2.00	2.00	2.00	2.00
Relative Sat 'X'	0.35	0.69	0.42	0.18	0.67	-	0.42	0.68	0.32	0.66	0.63	0.37
Effective Gr-sec	33	9	33	46	15	-	45	21	62	58	27	58
Move Time -sec	35	11	35	48	17	-	47	23	64	60	29	60
Min/Ped Time-sec	25	10	25	30	10	-	27	10	27	30	10	30
Prog Factor PAF	1.00	1.00	1.00	1.00	1.00	-	1.00	1.00	1.00	1.00	1.00	1.00
AvDelay/veh -sec	32	53	33	24	50	-	27	44	18	24	40	20
Level of Service	D	E	D	C-	E	-	D+	E+	C+	C-	E+	C+
Av.'Q'/ lane veh	5	3	5	3	4	-	7	5	5	12	7	6
Veh Stopping %	83	98	84	70	96	-	77	94	63	80	92	68
Do Veh Clear ?	YES	YES	YES	YES	YES	-	YES	YES	YES	YES	YES	YES

Whole Intersection - Weighted Av Delay (sec) = 29 Level of Service = D+

Critical Movements - Weighted Av Delay (sec) = 31 Level of Service = D

" " - Intersection Capacity Utilization (ICU) = 0.60

Predetermined Cycle Length is 135 seconds (All Minimum times are satisfied)

* CAPSSI (Release 11) - Based on Delay Methodology Per 1985 Highway Capacity Manual

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C A P S S I
COMPREHENSIVE ANALYSIS PROGRAM
FOR A SINGLE SIGNALIZED INTERSECTION *

EXISTING CONDITIONS
SOLUTION USING PREDETERMINED CYCLE TIMES

STEVENS CREEK/WINCHESTER — P.M Peak Hour — PLN:stewin Scenario 6

Movement	EBT	EBL	EBR	SBT	SBL	SBR	WBT	WBL	WBR	NBT	NBL	NBR
Phase 1 - 15 secs	.	X	.	.	.	.	.	X	.	.	.	.
Phase 2 - 16 secs	.	.	.	.	.	.	X	X	X	.	.	.
Phase 3 - 34 secs	X	.	X	.	.	.	X	.	X	.	.	.
Phase 4 - 29 secs	.	.	.	.	X	.	.	.	X	.	X	.
Phase 5 - 2 secs	.	.	.	.	.	.	.	.	.	X	X	X
Phase 6 - 39 secs	.	.	.	X	.	X	.	.	.	X	.	X
Critical Mvmt-**	****				****			****				****
Peak 15 Vol -vph	1001	252	281	940	306	191	882	572	204	517	267	439
Saturation -vph	5700	3150	1750	5700	1750	Shrd	5700	3150	1750	3500	1750	1750
Lost time -sec	2.00	2.00	2.00	2.00	2.00	-	2.00	2.00	2.00	2.00	2.00	2.00
Relative Sat 'X'	0.74	0.83	0.68	0.72	0.87	-	0.44	0.85	0.20	1.47	1.71	0.87
Effective Gr-sec	32	13	32	37	27	-	48	29	77	29	29	39
Move Time -sec	34	15	34	39	29	-	50	31	79	31	31	41
Min/Ped Time-sec	25	10	25	30	10	-	27	10	27	30	10	30
Prog Factor PAF	1.00	1.00	1.00	1.00	1.00	-	1.00	1.00	1.00	1.00	1.00	1.00
AvDelay/veh -sec	38	57	39	35	54	-	25	45	11	30	42	45
Level of Service	D-	E-	D-	D	E	-	D+	E	B-	C	E+	E
Av.'Q'/ lane veh	10	4	8	10	9	-	7	8	3	7	8	12
Veh Stopping %	93	98	91	91	97	-	76	96	49	82	93	95
Do Veh Clear ?	YES	YES	YES	YES	YES	-	YES	YES	YES	YES	YES	YES

Whole Intersection - Weighted Av Delay (sec) = 37 Level of Service = D-
Critical Movements - Weighted Av Delay (sec) = 43 Level of Service = E+
" " - Intersection Capacity Utilization (ICU) = 0.83

Predetermined Cycle Length is 135 seconds (All Minimum times are satisfied)

* CAPSSI (Release 11) - Based on Delay Methodology Per 1985 Highway Capacity Manual

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C A P S S I 10-16-97

COMPREHENSIVE ANALYSIS PROGRAM

FOR A SINGLE SIGNALIZED INTERSECTION *

BACKGROUND CONDITIONS

SOLUTION USING PREDETERMINED CYCLE TIMES

FLN:stewin

STEVENS CREEK/WINCHESTER P.M Peak Hour Scenario 7

Movement	EBT	EBL	EBR	SBT	SBL	SBR	WBT	WBL	WBR	NBT	NBL	NBR
Phase 1 - 14 secs	.	X	.	.	.	.	.	X	.	.	.	.
Phase 2 - 15 secs	.	.	.	.	.	.	X	X	X	.	.	.
Phase 3 - 32 secs	X	.	X	.	.	.	X	.	X	.	.	.
Phase 4 - 33 secs	.	.	.	.	X	.	.	.	X	.	X	.
Phase 5 - 2 secs	.	.	.	.	.	.	.	.	.	X	X	X
Phase 6 - 39 secs	.	.	.	X	.	X	.	.	.	X	.	X
Critical Mvmt-**	****				****			****				****
Peak 15 Vol -vph	1001	252	283	944	374	191	882	582	280	529	271	474
Saturation -vph	5700	3150	1750	5700	1750	Shrd	5700	3150	1750	3800	1750	1750
Lost time -sec	2.00	2.00	2.00	2.00	2.00	-	2.00	2.00	2.00	2.00	2.00	2.00
Relative Sat 'X'	0.79	0.90	0.73	0.73	0.93	-	0.46	0.92	0.28	0.48	0.63	0.94
Effective Gr-sec	30	12	30	37	31	-	45	27	78	39	33	39
Move Time -sec	32	14	32	39	33	-	47	29	80	41	35	41
Min/Ped Time-sec	25	10	25	30	10	-	27	10	27	30	10	30
Prog Factor PAF	1.00	1.00	1.00	1.00	1.00	-	1.00	1.00	1.00	1.00	1.00	1.00
AvDelay/veh -sec	40	67	42	35	59	-	27	54	11	30	37	54
Level of Service	E+	F	E+	D	E-	-	D+	E	B-	C	D-	E
Av.'Q'/ lane veh	10	4	8	10	11	-	7	9	4	7	8	13
Veh Stopping %	94	99	93	91	98	-	79	98	50	83	89	98
Do Veh Clear ?	YES	YES	YES	YES	YES	-	YES	YES	YES	YES	YES	YES

Whole Intersection - Weighted Av Delay (sec) = 40 Level of Service = D-

Critical Movements - Weighted Av Delay (sec) = 49 Level of Service = E

" " - Intersection Capacity Utilization (ICU) = 0.90

Predetermined Cycle Length is 135 seconds (All Minimum times are satisfied)

* CAPSSI (Release 11) - Based on Delay Methodology Per 1985 Highway Capacity Manual

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C A P S S I 10-16-97

COMPREHENSIVE ANALYSIS PROGRAM

FOR A SINGLE SIGNALIZED INTERSECTION *

PROJECT CONDITIONS

SOLUTION USING PREDETERMINED CYCLE TIMES

STEVENS CREEK/WINCHESTER — P.M Peak Hour — FLN:stewin Scenario 8

Movement	EBT	EBL	EBR	SBT	SBL	SBR	WBT	WBL	WBR	NBT	NBL	NBR
Phase 1 - 14 secs	.	X	.	.	.	.	.	X	.	.	.	.
Phase 2 - 15 secs	.	.	.	.	.	.	X	X	X	.	.	.
Phase 3 - 33 secs	X	.	X	.	.	.	X	.	X	.	.	.
Phase 4 - 32 secs	.	.	.	.	X	.	.	.	X	.	X	.
Phase 5 - 2 secs	.	.	.	.	.	.	.	.	.	X	X	X
Phase 6 - 38 secs	.	.	.	X	.	X	.	.	.	X	.	X
Critical Mvmt-**			****		****			****				****
Peak 15 Vol -vph	1001	252	376	977	374	191	882	592	330	562	340	474
Saturation -vph	5700	3150	1750	5700	1750	Shrd	5700	3150	1750	3800	1750	1750
Lost time -sec	2.00	2.00	2.00	2.00	2.00	-	2.00	2.00	2.00	2.00	2.00	2.00
Relative Sat 'X'	0.76	0.89	0.93	0.76	0.95	-	0.45	0.92	0.27	0.52	0.81	0.96
Effective Gr-sec	31	12	31	36	30	-	46	27	78	38	32	38
Move Time -sec	33	14	33	38	32	-	48	29	80	40	34	40
Min/Ped Time-sec	25	10	25	30	10	-	27	10	27	30	10	30
Prog Factor PAF	1.00	1.00	1.00	1.00	1.00	-	1.00	1.00	1.00	1.00	1.00	1.00
AvDelay/veh -sec	38	66	58	36	64	-	26	53	11	31	45	57
Level of Service	D-	F	E-	D-	F	-	D+	E	B-	D	E+	E-
Av.'Q'/ lane veh	10	4	11	11	11	-	7	9	4	7	10	13
Veh Stopping %	93	99	98	92	99	-	78	98	50	84	94	98
Do Veh Clear ?	YES	YES	YES	YES	YES	-	YES	YES	YES	YES	YES	YES

Whole Intersection - Weighted Av Delay (sec) = 41 Level of Service = E+

Critical Movements - Weighted Av Delay (sec) = 57 Level of Service = E-

" " - Intersection Capacity Utilization (ICU) = 0.94

Predetermined Cycle Length is 134 seconds (All Minimum times are satisfied)

* CAPSSI (Release 11) - Based on Delay Methodology Per 1985 Highway Capacity Manual

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C A P S S I

11-10-97

COMPREHENSIVE ANALYSIS PROGRAM
FOR A SINGLE SIGNALIZED INTERSECTION *

CUMULATIVE W/PROJECT
SOLUTION USING PREDETERMINED CYCLE TIMES

FLN:STEWIN

STEVENS CREEK/WINCHESTER — P.M Peak Hour — Scenario 10

Movement	EBT	EBL	EBR	SBT	SBL	SBR	WBT	WBL	WBR	NBT	NBL	NBR
Phase 1 - 14 secs	.	X	.	.	.	.	.	X	.	.	.	.
Phase 2 - 16 secs	.	.	.	.	.	.	X	X	X	.	.	.
Phase 3 - 32 secs	X	.	X	.	.	.	X	.	X	.	.	.
Phase 4 - 31 secs	.	.	.	.	X	.	.	.	X	.	X	.
Phase 5 - 2 secs	.	.	.	.	.	.	.	.	.	X	X	X
Phase 6 - 39 secs	.	.	.	X	.	X	.	.	.	X	.	X
Critical Mvmt-**			****		****			****				****
Peak 15 Vol -vph	1038	252	376	995	374	191	919	601	280	580	340	493
Saturation -vph	5700	3150	1750	5700	1750	Shrd	5700	3150	1750	3800	1750	1750
Lost time -sec	2.00	2.00	2.00	2.00	2.00	-	2.00	2.00	2.00	2.00	2.00	2.00
Relative Sat 'X'	0.81	0.89	0.96	0.75	0.99	-	0.47	0.91	0.28	0.52	0.84	0.97
Effective Gr-sec	30	12	30	37	39	-	46	28	77	39	31	39
Move Time -sec	32	14	32	39	31	-	48	30	79	41	33	41
Min/Ped Time-sec	25	10	25	30	10	-	27	10	27	30	10	30
Prog Factor PAF	1.00	1.00	1.00	1.00	1.00	-	1.00	1.00	1.00	1.00	1.00	1.00
AvDelay/veh -sec	40	66	65	35	72	-	26	52	11	31	47	59
Level of Service	E+	F	F	D-	F	-	D+	E	B-	D	E	E-
Av.'Q'/ lane veh	10	4	11	11	11	-	7	9	4	8	10	13
Veh Stopping %	95	99	99	91	100	-	78	98	51	84	95	99
Do Veh Clear ?	YES	YES	YES	YES	NO	-	YES	YES	YES	YES	YES	YES

>>>> Intersection Unstable <<<<

Whole Intersection - Weighted Av Delay (sec) = 42 Level of Service = E+
Critical Movements - Weighted Av Delay (sec) = 61 Level of Service = F
" " - Intersection Capacity Utilization (ICU) = 0.96

Predetermined Cycle Length is 134 seconds (All Minimum times are satisfied)

* CAPSSI (Release 11) - Based on Delay Methodology Per 1985 Highway Capacity Manual

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C A P S S I 11-11-97

COMPREHENSIVE ANALYSIS PROGRAM

FOR A SINGLE SIGNALIZED INTERSECTION *

MITIGATED

CUMULATIVE W/PROJECT

SOLUTION USING PREDETERMINED CYCLE TIMES

STEVENS CREEK/WINCHESTER — P.M Peak Hour — FLN:stewin Scenario 11

Movement	EBT	EBL	EBR	SBT	SBL	SBR	WBT	WBL	WBR	NBT	NBL	NBR
Phase 1 - 15 secs	.	X	.	.	.	.	.	X	.	.	.	.
Phase 2 - 17 secs	.	.	.	.	.	.	X	X	X	.	.	.
Phase 3 - 37 secs	X	.	X	.	.	.	X	.	X	.	.	.
Phase 4 - 21 secs	.	.	.	.	X	.	.	.	X	.	X	.
Phase 5 - 2 secs	.	.	.	.	.	.	.	.	.	X	X	X
Phase 6 - 42 secs	.	.	.	X	.	X	.	.	.	X	.	X
Critical Mvmt-**			****		****			****				****
Peak 15 Vol -vph	1038	252	376	995	374	191	919	601	280	580	340	493
Saturation -vph	5700	3150	1750	5700	3150	Shrd	5700	3150	1750	3800	3150	1750
Lost time -sec	2.00	2.00	2.00	2.00	2.00	-	2.00	2.00	2.00	2.00	2.00	2.00
Relative Sat 'X'	0.70	0.82	0.82	0.70	0.84	-	0.42	0.85	0.29	0.49	0.69	0.90
Effective Gr-sec	35	13	35	40	19	-	52	30	73	42	21	42
Move Time -sec	37	15	37	42	21	-	54	32	75	44	23	44
Min/Ped Time-sec	25	10	25	30	10	-	27	10	27	30	10	30
Prog Factor PAF	1.00	1.00	1.00	1.00	1.00	-	1.00	1.00	1.00	1.00	1.00	1.00
AvDelay/veh -sec	35	56	43	33	52	-	23	45	13	29	43	46
Level of Service	D-	E-	E+	D	E	-	C-	E+	B-	D+	E+	E
Av.'Q'/ lane veh	10	4	10	10	6	-	7	9	5	7	5	13
Veh Stopping %	90	98	94	89	97	-	73	96	54	81	95	96
Do Veh Clear ?	YES	YES	YES	YES	YES	-	YES	YES	YES	YES	YES	YES

Whole Intersection - Weighted Av Delay (sec) = 36 Level of Service = D-

Critical Movements - Weighted Av Delay (sec) = 46 Level of Service = E

'' '' - Intersection Capacity Utilization (ICU) = 0.86

Predetermined Cycle Length is 134 seconds (All Minimum times are satisfied)

* CAPSSI (Release 11) - Based on Delay Methodology Per 1985 Highway Capacity Manual

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Appendix F

Freeway Volumes

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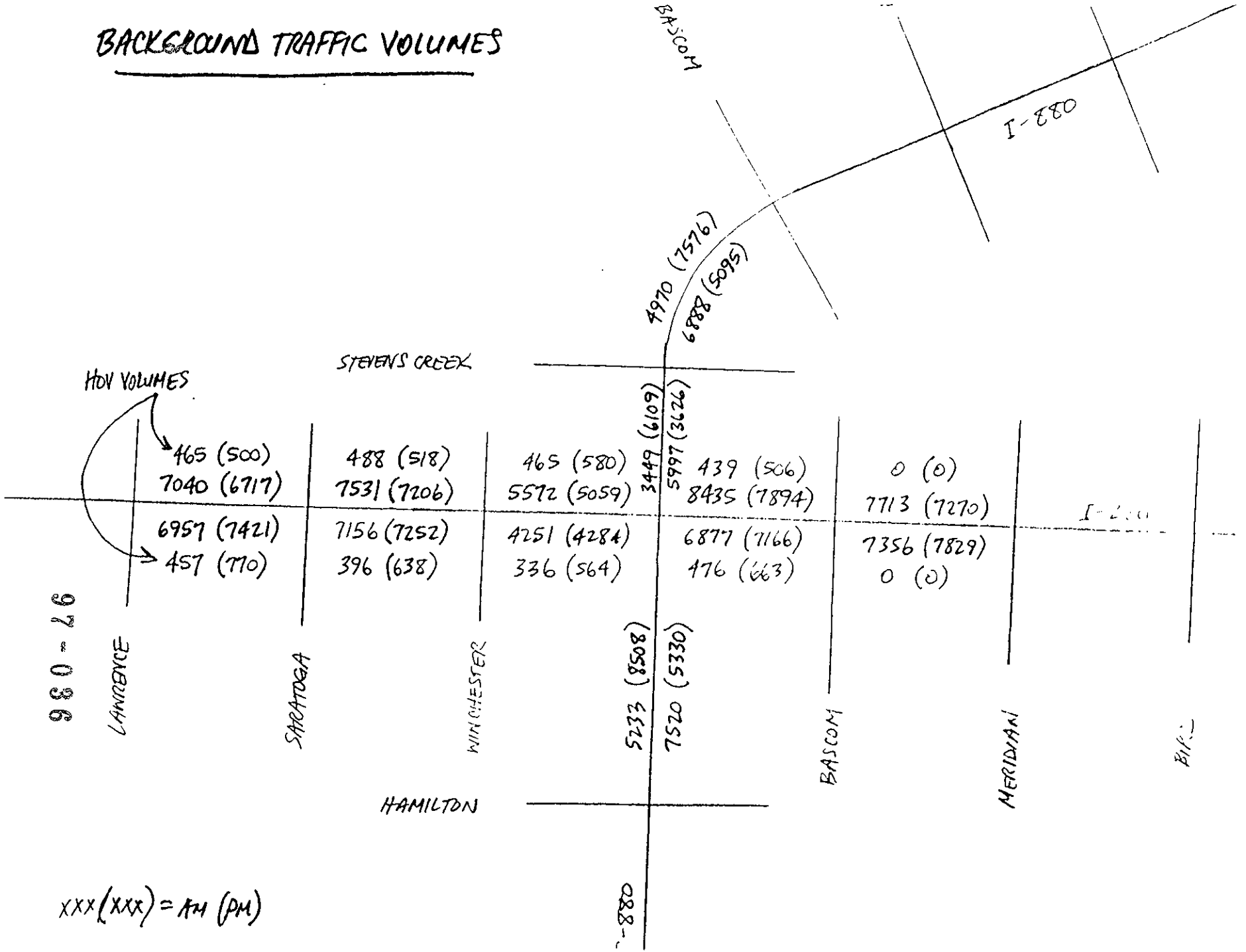
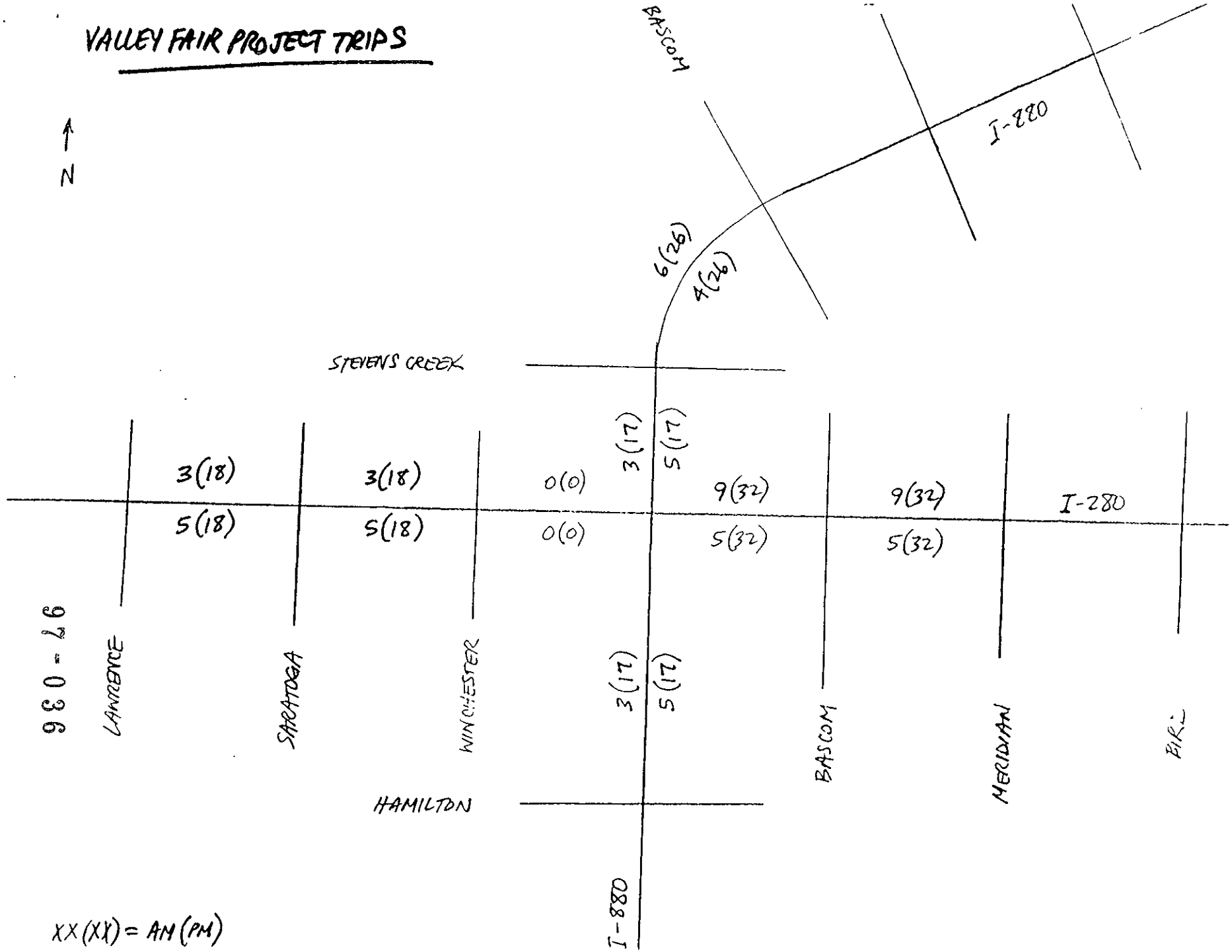
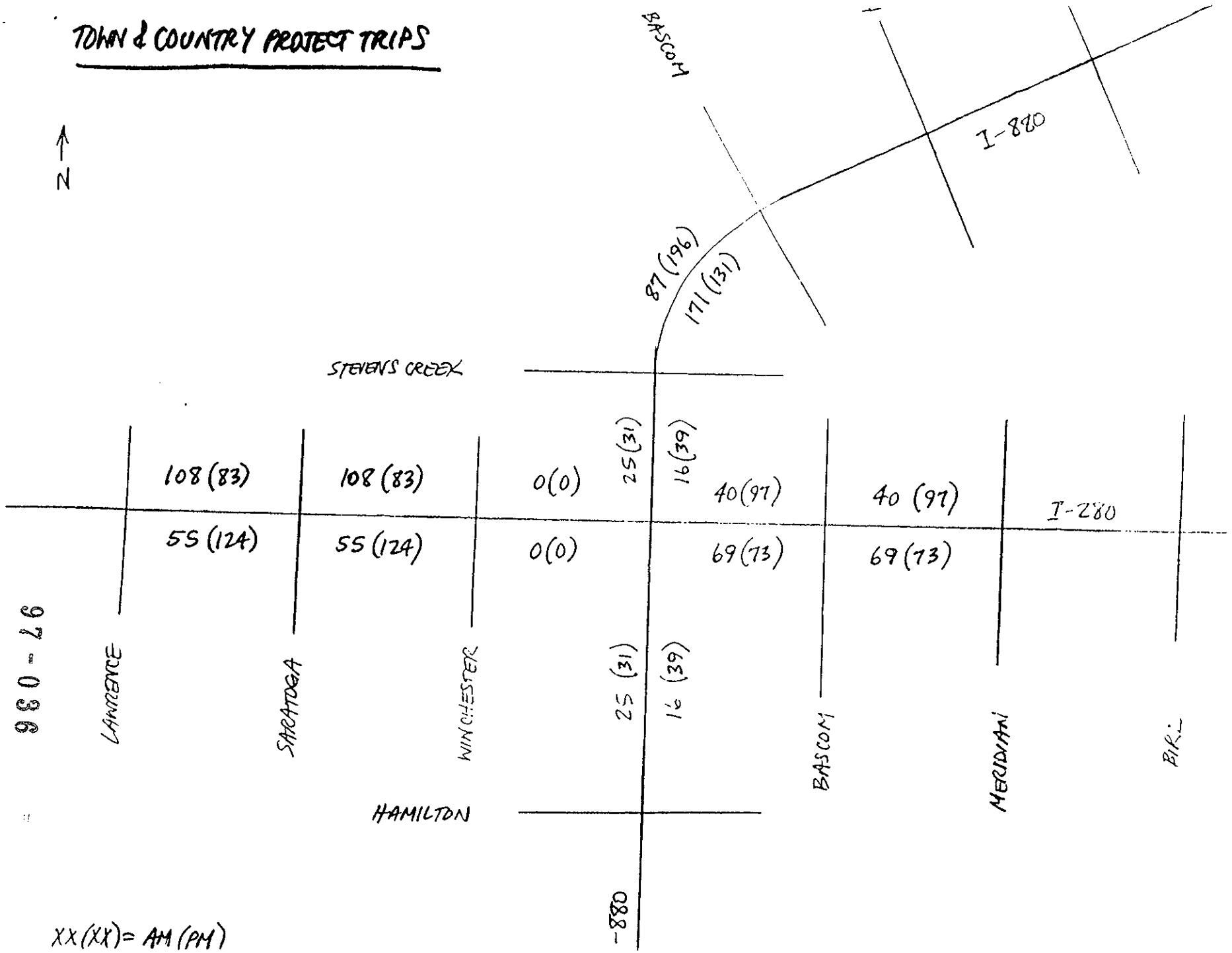
BACKGROUND TRAFFIC VOLUMES



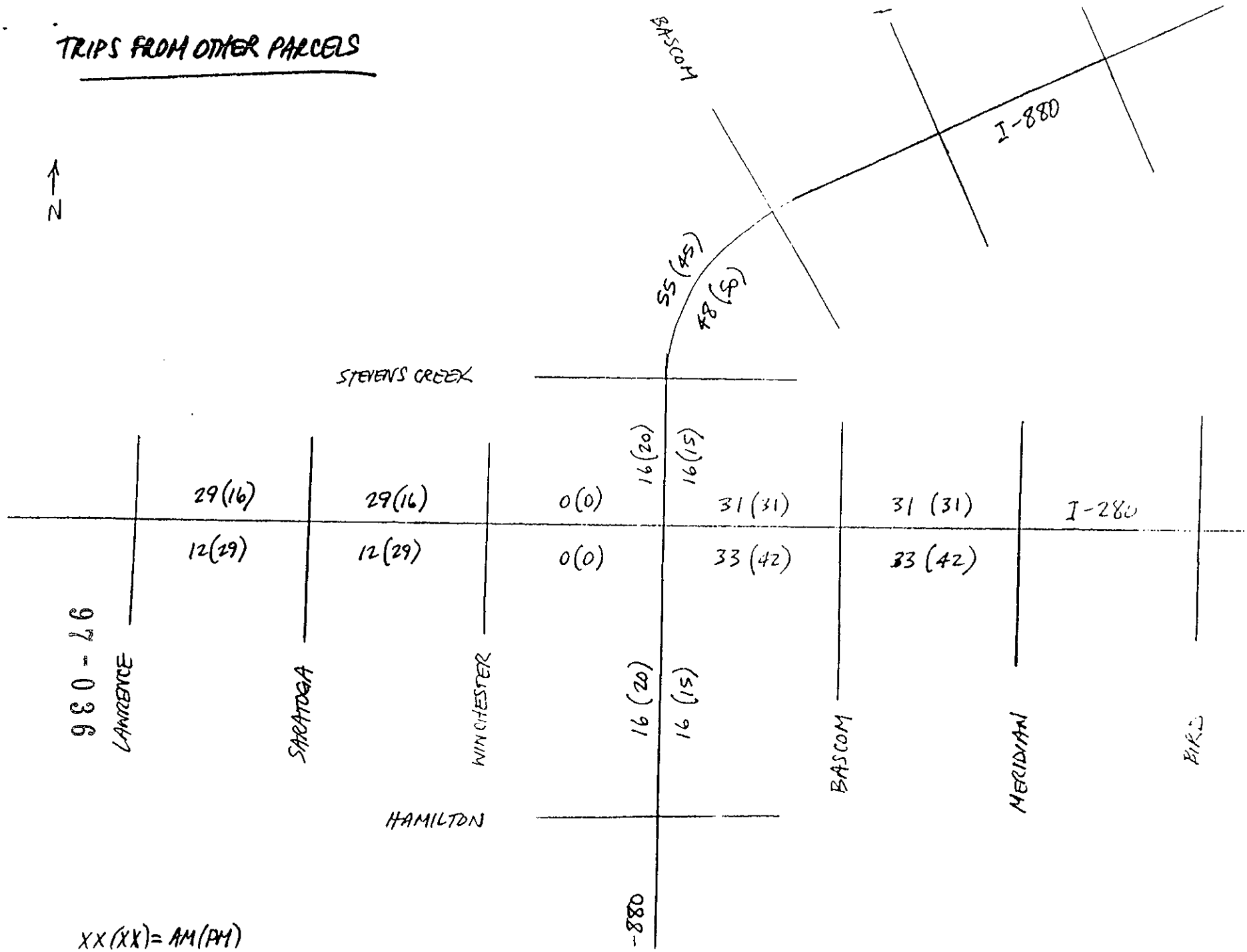
VALLEY FAIR PROJECT TRIPS



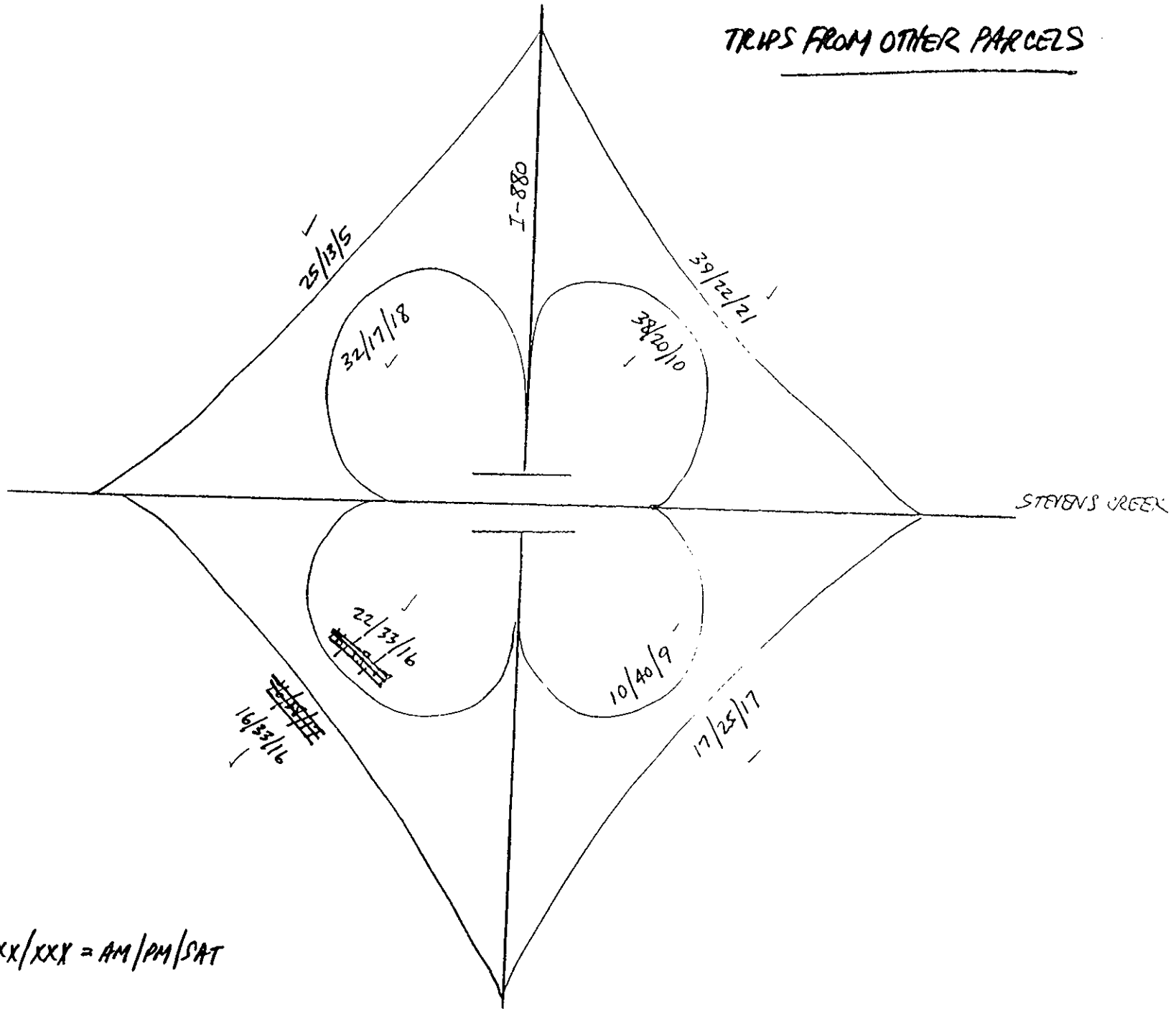
TOWN & COUNTRY PROJECT TRIPS



TRIPS FROM OTHER PARCELS



TRIPS FROM OTHER PARCELS



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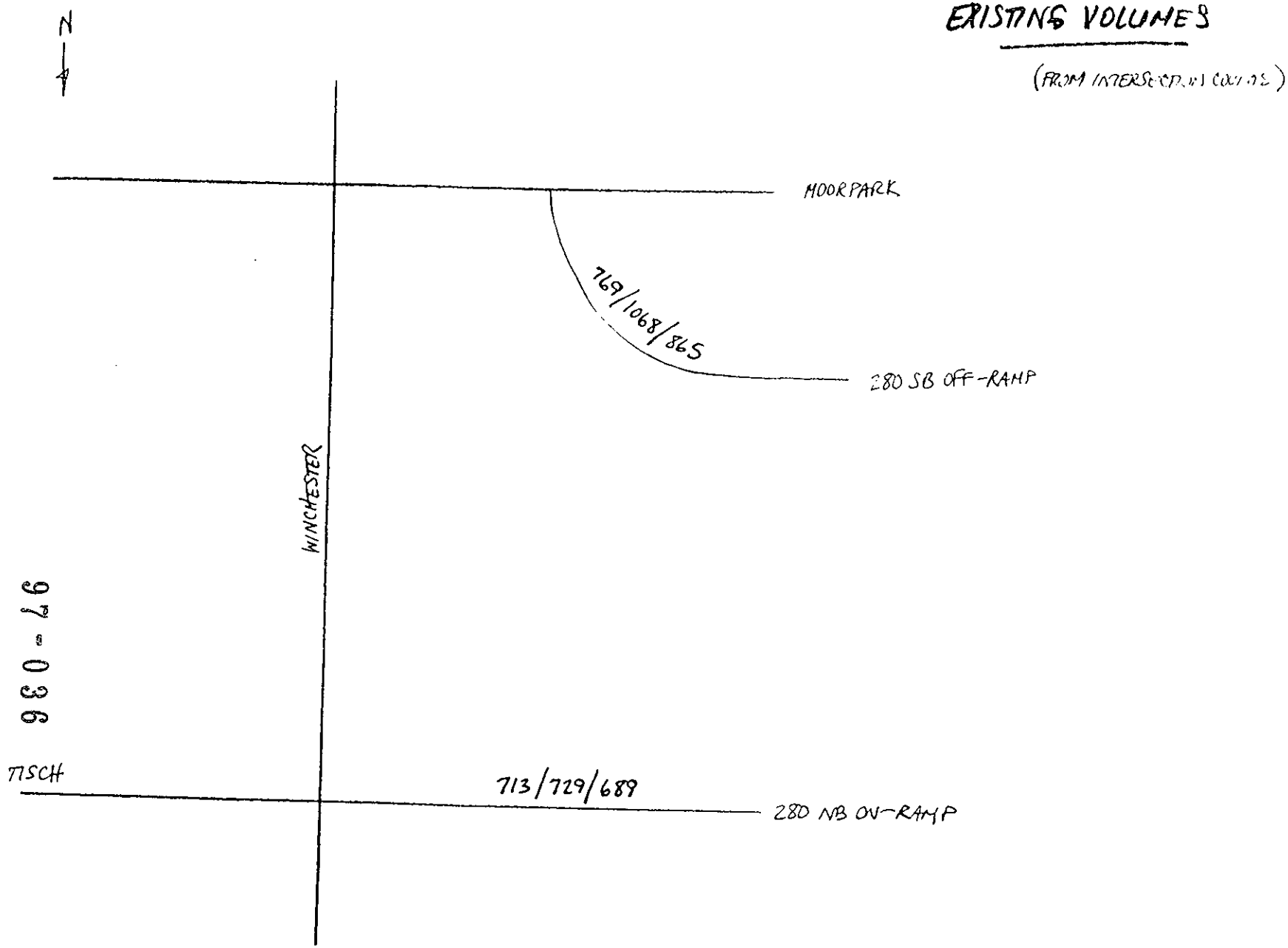
XXX/XXX/XXX = AM/PM/SAT

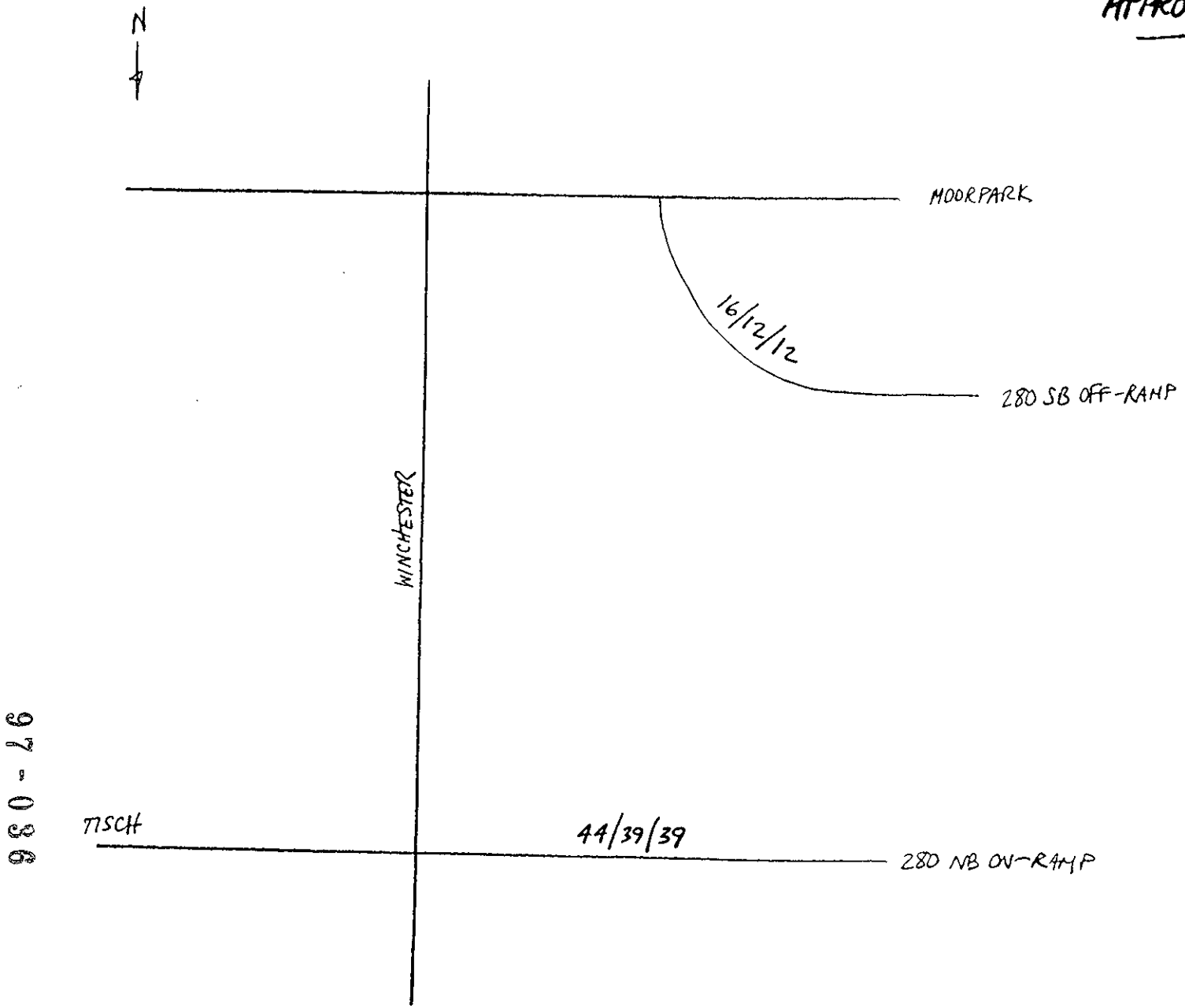
EXISTING VOLUMES

(FROM INTERSECTION COUNTS)



XXX/XXX/XXX = AM/PM/SAT

APPROVED TRIPS



XXX/XXX/XXX = AM/PM/SAT

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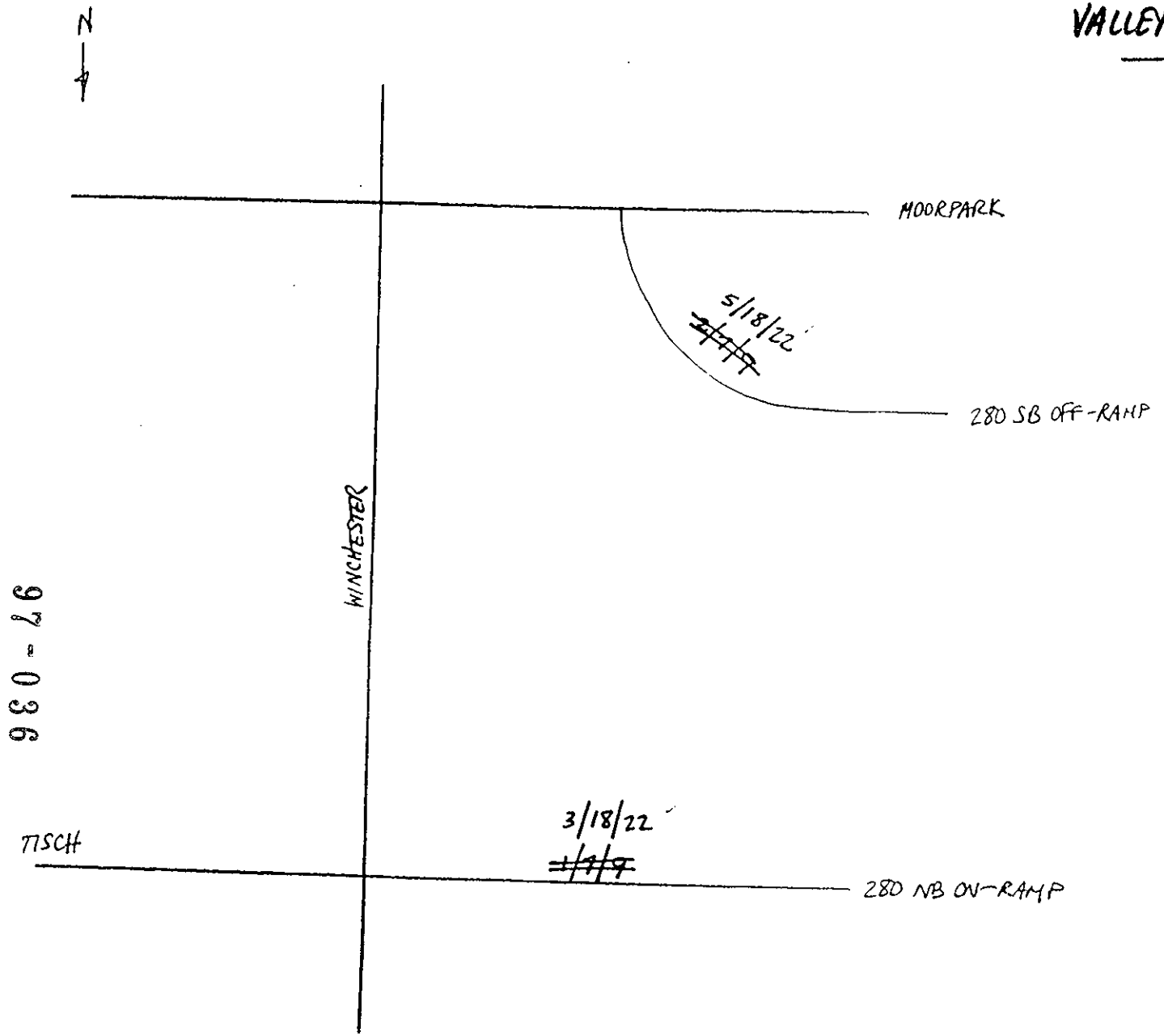
VALLEY FAIR PROJECT TRIPS



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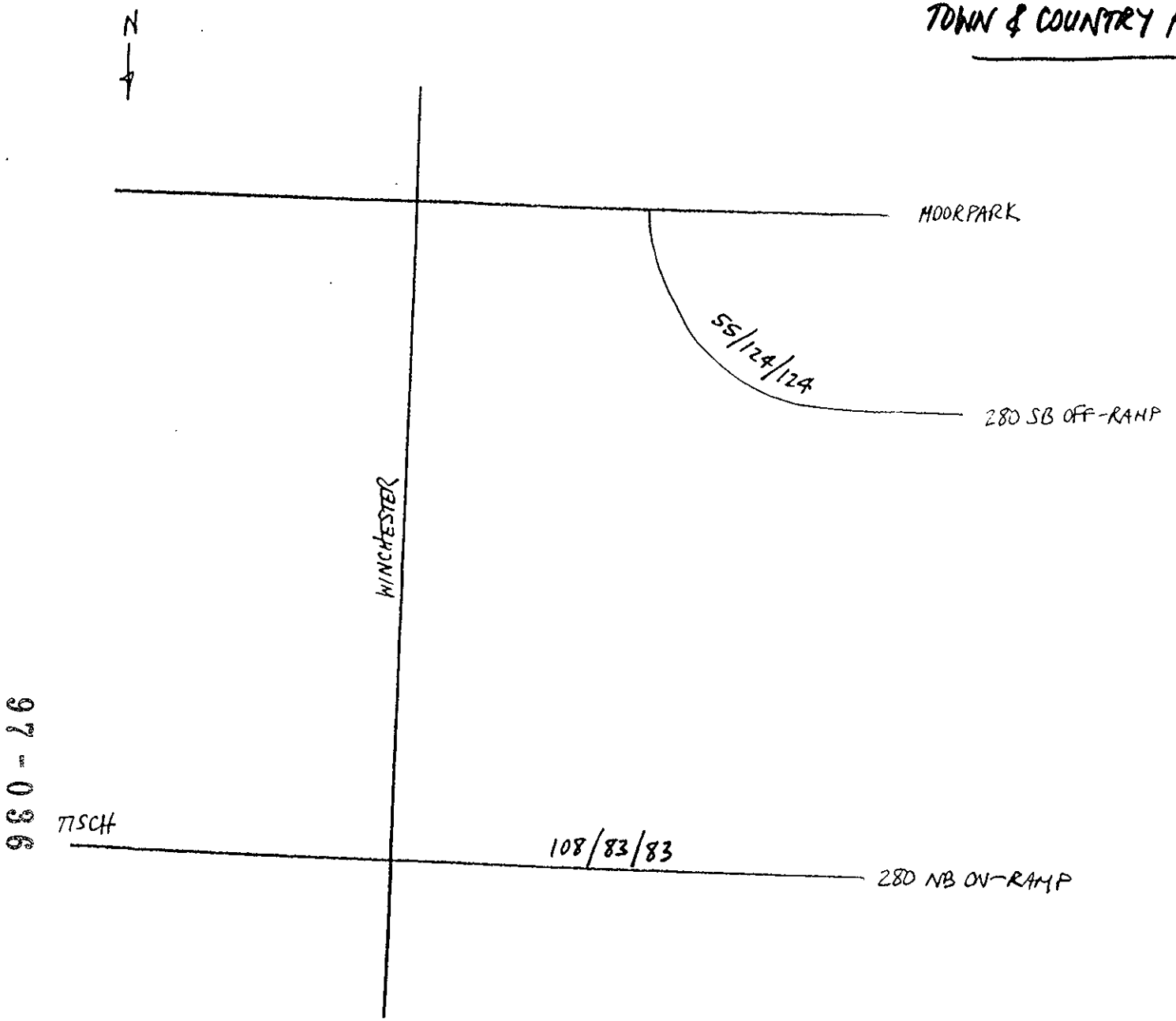
SAT = 1.24 x PM

XXX/XXX/XXX = AM/PM/SAT

TOWN & COUNTRY PROJECT TRIPS



SAT ≅ PM

XXX/XXX/XXX = AM/PM/SAT

TRAFFIC VOLUMES SYSTEM
LATEST TRAFFIC YEAR SELECTED
PEAK HOUR VOLUME DATA

LOCATION									AM PEAK							PM PEAK						
DI	RTE	CO	PRE	PM	CS	LEG	YR	+/-	1 WAY PHV	% K	% D	% KD	HR	DAY	MNTH	+/-	1 WAY PHV	% K	% D	% KD	HR	DAY	MNTH
04	012	SON		030650	072	A	93	-	607	7.53	59.86	4.51	12	SAT	JUN	-	651	8.89	54.39	4.84	06	THU	JUN
04	012	SON		037505	073	B	93	+	838	8.47	56.70	4.80	12	MON	MAR	+	903	8.96	57.70	5.17	02	MON	DEC
04	012	SON		041361	005	B	93	-	468	10.57	64.02	6.77	12	SUN	MAR	-	525	11.18	67.92	7.59	01	SAT	SEP
04	012	NAP		000000	006	A	93	+	1,061	10.05	68.45	6.88	12	SUN	MAR	+	1,251	11.61	69.81	8.10	01	SUN	MAR
04	012	NAP		000240	074	A	93	-	1,178	7.82	59.29	4.64	08	THU	DEC	-	1,290	9.47	53.64	5.08	05	WED	DEC
04	012	NAP		002300	306	B	95	-	1,174	8.82	51.40	4.53	12	SUN	JUN	+	1,422	10.53	52.18	5.49	05	FRI	JUL
04	013	ALA		004262	027	A	94	-	2,552	10.86	50.98	5.54	09	WED	FEB	+	2,417	10.14	51.72	5.24	06	THU	FEB
04	013	ALA		008300	124	A	94	+	3,199	8.91	60.11	5.36	08	WED	MAY	-	3,606	9.91	60.90	6.04	06	TUE	FEB
04	013	ALA		013180	125	B	94	+	1,053	7.13	58.53	4.17	12	WED	AUG	-	1,269	9.05	55.54	5.03	01	SAT	NOV
04	017	SCL		000069	552	A	95	+	3,602	7.53	83.03	6.25	07	THU	MAY	+	3,331	9.15	63.23	5.79	06	SAT	AUG
04	017	SCL		006164	431	B	95	+	4,151	8.34	71.51	5.96	08	FRI	NOV		3,850	8.81	62.81	5.53	06	TUE	AUG
04	017	SCL		007073	432	A	95	+	4,183	5.69	80.55	4.58	08	MON	JUL		4,195	7.90	58.26	4.60	05	THU	DEC
04	017	SCL		013930	400	B	95	+	7,940	6.74	67.66	4.56	08	MON	FEB	-	8,947	8.59	59.85	5.14	06	WED	AUG
04	024	ALA	R	001848	130	A	94	+	9,999	11.81	68.59	8.10	10	THU	JUL	+	6,340	7.91	64.99	5.14	06	WED	JAN
04	024	CC	R	004397	417	B	94	-	8,595	7.24	76.97	5.57	07	TUE	JAN	+	8,396	8.71	62.45	5.44	06	TUE	OCT
04	024	CC	R	006257	543	B	94	-	8,424	7.00	78.57	5.50	07	TUE	JAN	+	8,191	8.59	62.29	5.35	06	THU	APR
04	025	SCL		002520	063	B	95	+	1,048	9.01	66.33	5.98	08	TUE	OCT	-	1,087	9.04	68.58	6.20	06	WED	JUL
04	029	NAP		000690	076	B	93	+	1,160	8.93	50.24	4.49	12	SUN	MAR		1,327	10.10	50.78	5.13	05	FRI	MAR
04	029	NAP		004706	007	B	93	-	1,463	7.89	54.27	4.28	08	THU	SEP	+	1,752	8.84	57.96	5.12	05	THU	MAR
04	029	NAP		004706	008	A	93	-	2,311	8.16	62.21	5.08	08	TUE	JUN	-	2,244	9.29	53.04	4.93	06	FRI	SEP
04	029	NAP	R	006196	009	A	93	-	1,727	8.17	63.10	5.16	08	WED	SEP	+	1,826	9.04	60.28	5.45	05	FRI	DEC
04	029	NAP		010305	411	A	93	-	1,943	8.17	58.09	4.75	08	THU	SEP	+	2,058	9.18	54.73	5.02	05	FRI	MAR
04	029	NAP		013058	079	A	93	-	1,454	7.94	56.03	4.45	09	THU	MAR		1,623	8.76	56.75	4.97	04	WED	SEP
04	029	NAP		024595	407	A	93	+	716	7.35	58.54	4.30	12	THU	JUN		967	9.95	58.46	5.82	05	THU	JUN
04	029	NAP		028750	080	A	93	-	995	8.49	64.44	5.47	12	MON	DEC		1,161	10.02	63.69	6.38	04	FRI	JUN
04	029	NAP		036893	010	A	93	-	533	9.15	58.06	5.31	12	SAT	MAR	+	675	11.35	59.31	6.73	01	SAT	JUN
04	029	NAP		037902	081	A	93	-	223	9.10	63.17	5.75	11	MON	JUN	-	292	11.57	65.03	7.52	04	SUN	MAR
04	035	SCR		002870	174	B	93	-	81	17.46	56.64	9.89	11	SUN	MAY		79	13.31	72.48	9.65	05	WED	FEB
04	035	SCL		014100	051	B	93	-	115	9.33	89.15	8.32	12	SUN	MAY	+	179	15.47	83.64	12.94	11	WED	AUG
04	035	SM		023037	053	B	93	-	142	11.28	50.90	5.74	12	SUN	MAY	+	229	16.25	56.97	9.26	04	SUN	MAY
04	035	SM	R	023037	175	A	93	+	1,542	20.57	55.29	11.37	08	THU	NOV	+	1,679	18.90	65.53	12.39	06	WED	NOV
04	035	SM	R	028687	176	B	93	+	1,667	8.55	69.63	5.95	08	FRI	NOV	-	1,692	9.64	62.64	6.04	06	THU	FEB
04	035	SM		029700	437	B	93	+	1,143	8.22	53.66	4.41	08	THU	MAY	-	1,382	10.42	51.20	5.34	06	WED	MAY
04	035	SM		030834	177	A	93	+	1,292	9.08	66.60	6.05	08	THU	NOV	+	1,717	11.04	72.82	8.04	02	FRI	MAY
04	035	SF		003164	107	B	93	+	1,338	8.05	65.08	5.24	08	WED	FEB	+	1,337	9.06	57.75	5.23	05	SAT	FEB
04	037	MRN		014473	410	D	93	-	1,783	9.24	69.32	6.41	08	TUE	OCT	+	2,148	11.18	69.05	7.72	06	WED	APR
04	061	ALA		018520	131	A	94	+	1,707	7.50	60.92	4.57	08	WED	MAY	-	2,085	10.17	54.84	5.58	06	THU	MAY
04	061	ALA		021867	132	B	94	-	701	7.15	52.59	3.76	12	TUE	FEB	-	1,241	10.22	65.18	6.66	04	WED	FEB
04	077	ALA		000098	029	A	94	-	1,091	7.30	74.57	5.44	08	TUE	MAY	+	1,032	8.63	59.69	5.15	06	MON	NOV
04	080	ALA		001989	500	A	94	-	10,799	7.14	57.39	4.10	08	THU	MAY	+	10,737	7.04	57.85	4.07	06	WED	JUN

s/o I-280

97-036

TRAFFIC VOLUMES SYSTEM
LATEST TRAFFIC YEAR SELECTED
PEAK HOUR VOLUME DATA

		LOCATION							AM PEAK							PM PEAK						
DI	RTE	CO	PRE	PM	CS	LEG	YR	+/-	1 WAY PHV	% K	% D	% KD	HR	DAY	MNTH	+/-	1 WAY PHV	% K	% D	% KD	HR	DAY	MNTH
04	280	SF	R	003279	106	B	93	+	7,511	7.27	71.99	5.23	08	WED	AUG	-	8,281	8.42	68.55	5.77	05	MON	AUG
04	280	SF	R	006603	113	B	93	-	2,989	13.53	77.16	10.44	09	TUE	AUG	-	2,805	18.72	52.33	9.80	07	THU	MAY
04	580	ALA		000422	151	A	93	+	5,582	7.13	79.73	5.68	07	FRI	JUL	-	6,157	9.09	68.97	6.27	05	FRI	OCT
04	580	ALA	R	008265	152	A	93	+	5,690	7.34	81.20	5.96	07	WED	JUL		6,435	9.80	68.81	6.74	06	FRI	APR
04	580	ALA	R	030589	038	A	93	+	8,431	9.84	64.50	6.35	08	THU	APR	-	8,826	9.79	67.82	6.64	05	THU	JUL
04	580	ALA	R	038309	537	B	93	+	7,907	9.06	60.50	5.48	08	THU	OCT	-	7,886	9.36	58.41	5.47	06	THU	JUL
04	580	MRN		004782	075	B	93	-	1,894	8.16	75.31	6.15	07	MON	JUL	+	1,403	7.38	61.64	4.55	04	TUE	JUL
04	680	SCL	M	000385	224	A	94	-	9,155	8.35	54.39	4.54	08	TUE	APR	-	9,704	9.40	51.19	4.81	06	TUE	OCT
04	680	SCL	M	002376	233	A	94	-	9,374	8.68	64.37	5.59	08	WED	JUL	-	8,857	8.95	59.01	5.28	06	THU	JAN
04	680	ALA	M	001870	039	A	94	-	6,585	10.83	56.30	6.10	08	THU	OCT	+	6,180	9.77	58.56	5.72	06	THU	JUL
04	680	ALA	R	006396	155	B	94	-	7,614	9.11	76.59	6.98	07	TUE	APR	+	6,365	9.31	62.04	5.78	06	FRI	OCT
04	680	CC	R	006760	419	D	94	-	6,343	9.32	59.65	5.56	08	WED	OCT	+	5,618	8.84	55.68	4.92	06	THU	JAN
04	680	CC		012717	302	D	94	+	6,115	8.68	51.10	4.44	08	THU	JUL		6,224	8.24	54.84	4.52	06	MON	JAN
04	680	CC	R	018707	301	B	94	+	7,577	6.95	56.32	3.91	08	TUE	OCT	+	8,710	8.23	54.66	4.50	05	FRI	JAN
04	680	CC		021191	043	B	94	-	6,360	7.92	74.40	5.89	08	WED	OCT	+	5,745	9.26	57.52	5.33	05	FRI	JAN
04	680	CC		022429	161	A	94	-	5,123	9.42	59.12	5.57	08	TUE	OCT	+	5,055	9.90	55.53	5.50	06	FRI	OCT
04	880	SCL		001251	300	B	93	+	7,302	7.70	67.21	5.18	08	TUE	MAY	-	7,568	8.77	61.18	5.37	06	WED	MAY
04	880	ALA		002283	127	A	93	-	5,130	7.06	61.89	4.37	07	WED	MAY		6,196	8.22	64.19	5.28	06	WED	NOV
04	880	ALA		018349	128	A	93	+	9,162	9.10	50.58	4.60	08	TUE	NOV	-	9,324	8.96	52.27	4.68	05	FRI	NOV
04	880	ALA		026607	129	A	93	-	7,138	7.45	51.64	3.85	08	THU	MAY	-	7,557	7.79	52.30	4.07	04	FRI	MAY
04	980	ALA		001510	520	B	94	-	9,845	7.92	66.33	5.25	09	THU	JAN	+	8,185	7.50	58.23	4.37	06	THU	MAY

s/o BASCOM

97-0936

TRAFFIC VOLUMES SYSTEM
LATEST TRAFFIC YEAR SELECTED
PEAK HOUR VOLUME DATA

		LOCATION							AM PEAK							PM PEAK						
DI	RTE	CO	PRE	PM	CS	LEG	YR	+/-	1 WAY PHV	% K	% D	% KD	HR	DAY	MNTH	+/-	1 WAY PHV	% K	% D	% KD	HR	DAY	MNTH
04	128	NAP		023896	022	A	93	-	125	13.92	64.77	9.02	12	SUN	MAR	+	220	25.40	62.50	15.88	01	SAT	JUN
04	129	SCR	L	000000	204	A	95	-	741	9.37	52.59	4.93	08	TUE	OCT	-	844	10.54	53.28	5.62	06	FRI	JUL
04	129	SCR		001400	205	B	95	+	684	8.93	73.00	6.52	07	WED	JUL	-	836	12.18	65.41	7.97	06	TUE	OCT
04	129	SCR		007200	551	A	95	+	395	8.72	62.30	5.43	10	TUE	JAN		463	10.09	63.08	6.36	01	WED	JAN
04	130	SCL		000000	059	A	95	-	1,517	6.31	78.93	4.98	08	THU	OCT	+	1,450	8.70	54.68	4.76	05	FRI	OCT
04	130	SCL		006060	206	A	95	+	79	18.76	55.63	10.44	11	SUN	APR	-	114	25.10	60.00	15.06	02	SUN	APR
04	131	MRN		000000	101	A	93	-	2,154	8.21	58.68	4.82	09	FRI	OCT		2,125	8.23	57.71	4.75	05	SAT	OCT
04	131	MRN		004392	102	B	93	+	516	8.93	72.88	6.51	12	SUN	JUL	+	634	11.03	72.46	7.99	02	SUN	JUL
04	152	SCR	T	000310	207	A	95	+	939	8.27	58.03	4.80	09	WED	APR	-	1,016	9.74	53.28	5.19	05	THU	OCT
04	152	SCR	R	001995	209	B	95	+	675	9.40	53.32	5.01	12	SUN	JUL	+	837	8.24	75.47	6.22	11	SAT	JUL
04	152	SCL		000000	060	0	95	-	480	12.96	71.01	9.20	12	SAT	JUL	-	484	14.99	61.89	9.28	02	SUN	JUL
04	152	SCL		005030	210	A	95	-	329	11.06	57.12	6.32	12	SUN	JUL	+	440	12.39	68.22	8.45	07	SUN	JUL
04	152	SCL	M	010277	211	B	95	+	1,210	7.27	53.90	3.92	12	SUN	APR	-	1,588	9.77	52.64	5.14	06	FRI	APR
04	152	SCL	R	021977	061	B	95	-	714	7.79	54.75	4.27	12	SAT	JUL	+	984	9.65	60.89	5.88	06	FRI	JUL
04	152	SCL	R	021977	427	A	95	-	1,096	9.37	55.55	5.21	11	SAT	JUL	+	1,362	10.91	59.29	6.47	05	FRI	JUL
04	152	SCL	R	026309	307	A	95	-	5,701	34.51	82.68	28.53	07	WED	SEP	+	6,215	50.75	61.29	31.10	05	MON	SEP
04	156	SCL	R	000602	062	B	95	-	477	9.43	57.40	5.41	11	SAT	JUL	+	581	11.35	58.10	6.59	07	SUN	JUL
04	160	CC		000000	140	A	94	+	449	7.25	63.69	4.62	11	SAT	OCT	-	625	10.71	60.04	6.43	05	FRI	JAN
04	185	ALA		000000	144	A	94	-	858	9.72	51.41	5.00	12	SAT	FEB	-	921	9.95	53.89	5.36	05	FRI	FEB
04	185	ALA		005729	034	B	94	+	925	7.84	54.32	4.26	12	FRI	AUG	+	1,098	9.24	54.71	5.06	05	FRI	FEB
04	236	SCR		000000	213	A	95	-	614	11.45	70.41	8.06	11	SAT	FEB		662	11.62	68.02	7.90	01	SAT	FEB
04	236	SCR		017721	214	B	95	-	75	18.65	69.44	12.95	12	SAT	AUG	+	131	25.73	87.92	22.62	07	SUN	AUG
04	237	SCL	R	000608	215	A	95	+	3,225	9.79	74.67	7.31	09	FRI	NOV	-	2,744	9.32	66.70	6.22	06	WED	MAY
04	238	ALA		000000	146	A	94	-	1,785	10.30	59.90	6.17	09	MON	MAY	+	1,685	10.52	55.35	5.82	06	MON	MAY
04	238	ALA		006780	421	B	94	+	1,667	11.14	60.25	6.71	08	FRI	NOV		1,514	11.20	54.44	6.10	06	THU	MAY
04	238	ALA		016279	148	A	94	-	3,293	6.36	70.32	4.47	12	THU	AUG		3,910	7.15	74.21	5.31	04	MON	NOV
04	242	CC	R	000000	149	A	94	-	3,143	5.97	71.30	4.26	07	FRI	JUL	+	3,482	8.25	57.09	4.71	06	THU	APR
04	242	CC	R	003398	036	B	94	-	3,283	6.82	68.47	4.67	07	THU	JUL	+	3,201	7.75	58.77	4.55	05	TUE	JUL
04	260	ALA	R	001924	150	B	94	-	2,859	7.04	65.24	4.59	08	TUE	NOV	+	2,999	8.04	59.93	4.82	04	THU	FEB
04	262	ALA	R	001070	037	B	94	-	3,426	8.30	73.22	6.08	09	TUE	AUG	+	2,515	6.98	63.90	4.46	06	WED	NOV
04	280	SCL	L	005408	217	A	93	+	9,999	8.43	55.92	4.71	08	TUE	MAY	+	9,999	8.76	53.78	4.71	06	TUE	MAY
04	280	SCL		010741	218	B	93	+	9,187	9.95	58.02	5.77	08	TUE	NOV		8,999	8.97	63.06	5.66	05	WED	NOV
04	280	SCL		014125	529	A	93	+	6,867	10.98	64.26	7.06	08	THU	NOV	-	6,622	10.97	62.03	6.80	06	MON	AUG
04	280	SM	R	003337	220	A	93	-	6,131	11.29	66.67	7.53	09	THU	FEB	+	6,091	12.12	61.67	7.47	06	FRI	NOV
04	280	SM	R	005600	304	B	95	-	6,514	12.26	64.04	7.85	09	FRI	SEP	+	6,097	12.53	58.65	7.35	06	FRI	NOV
04	280	SM		011040	221	B	93	-	5,784	11.81	59.41	7.02	08	THU	NOV	+	5,930	12.29	58.52	7.19	06	THU	NOV
04	280	SM	R	019278	222	A	93	+	4,782	10.90	51.92	5.66	08	THU	NOV	-	5,177	11.26	54.40	6.13	06	TUE	AUG
04	280	SM	R	024197	531	A	93	-	7,285	8.57	52.38	4.49	08	MON	MAY	+	8,318	9.53	53.79	5.13	06	WED	MAY
04	280	SM	R	026042	223	B	93	+	9,841	8.19	58.61	4.80	08	TUE	MAY	-	9,773	9.27	51.42	4.77	06	THU	AUG
04	280	SF	R	000000	112	A	93	+	6,986	8.10	68.12	5.52	08	WED	FEB	-	6,960	8.94	61.45	5.49	06	TUE	AUG

97-0386

I-880 SR 85

w/o I-880

e/o SR 85

Milepost	Description	Peak Hour	ADT Pk. Mo.	ADT Annual
3.44	Scott Valley Road Interchange			
5.45	Granite Creek Road Interchange	5,500	62,000	52,000
		5,100	55,000	49,000
5.99	End Freeway			
12.55 =0.00	**Santa Cruz County** **Santa Clara County**			
0.11	Jct. Rte. 35 Northwest	7,100	64,000	57,000
		5,900	67,000	58,000
1.25	Redwood Drive	5,500	67,000	58,000
		7,500	68,000	60,000
4.06	Bear Creek Road	7,500	70,000	62,000
		7,500	73,000	67,000
6.07	Begin Freeway			
6.16	Los Gatos, Santa Cruz Avenue	5,500	90,000	70,000
7.07	Los Gatos, Jct. Rte. 9 West, Saratoga Avenue Interchange	5,000	69,000	63,000
8.89	Los Gatos, Lark Avenue Interchange	7,100	97,000	91,000
		7,900	110,000	99,000
9.35	Los Gatos, Jct. Rte. 85			
10.50	Campbell, Camden Avenue Interchange	9,600	135,000	122,000
12.34	Campbell, Hamilton Avenue Interchange	11,500	152,000	137,000
G13.94	Jct. Rte. 280 and 880 Interchange	13,700	188,000	174,000

ROUTE 18. **Route 30 in San Bernardino to Route 138 Near Pearblossom**

DISTRICT 8

San Bernardino County

Milepost	Description	Peak Hour	ADT Pk. Mo.	ADT Annual
T6.18	San Bernardino, Jct. Rte. 30	2,950	28,500	27,000
T7.12	San Bernardino, Parkdale Drive	2,800	27,000	25,500
		2,650	25,500	24,000
T7.55	San Bernardino, 40th Street	2,000	21,200	20,000
T8.26	San Bernardino, Sierra Way			
T8.36 =8.40	Milepost Equation	1,900	20,100	19,000
9.15	Waterman Canyon Road, South Junction			
9.22 =R9.23	Milepost Equation	1,800	19,100	18,000
R13.29	Waterman Canyon Road Interchange			
R17.30 =R17.54	Milepost Equation	1,650	17,500	16,500
R17.73	Jct. Rte. 138 North, Crestline Interchange			
R17.87 =17.88	Milepost Equation	1,100	11,100	10,500
20.61	Jct. Rte. 189 North (to Twin Peaks)	1,250	12,100	11,500
23.38	Daley Canyon Road	1,250	11,500	11,000
24.71	Jct. Rte. 173 North to Lake Arrowhead)	1,150	10,400	10,000
		1,100	9,300	8,900
25.81	Kuffel Canyon Road	1,000	8,200	7,900
31.65	Running Springs, West Jct. Rte. 330	900	7,100	6,900
31.90	Running Springs, East Jct. Rte. 330 South	960	8,800	8,000
		1,350	13,800	12,000
34.52	Green Valley Lake Road	1,200	11,500	10,000
		1,150	10,400	9,000
44.32	Big Bear Dam, Jct. Rte. 38 West	700	5,800	5,000
		1,200	10,000	8,700
46.55	Big Bear Lake, Blue Jay Road	1,400	11,400	10,000
48.07	Big Bear Lake, Mill Creek Road	1,550	12,500	11,000
		1,700	13,600	12,000
48.36	Lakeview Drive	1,950	15,800	14,000
49.11	Big Bear Lake, Big Bear Boulevard at Pine Knot Avenue	2,250	18,000	16,000
		2,500	20,100	18,000
50.82	Moonridge Road	2,500	20,000	18,000

97 - 036

Milepost	Description	Peak Hour	ADT Pk. Mo.	ADT Annual
R1.99	San Jose, Jct. Rte. 82, 1st Street Interchange			
		21,500	228,000	215,000
R2.52	San Jose, Jct. Rte. 87			
		23,100	243,000	231,000
R2.88	San Jose, Bird Avenue Interchange			
		23,100	243,000	231,000
R3.76	Race Street Interchange			
		20,900	218,000	209,000
R3.88	Southwest Expressway Interchange			
		19,000	198,000	190,000
R3.99	Meridian Road Interchange			
R4.50	San Jose, Leigh Avenue Interchange	18,400	192,000	184,000
L4.66	San Jose, Leland Avenue Interchange			
L5.41	San Jose, Jct. Rte. 17, Jct. Rte. 880	18,500	212,000	205,000
L5.95 = 4.57	San Jose, Winchester Boulevard Interchange (Santa Clara/Los Gatos Roads)	18,300	250,000	212,000
5.95	San Jose, Saratoga Avenue Interchange	20,200	272,000	233,000
7.12	San Jose, Lawrence Expressway	17,700	226,000	197,000
7.39	San Jose, Stevens Creek Boulevard	14,500	153,000	161,000
		18,500	208,000	185,000
9.38	Cupertino, Wolfe Road			
9.43	Saratoga, Jct. Rte. 85, De Anza Boulevard	17,200	194,000	172,000
		16,000	179,000	159,000
10.74	Sunnyvale, Jct. Rte. 85			
11.45	Cupertino, Foothill Boulevard Interchange	10,000	125,000	111,000
		9,600	105,000	96,000
14.10	Magdalena Avenue			
15.05	Los Altos Hills, El Monte Avenue Interchange	11,200	104,000	97,000
		10,500	98,000	91,000
18.38	Page Mill Road Interchange			
		8,800	90,000	84,000
20.61	Alpine Road Interchange			
		8,500	83,000	77,000
20.63 = R0.00	**Santa Clara County San Mateo County**			
		8,500	93,000	77,000
R1.61	Sand Hill Road Interchange			
		9,800	87,000	82,000
R3.34	Jct. Rte. 84			
R4.65	Farm Hill Boulevard Interchange	9,900	85,000	81,000
		10,400	89,000	83,000
R6.61	Canada Road Interchange			
R7.08 = 6.54	Milepost Equation	9,500	94,000	81,000
6.65	Edgewood Road Interchange			
		9,500	98,000	93,000
10.82	Jct. Rte. 92			
R12.32	Jct. Rte. 35, Bunker Hill Drive Interchange	10,000	86,000	81,000
		9,600	92,000	86,000
R13.55	Northbound Access to Crystal Springs Safety Roadside Rest Area			
		9,600	92,000	86,000
R14.22	Hayne Road Interchange			
R17.16	Hillsborough, Trousdale Drive Interchange	8,500	90,000	85,000
R17.92	Millbrae, Hillcrest Boulevard Interchange	9,100	95,000	91,000
R18.52	Millbrae, Larkspur Drive Interchange	8,600	90,000	86,000
R19.28	San Bruno, Jct. Rte. 35 North	10,700	101,000	97,000
R20.22	San Bruno, Whitman Way/ Jenevein Avenue	9,900	87,000	85,000
R20.75	San Bruno, San Bruno Avenue Interchange	11,500	102,000	96,000
R21.02	San Bruno, Jct. Rte. 380 East	10,400	92,000	87,000
R21.31	San Bruno, Sneath Lane Interchange	19,300	168,000	160,000
R22.04	South San Francisco, Avalon Drive Interchange	18,400	192,000	183,000
R22.62	South San Francisco, Westborough Boulevard Interchange	18,300	173,000	166,000
R24.20	Daly City, Hickey Boulevard Interchange	17,700	168,000	166,000
R24.63	Daly City, Collins Avenue Interchange (Serramonte Boulevard)	15,500	169,000	162,000
R25.28	Daly City, Jct. Rte. 1 South	19,500	205,000	196,000

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Milepost	Description	Peak Hour	ADT Pk. Mo.	ADT Annual
8.85	Jct. Rte. 54, Sweetwater Road Interchange			
10.28	National City, Plaza Boulevard Interchange	14,000	154,000	156,000
		15,800	154,000	150,000
11.31	San Diego, jct. Rte. 252			
12.34	San Diego, Imperial Avenue Interchange	16,500	157,000	134,000
12.95	San Diego, Market Street Interchange	16,100	163,000	150,000
		17,100	170,000	154,000
13.51	San Diego, Jct. Rte. 94			
13.95	San Diego, Home Avenue/Federal Boulevard Interchange	14,800	173,000	148,000
		16,300	183,000	167,000
14.64	San Diego, Jct. Rte. 15			
15.95	San Diego, University Avenue Interchange	17,300	203,000	197,000
16.43	San Diego, El Cajon Boulevard Interchange	20,000	199,000	191,000
16.99	San Diego, Adams Avenue Interchange	19,300	199,000	191,000
		20,100	207,000	199,000
17.65	San Diego, Jct. Rte. 8			
		15,100	196,000	194,000
18.89	Murray Ridge Interchange			
20.23	San Diego, Kearny Villa Road Interchange	15,600	168,000	178,000
		15,200	150,000	163,000
20.60	San Diego, Jct. Rte. 163			
21.65	San Diego, Jct. Rte. 274	14,900	176,000	160,000
22.56	San Diego, Clairemont Mesa Drive Interchange	14,900	176,000	160,000
		13,600	157,000	153,000
23.65	San Diego, Jct. Rte. 52			
24.44	San Diego, Governor Drive Interchange	13,600	158,000	153,000
25.94	San Diego, Miramar Road Interchange	13,000	151,000	146,000
27.07	San Diego, Mira Mesa Boulevard Interchange	11,900	138,000	134,000
28.50	San Diego, Jct. Rte. 5	9,300	121,000	107,000

Milepost	Description	Peak Hour	ADT Pk. Mo.	ADT Annual
ROUTE 880.	**Route 280 in San Jose to Route 980 in Oakland**			
	DISTRICT 4			
	Santa Clara County			
0.00	Jct. Rte. 280, Stevens Creek Boulevard Interchange			
1.25	San Jose, Bascom Avenue Interchange	12,200	149,000	141,000
2.08	San Jose, Jct. Rte. 82, Alameda Interchange	12,300	147,000	136,000
2.73	San Jose, Coleman Avenue Interchange	12,300	148,000	136,000
3.57	San Jose, North First Street Interchange	12,200	144,000	129,000
		12,000	141,000	126,000
4.08	San Jose, Jct. Rte. 101			
4.28	San Jose, Old Bayshore Highway Interchange	12,800	131,000	117,000
		11,600	118,000	105,000
5.34	Coyote Creek Interchange			
6.71	Trimble Road Interchange, Montague Expressway	10,500	106,000	95,000
		11,100	113,000	101,000
8.42	Jct. Rte. 237			
		13,000	136,000	123,000
10.41	Dixon Road Interchange	11,700	125,000	117,000
10.50 = R0.00	**Santa Clara County Alameda County** (Fremont, South City Limits)			
R1.95 = 2.22	Milepost Equation			
		11,700	128,000	117,000
2.28	Fremont, Jct. Rte. 262 East			
3.25	Fremont, Landing Road/ Fremont Boulevard Interchange	10,100	127,000	117,000
4.71	Fremont, Durham Road/ Grimmer Boulevard Interchange	11,800	130,000	119,000
6.24	Fremont, Stevenson Boulevard Interchange	15,300	153,000	138,000
7.18	Fremont, Mowry Avenue Interchange	16,000	162,000	146,000
8.84	Fremont, South Jct. Rte. 84, Thornton Avenue Interchange	17,200	172,000	156,000
10.30	Fremont, North Jct. Rte. 84, Decoto Road Interchange	16,700	173,000	158,000
11.40	Fremont, Fremont Boulevard Interchange	14,200	164,000	150,000

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Freeway Segment Volumes

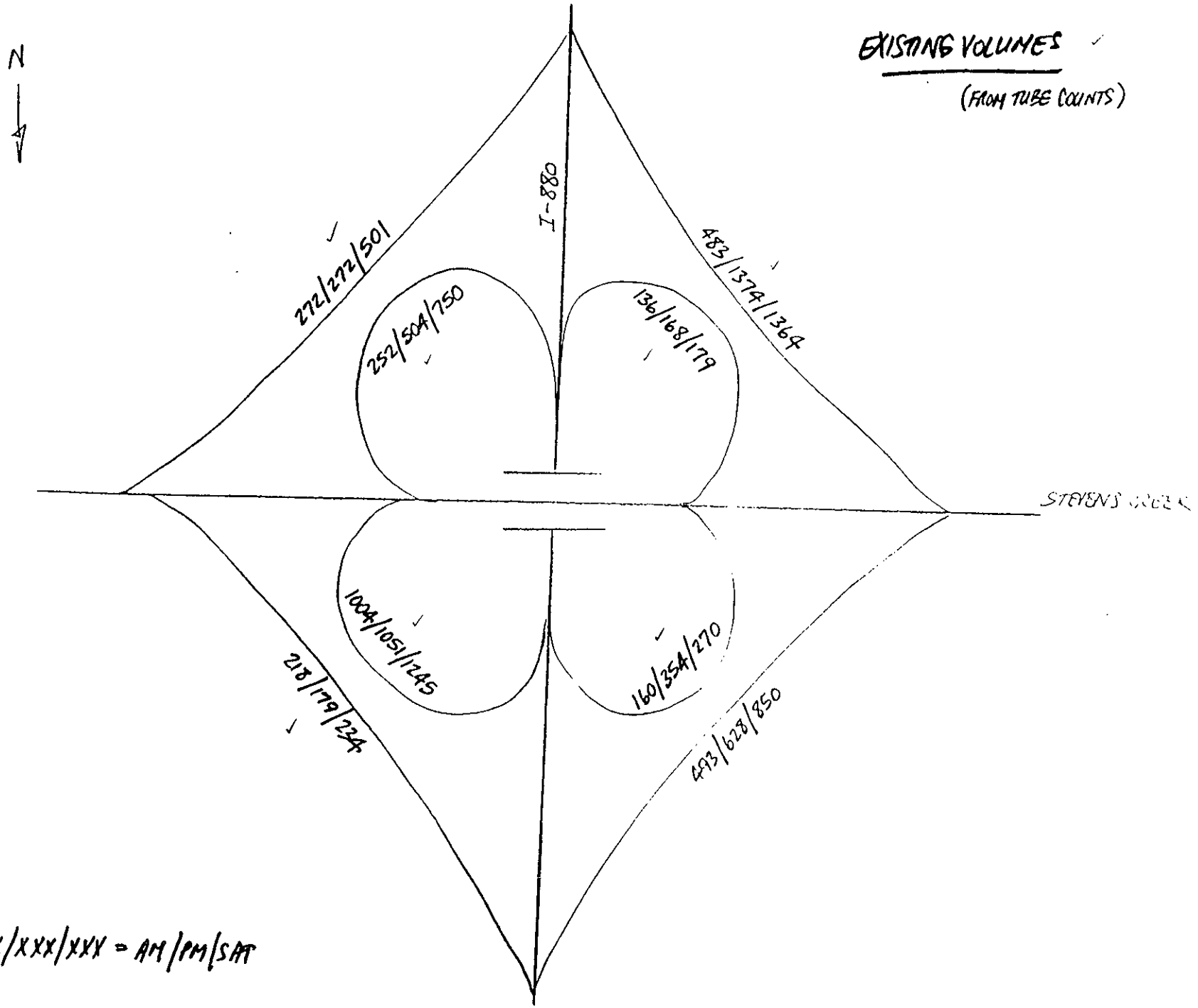
Freeway	Segment	Direction	Background						Valley Fair						Town & Country					
			Mixed-Flow		HOV		% HOV		Total		Mixed-Flow		HOV		Total		Mixed-Flow		HOV	
			AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
I-280	Lawerance to Saratoga	SB	6957	7421	457	770	0 06	0.09	5	18	5	16	0	2	55	124	52	112	3	12
I-280	Saratoga to Winchester	SB	7156	7252	396	638	0.05	0.08	5	18	5	17	0	1	55	124	52	114	3	10
I-280	Winchester to I-880	SB	4251	4284	336	564	0.07	0.12	0	0	0	0	0	0	0	0	0	0	0	0
I-280	I-880 to Bascom	SB	6877	7166	476	663	0.06	0.08	5	32	5	29	0	3	69	73	65	67	4	6
I-280	Bascom to Meridian	SB	7356	7829	0	0	0.00	0.00	5	32	5	32	0	0	69	73	69	73	0	0
I-280	Meridian to Bascom	NB	7713	7270	0	0	0.00	0.00	9	32	9	32	0	0	40	97	40	97	0	0
I-280	Bascom to I-880	NB	8435	7894	439	506	0.05	0.06	9	32	9	30	0	2	40	97	38	91	2	6
I-280	I-880 to Winchester	NB	5572	5059	465	580	0.08	0.10	0	0	0	0	0	0	0	0	0	0	0	0
I-280	Winchester to Saratoga	NB	7531	7206	488	518	0.06	0.07	3	18	3	17	0	1	108	83	101	77	7	6
I-280	Saratoga to Lawarence	NB	7040	6717	465	500	0.06	0.07	3	18	3	17	0	1	108	83	101	77	7	6
I-880	Bascom to Stevens Creek	SB	4970	7576	0	0	0.00	0.00	6	26	6	26	0	0	87	96	87	96	0	0
I-880	Stevens Creek to I-280	SB	3449	6109	0	0	0.00	0.00	3	17	3	17	0	0	25	31	25	31	0	0
SR 17	I-280 to Hamilton	SB	5233	8508	0	0	0.00	0.00	3	17	3	17	0	0	25	31	25	31	0	0
SR 17	Hamilton to I-280	NB	7520	5330	0	0	0.00	0.00	5	17	5	17	0	0	16	39	16	39	0	0
I-880	I-280 to Stevens Creek	NB	5997	3626	0	0	0.00	0.00	5	17	5	17	0	0	16	39	16	39	0	0
I-880	Stevens Creek to Bascom	NB	6888	5095	0	0	0.00	0.00	4	26	4	26	0	0	171	131	171	131	0	0

Freeway	Segment	Direction	Background Plus Valley Fair						Background Plus Town & Country						Background Plus Town & Country &Valley Fair					
			Total		Mixed-Flow		HOV		Total		Mixed-Flow		HOV		Total		Mixed-Flow		HOV	
			AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
I-280	Lawerance to Saratoga	SB	7419	8209	6962	7439	457	772	7469	8315	7009	7533	460	782	7474	8333	7013	7550	461	783
I-280	Saratoga to Winchester	SB	7557	7908	7161	7270	396	639	7607	8014	7208	7366	399	648	7612	8032	7213	7383	399	649
I-280	Winchester to I-880	SB	4587	4848	4251	4284	336	564	4587	4848	4251	4284	336	564	4587	4848	4251	4284	336	564
I-280	I-880 to Bascom	SB	7358	7861	6882	7198	476	666	7422	7902	6942	7233	480	669	7427	7934	6946	7262	481	672
I-280	Bascom to Meridian	SB	7361	7861	7361	7861	0	0	7425	7902	7425	7902	0	0	7430	7934	7430	7934	0	0
I-280	Meridian to Bascom	NB	7722	7302	7722	7302	0	0	7753	7367	7753	7367	0	0	7762	7399	7762	7399	0	0
I-280	Bascom to I-880	NB	8883	8432	8444	7926	439	508	8914	8497	8473	7985	441	512	8923	8529	8482	8015	441	514
I-280	I-880 to Winchester	NB	6037	5639	5572	5059	465	580	6037	5639	5572	5059	465	580	6037	5639	5572	5059	465	580
I-280	Winchester to Saratoga	NB	8022	7742	7534	7224	488	519	8127	7807	7632	7283	495	524	8130	7825	7635	7300	495	525
I-280	Saratoga to Lawarence	NB	7508	7235	7043	6735	465	501	7613	7300	7141	6794	472	506	7616	7318	7144	6811	472	507
I-880	Bascom to Stevens Creek	SB	4976	7602	4976	7602	0	0	5057	7672	5057	7672	0	0	5063	7698	5063	7698	0	0
I-880	Stevens Creek to I-280	SB	3452	6126	3452	6126	0	0	3474	6140	3474	6140	0	0	3477	6157	3477	6157	0	0
SR 17	I-280 to Hamilton	SB	5236	8525	5236	8525	0	0	5258	8539	5258	8539	0	0	5261	8556	5261	8556	0	0
SR 17	Hamilton to I-280	NB	7525	5347	7525	5347	0	0	7536	5369	7536	5369	0	0	7541	5386	7541	5386	0	0
I-880	I-280 to Stevens Creek	NB	6002	3643	6002	3643	0	0	6013	3665	6013	3665	0	0	6018	3682	6018	3682	0	0
I-880	Stevens Creek to Bascom	NB	6892	5121	6892	5121	0	0	7059	5226	7059	5226	0	0	7063	5252	7063	5252	0	0

XXX/XXX/XXX = AM/PM/SAT

APPROVED TRIPS

97-036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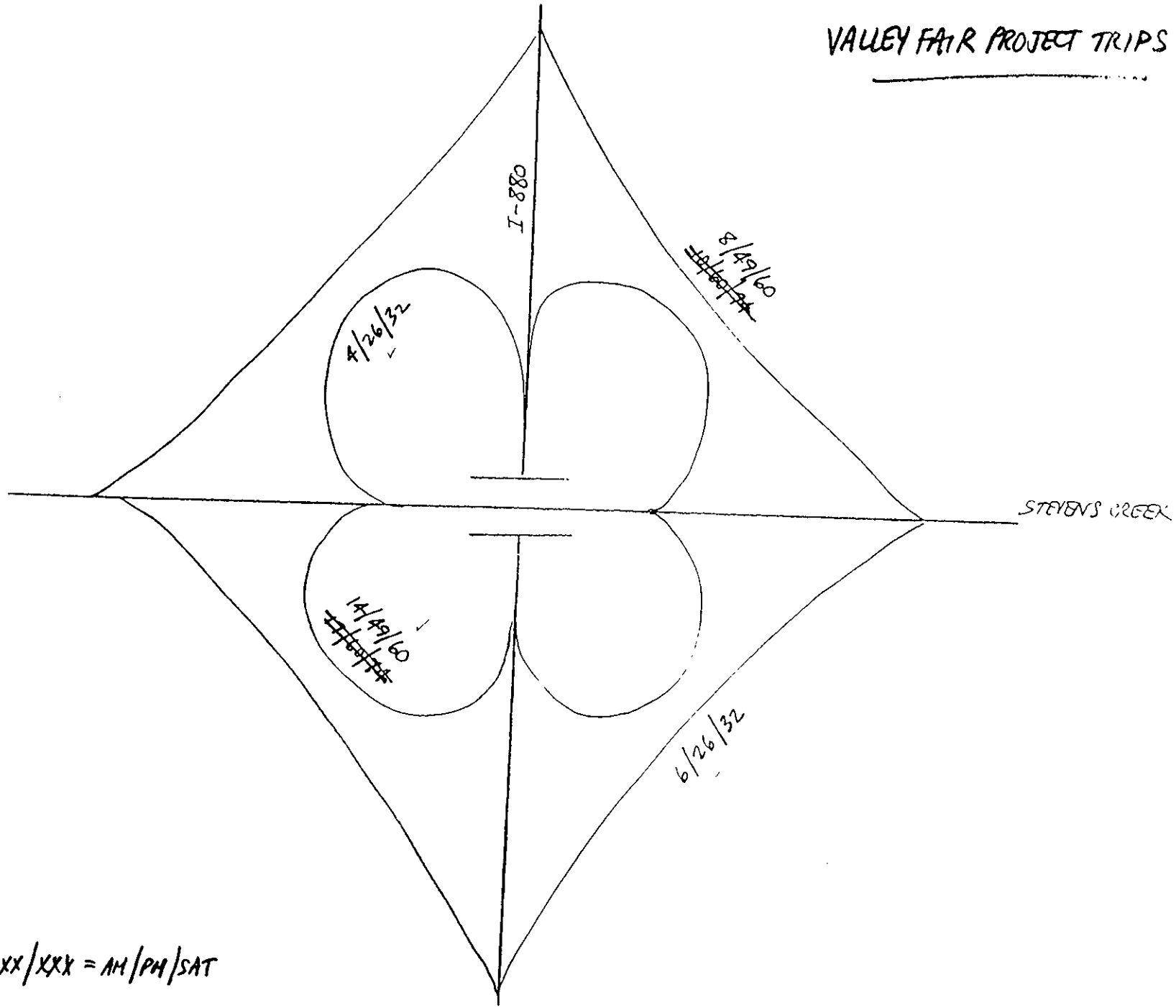
(FROM TUBE COUNTS)
N
I-880
272/272/501
483/1374/1364
252/504/750
136/168/179
STEVENS CREEK
1004/1051/1245
160/354/270
218/179/234
493/628/850
XXX/XXX/XXX = AM/PM/SAT

97-036

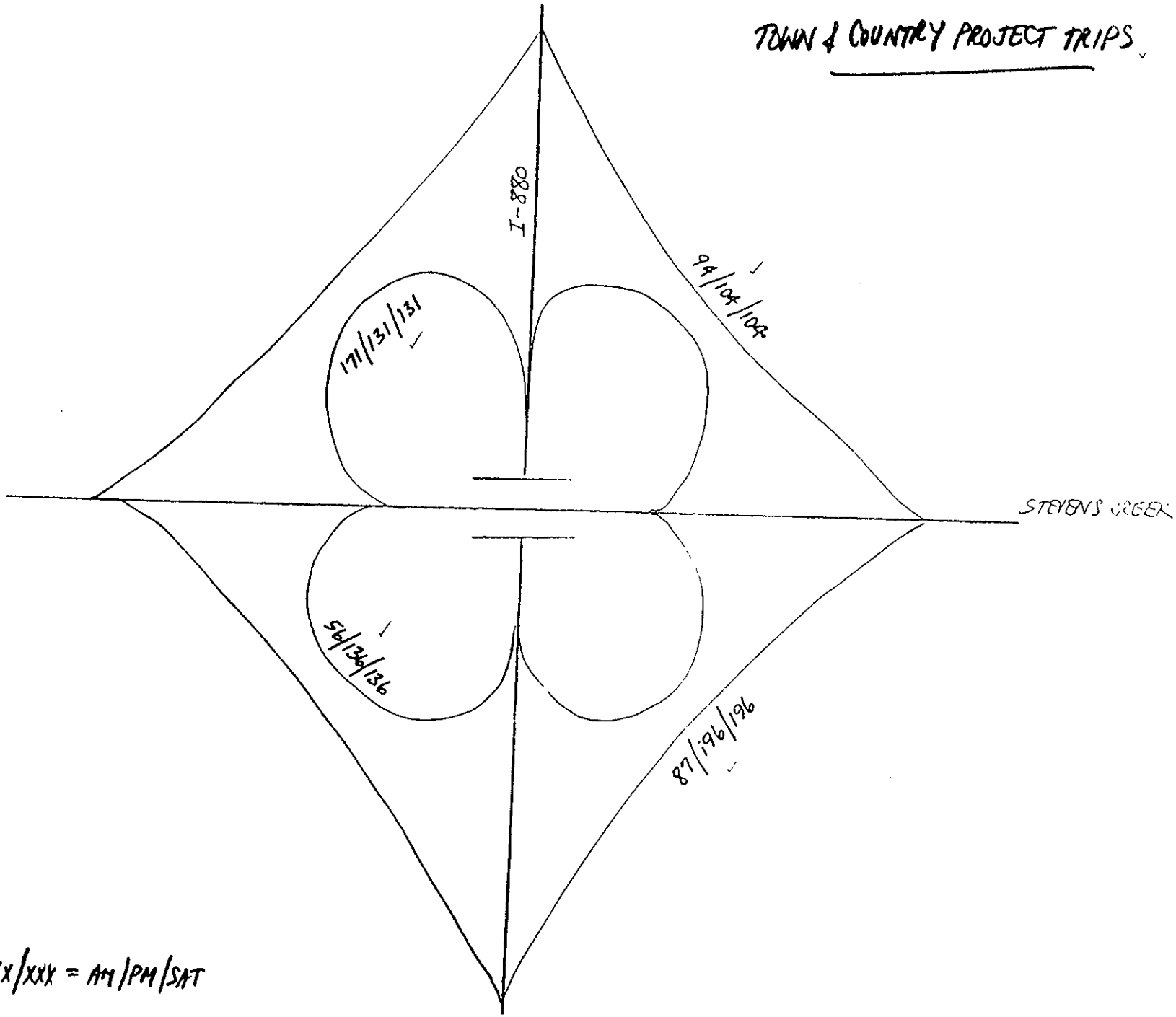
VALLEY FAIR PROJECT TRIPS



97-036

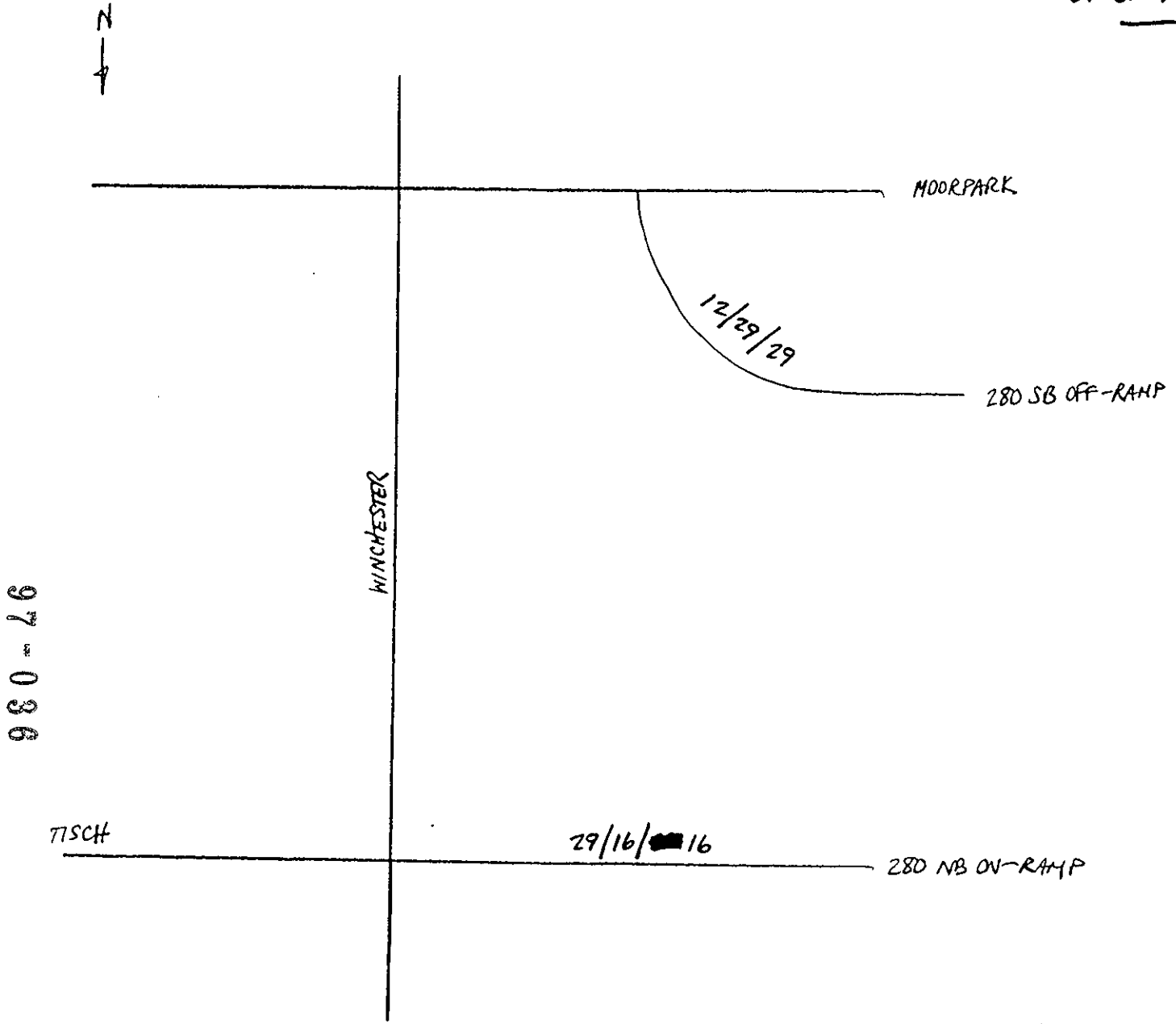
XXX/XXX/XXX = AM/PM/SAT

TOWN & COUNTRY PROJECT TRIPS



XXX/XXX/XXX = AM/PM/SAT

OTHER PARCELS TRIPS



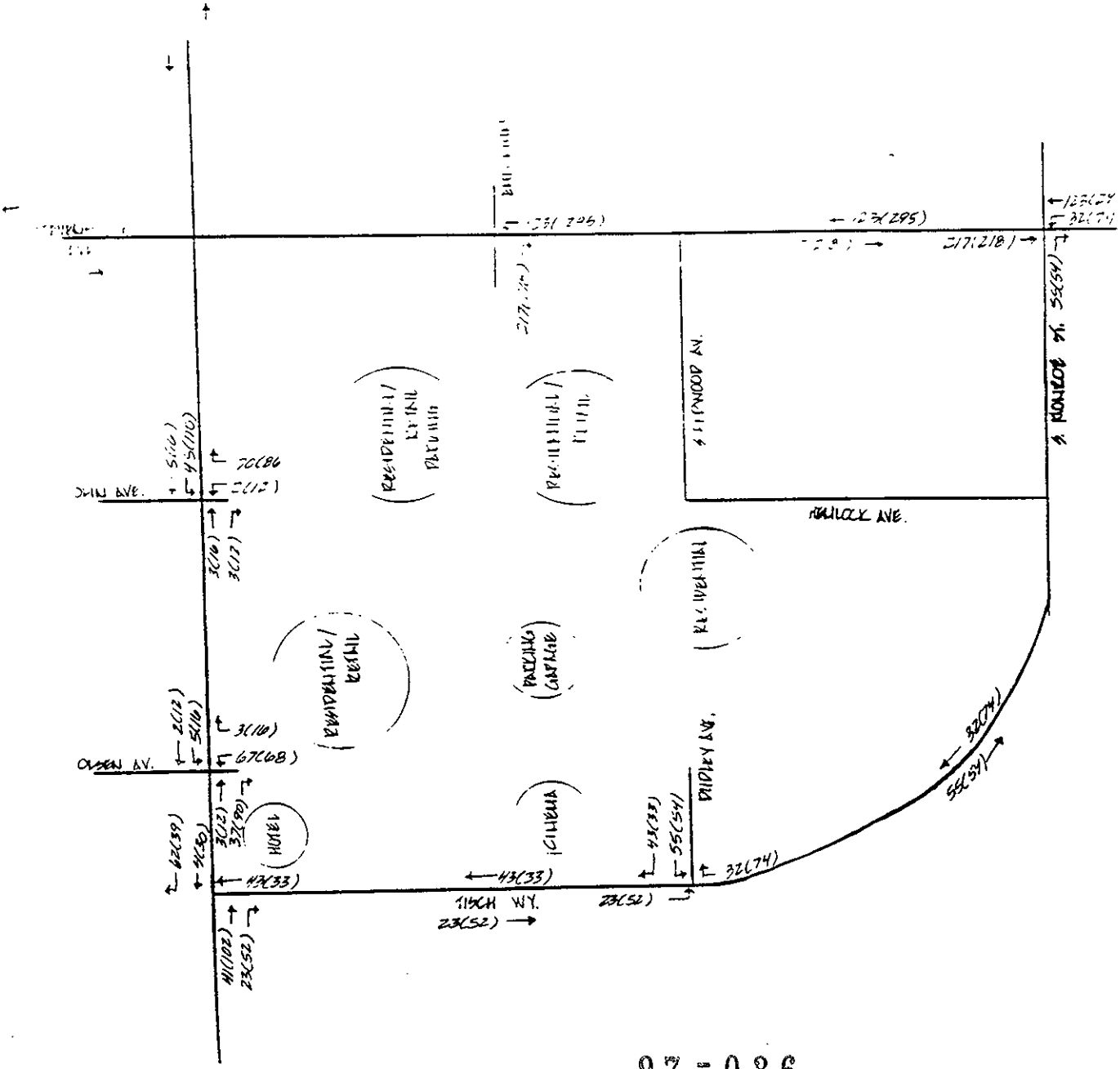
97 - 036

SAT ≅ PM

XXX/XXX/XXX = AM/PM/SAT

97-036

97-036

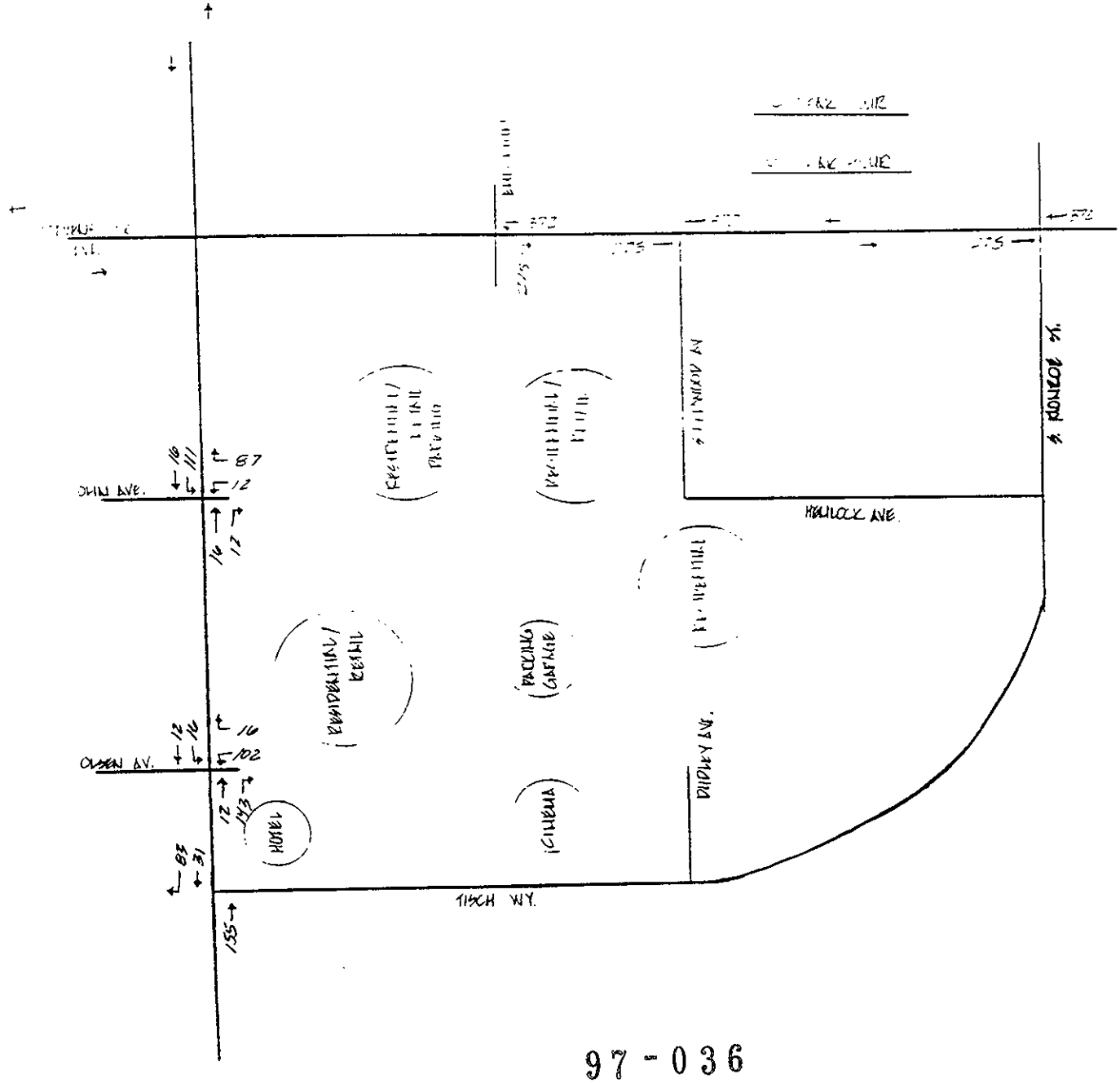


OLSEN AV.
TISCH WY.
HOTEL
CINEMA
PARKING GARAGE
RESIDENTIAL / RETAIL
RESIDENTIAL / RETAIL
RESIDENTIAL / RETAIL
RESIDENTIAL
HEMLOCK AVE.
DUDLEY AV.
MONROE ST.

97-036

10/20/97

97-036

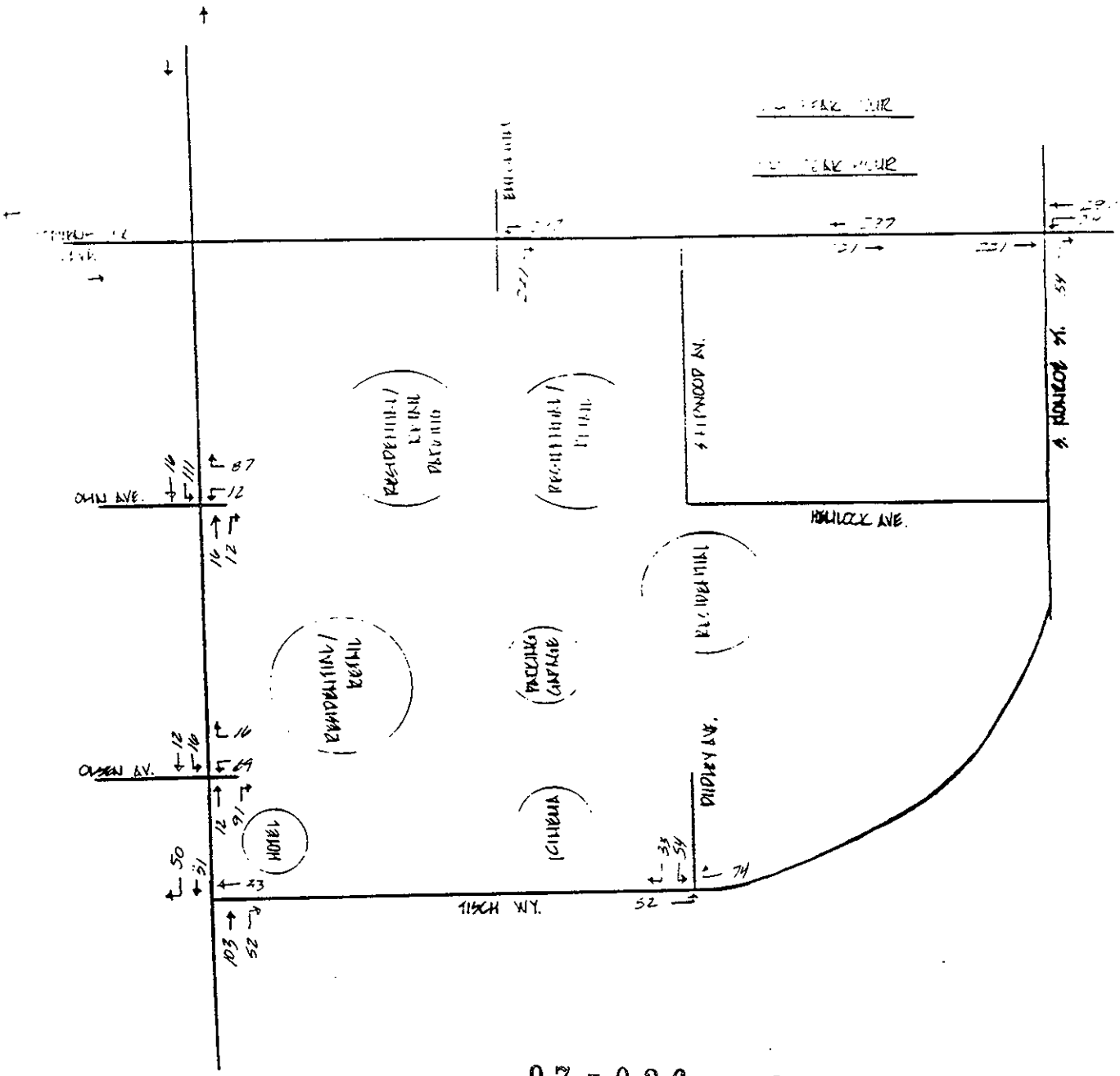


OLSEN AV.
TISCH WY.
HEMLOCK AVE.
DUPLEY AVE.
PARKING GARAGE
CINEMA
HOTEL

97-036

OHIN AVE.
OLSEN AV.
TISCH WY.
HEMLOCK AVE.
RIPLEY AVE.
HOTEL
CINEMA
PARKING GARAGE

97-036


OLIN AVE.
OLSEN AV.
TISCH WY.
HOLLOCK AVE.
DUDLEY AVE.
HOTEL
CINEMA
PARKING GARAGE
RESIDENTIAL / RETAIL
RESIDENTIAL / RETAIL
RESIDENTIAL / RETAIL
RESIDENTIAL
87
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91
50
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74
52
54

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OLSEN AV.
HOTEL
CINEMA
PARKING GARAGE
DUDLEY AVE.
TISCH WY.
HAVLOCK AVE

97-036

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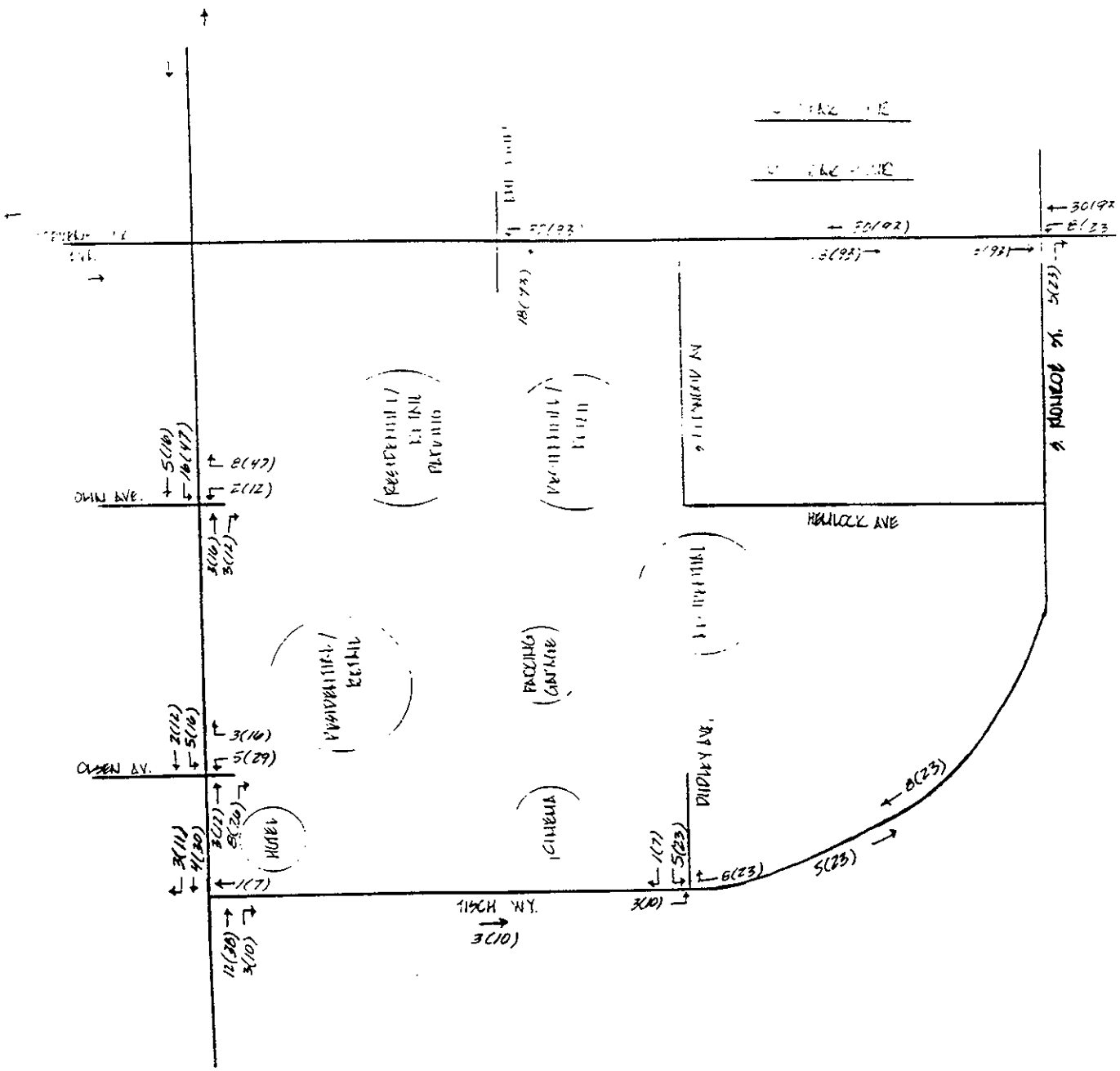

OLIN AVE.
OLSEN AV.
TISCH WY.
HEMLOCK AVE
DUDLEY AVE.
S. MONROE ST.
PARKING GARAGE
CINEMA
HOTEL

97-036

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10/20/97

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INTERSECTION: Monroe/Stevens Creek
PEAK HOUR: Saturday Peak Hour
COUNT DATE: 7/19/97
GROWTH
BACKGROUND: 0 (to August 1997 from count date @ 0.3% per month)

	SCENARIO 6 EXISTING (E)			APPROVED TRIPS (A)			VALLEY FAIR PROJECT TRIPS (P1)			TOWN & COUNTR PROJECT TRIPS (P2)			TOTAL TRIPS (P4)		
APPROACH	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
North	740	25	279	0	3	22	58	0	0	0	0	0	58	0	0
East	164	1268	908	109	106	0	0	56	58	0	372	0	0	428	58
South	24	40	157	20	12	299	0	0	0	0	0	0	0	0	0
West	137	1989	16	81	57	5	0	56	0	0	275	0	0	331	0

	E + G			SCENARIO 7 BACKGROUND E + G + A			SCENARIO 8 PROJECT E+G+A+P1			SCENARIO 9 CUMULATIVE E+G+A+P1+P2		
APPROACH	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
North	740	25	279	740	28	301	740	28	301	798	28	301
East	164	1268	908	273	1374	908	273	1746	908	273	1802	966
South	24	40	157	44	52	456	44	52	456	44	52	456
West	137	1989	16	218	2046	21	218	2321	21	218	2377	21

97 - 036

LEVEL OF SERVICE ANALYSIS

LOCATION: MONROE & STEVENS CREEK
MESSAGE: PROJECT CONDITIONS SIGNAL TYPE : FULLY ACTUATED
PEAK HOUR: SATURDAY PEAK N-S 46.50 3.50
COUNT DATE: 7/19/97 E-W 71.50 7.50
ANAL. DATE: 7/2/97
ANAL. INIT: RD CYCLE LENGTH = 134
GROWTH FACTOR % : 0.0 LOST TIME = 0.119

LEG	PATTERN	LANE COUNTS			APPROVED TRIPS			PROJECT TRIPS			TOTAL TRIPS		
	LSTSRO	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT
N	110010	740	25	279	0	3	22	0	0	0	740	28	301
E	203010	164	1268	908	109	106	0	0	372	0	273	1746	908
S	101010	24	40	157	20	12	299	0	0	0	44	52	456
W	203010	137	1989	76	81	57	5	0	275	0	218	2321	21

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	2	1 1 0 0 0 0	765	3037	0.252	0.045	0.297	902
E	2	2 0 0 0 0 0	164	3015	0.054	0.045	0.099	298
S	1	0 0 1 0 0 0	40	1780	0.022	0.023	0.045	80
W	3	0 0 3 0 0 0	1989	5340	0.372	0.068	0.440	2350
				LT = 0.119				
TOTALS	8		2958		0.819			3630

1 - 0.819 = 0.181 / 8 = 0.023
V/C = 0.815

EXISTING LEVEL OF SERVICE = D

N	2	1 1 0 0 0 0	768	3040	0.253	0.031	0.284	863
E	2	2 0 0 0 0 0	273	3015	0.091	0.031	0.122	368
S	1	0 0 1 0 0 0	52	1780	0.029	0.016	0.045	80
W	3	0 0 3 0 0 0	2046	5340	0.383	0.047	0.430	2296
				LT = 0.119				
TOTALS	8		3139		0.875			3607

1 - 0.875 = 0.125 / 8 = 0.016
V/C = 0.870

EXISTING + APPROVED LEVEL OF SERVICE = D

N	2	1 1 0 0 0 0	768	3040	0.253	0.018	0.271	824
E	2	2 0 0 0 0 0	273	3015	0.091	0.018	0.109	329
S	1	0 0 1 0 0 0	52	1780	0.029	0.009	0.038	68
W	3	0 0 3 0 0 0	2321	5340	0.435	0.027	0.462	2467
				LT = 0.119				
TOTALS	8		3414		0.927			3688

1 - 0.927 = 0.073 / 8 = 0.009
V/C = 0.926

EXISTING + APPROVED + PROJECT LEVEL OF SERVICE = E

(3414 - 3139)/ 3139 = 8.76 PERCENT INCREASE IN CRITICAL VOLUME
5/2/88 LV -- 11/7/91 BA

97-036

LEVEL OF SERVICE ANALYSIS

LOCATION: MONROE & STEVENS CREEK
MESSAGE: PROJECT CONDITIONS SIGNAL TYPE : FULLY ACTUATED
PEAK HOUR: SATURDAY PEAK N-S 46.50 8.50
COUNT DATE: 7/19/97 E-W 71.50 7.50
ANAL. DATE: 7/2/97
ANAL. INIT: RD CYCLE LENGTH = 134
GROWTH FACTOR % : 0.0 LOST TIME = 0.119

LEG	PATTERN	LANE COUNTS			APPROVED TRIPS			PROJECT TRIPS			TOTAL TRIPS		
	LSTSRO	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT
N	110010	740	25	279	0	3	22	0	0	0	740	28	301
E	203010	164	1268	908	109	106	0	0	372	0	273	1746	908
S	101010	24	40	157	20	12	299	0	0	0	44	52	456
W	203100	137	1989	76	81	57	5	0	275	0	218	2321	81

LEG	# LANES	CRIT. MOVE L S T S R O	V. VOL.	V. CAP.	V/C	ADJ./ LANE	ADJ. V/C	V. CAP.
N	2	1 1 0 0 0 0	765	3037	0.252	0.060	0.312	948
E	2	2 0 0 0 0 0	164	3015	0.054	0.060	0.114	344
S	1	0 0 1 0 0 0	40	1780	0.022	0.030	0.052	93
W	4	0 0 3 1 0 0	2005	7112	0.282	0.120	0.402	2859
				LT = 0.119				
TOTALS	9		2974		0.729			4244
					1 - 0.729 = 0.271 / 9 = 0.030			
							V/C = 0.701	
				EXISTING			LEVEL OF SERVICE = C	
N	2	1 1 0 0 0 0	768	3040	0.253	0.048	0.301	915
E	2	2 0 0 0 0 0	273	3015	0.091	0.048	0.139	419
S	1	0 0 1 0 0 0	52	1780	0.029	0.024	0.053	94
W	4	0 0 3 1 0 0	2067	7110	0.291	0.096	0.387	2752
				LT = 0.119				
TOTALS	9		3160		0.783			4180
					1 - 0.783 = 0.217 / 9 = 0.024			
							V/C = 0.756	
				EXISTING + APPROVED			LEVEL OF SERVICE = C	
N	2	1 1 0 0 0 0	768	3040	0.253	0.040	0.293	891
E	2	2 0 0 0 0 0	273	3015	0.091	0.040	0.131	395
S	1	0 0 1 0 0 0	52	1780	0.029	0.020	0.049	87
W	4	0 0 3 1 0 0	2342	7111	0.329	0.080	0.409	2908
				LT = 0.119				
TOTALS	9		3435		0.821			4281
					1 - 0.821 = 0.179 / 9 = 0.020			
							V/C = 0.802	
				EXISTING + APPROVED + PROJECT			LEVEL OF SERVICE = D	

(3435 - 3160)/ 3160 = 8.70 PERCENT INCREASE IN CRITICAL VOLUME
5/2/88 LV -- 11/7/91 BA

97-036

E

LEVEL OF SERVICE ANALYSIS

LOCATION: MONROE & STEVENS CREEK
MESSAGE: CUMULATIVE CONDITIONS SIGNAL TYPE : FULLY ACTUATED
PEAK HOUR: SATURDAY PEAK N-S 46.50 8.50
COUNT DATE: 7/19/97 E-W 71.50 7.50
ANAL. DATE: 7/2/97
ANAL. INIT: RD CYCLE LENGTH = 134
GROWTH FACTOR % : 0.0 LOST TIME = 0.119

LEG	PATTERN	LANE COUNTS			APPROVED TRIPS			PROJECT TRIPS			TOTAL TRIPS		
	LSTSRO	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT
N	110010	740	25	279	0	3	22	58	0	0	798	28	301
E	203010	164	1268	908	109	106	0	0	428	58	273	1802	966
S	101010	24	40	157	20	12	299	0	0	0	44	52	456
W	203010	137	1989	16	81	57	5	0	331	0	218	2377	21

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	2	1 1 0 0 0 0	765	3037	0.252	0.045	0.297	902
E	2	2 0 0 0 0 0	164	3015	0.054	0.045	0.099	298
S	1	0 0 1 0 0 0	40	1780	0.022	0.023	0.045	80
W	3	0 0 3 0 0 0	1989	5340	0.372	0.068	0.440	2350
				LT = 0.119				
TOTALS	8		2958		0.819			3630
				1 - 0.819 = 0.181 / 8 = 0.023				
							V/C = 0.815	

EXISTING LEVEL OF SERVICE = D

N	2	1 1 0 0 0 0	768	3040	0.253	0.031	0.284	863
E	2	2 0 0 0 0 0	273	3015	0.091	0.031	0.122	368
S	1	0 0 1 0 0 0	52	1780	0.029	0.016	0.045	80
W	3	0 0 3 0 0 0	2046	5340	0.383	0.047	0.430	2296
				LT = 0.119				
TOTALS	8		3139		0.875			3607
				1 - 0.875 = 0.125 / 8 = 0.016				
							V/C = 0.870	

EXISTING + APPROVED LEVEL OF SERVICE = D

N	2	1 1 0 0 0 0	826	3038	0.272	0.011	0.283	860
E	2	2 0 0 0 0 0	273	3015	0.091	0.011	0.102	308
S	1	0 0 1 0 0 0	52	1780	0.029	0.005	0.034	61
W	3	0 0 3 0 0 0	2377	5340	0.445	0.016	0.461	2462
				LT = 0.119				
TOTALS	8		3528		0.956			3691
				1 - 0.956 = 0.044 / 8 = 0.005				
							V/C = 0.956	

EXISTING + APPROVED + PROJECT LEVEL OF SERVICE = E

(3528 - 3139)/ 3139 = 12.39 PERCENT INCREASE IN CRITICAL VOLUME
5/2/88 LV -- 11/7/91 BA

97 - 036

LEVEL OF SERVICE ANALYSIS

LOCATION: MONROE & STEVENS CREEK
MESSAGE: CUMULATIVE SATURDAY SIGNAL TYPE : FULLY ACTUATED
PEAK HOUR: PM 4:15-5:15 N-S 46.50 8.50
COUNT DATE: 7/19/97 E-W 71.50 7.50
ANAL. DATE: 7/2/97
ANAL. INIT: RD CYCLE LENGTH = 134
GROWTH FACTOR % : 0.0 LOST TIME = 0.119

LEG	PATTERN	LANE COUNTS			APPROVED TRIPS			PROJECT TRIPS			TOTAL TRIPS		
	LSTSRO	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT
N	110010	740	25	279	0	3	22	58	0	0	798	28	301
E	203010	164	1268	908	109	106	0	0	428	58	273	1802	966
S	101010	24	40	157	20	12	299	0	0	0	44	52	456
W	203100	137	1989	16	81	57	5	0	331	0	218	2377	21

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	2	1 1 0 0 0 0	765	3037	0.252	0.060	0.312	948
E	2	2 0 0 0 0 0	164	3015	0.054	0.060	0.114	344
S	1	0 0 1 0 0 0	40	1780	0.022	0.030	0.052	93
W	4	0 0 3 1 0 0	2005	7112	0.282	0.120	0.402	2859
					LT = 0.119			
TOTALS	9		2974		0.729			4244
					1 - 0.729 = 0.271 / 9 = 0.030			
							V/C = 0.701	
				EXISTING			LEVEL OF SERVICE =	C
N	2	1 1 0 0 0 0	768	3040	0.253	0.048	0.301	915
E	2	2 0 0 0 0 0	273	3015	0.091	0.048	0.139	419
S	1	0 0 1 0 0 0	52	1780	0.029	0.024	0.053	94
W	4	0 0 3 1 0 0	2067	7110	0.291	0.096	0.387	2752
					LT = 0.119			
TOTALS	9		3160		0.783			4180
					1 - 0.783 = 0.217 / 9 = 0.024			
							V/C = 0.756	
				EXISTING + APPROVED			LEVEL OF SERVICE =	C
N	2	1 1 0 0 0 0	826	3038	0.272	0.034	0.306	930
E	2	2 0 0 0 0 0	273	3015	0.091	0.034	0.125	377
S	1	0 0 1 0 0 0	52	1780	0.029	0.017	0.046	82
W	4	0 0 3 1 0 0	2398	7111	0.337	0.068	0.405	2880
					LT = 0.119			
TOTALS	9		3549		0.848			4269
					1 - 0.848 = 0.152 / 9 = 0.017			
							V/C = 0.831	
				EXISTING + APPROVED + PROJECT			LEVEL OF SERVICE =	D

(3549 - 3160)/ 3160 = 12.31 PERCENT INCREASE IN CRITICAL VOLUME
5/2/88 LV -- 11/7/91 BA

97-036

12/11/97

INTERSECTION: Stevens Creek/Redwood
PEAK HOUR: Saturday Peak Hour
COUNT DATE: 9/27/97
GROWTH
BACKGROUND: 0 (to August 1997 from count date @ 0.3% per month)

	SCENARIO 6 EXISTING (E)			APPROVED TRIPS (A)			VALLEY FAIR PROJECT TRIPS (P1)			TOWN & COUNTR PROJECT TRIPS (P2)			TOTAL TRIPS (P4)		
APPROACH	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
North	248	0	222	0	0	0	56	0	69	0	0	0	56	0	69
East	59	1541	238	114	82	0	0	0	56	0	372	0	0	372	56
South	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
West	207	1736	24	0	95	8	69	0	0	0	275	0	69	275	0

	E + G			SCENARIO 7 BACKGROUND E + G + A			SCENARIO 8 PROJECT E+G+A+P1			SCENARIO 9 CUMULATIVE E+G+A+P1+P2		
APPROACH	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
North	248	0	222	248	0	222	248	0	222	304	0	291
East	59	1541	238	173	1623	238	173	1995	238	173	1995	294
South	0	0	0	0	0	0	0	0	0	0	0	0
West	207	1736	24	207	1831	32	207	2106	32	276	2106	32

97-036

LEVEL OF SERVICE ANALYSIS

LOCATION: REDWOOD & STEVENS CREEK
MESSAGE: PROJECT CONDITIONS SIGNAL TYPE : FULLY ACTUATED
PEAK HOUR: SATURDAY PEAK N-S 40.00 3.00
COUNT DATE: 9/27/97 E-W 90.00 3.50
ANAL. DATE: 7/2/97
ANAL. INIT: RD CYCLE LENGTH = 139.5
GROWTH FACTOR % : 0.0 LOST TIME = 0.068

LEG	PATTERN	LANE COUNTS			APPROVED TRIPS			PROJECT TRIPS			TOTAL TRIPS		
	LSTSRO	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT
N	200010	248	0	222	0	0	0	0	0	0	248	0	222
E	103010	59	1541	238	114	82	0	0	372	0	173	1995	238
S	000000	0	0	0	4	0	0	0	0	0	4	0	0
W	203000	207	1736	34	0	95	8	0	275	0	207	2116	50

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	2	2 0 0 0 0 0	248	3015	0.082	0.163	0.245	739
E	1	1 0 0 0 0 0	59	1675	0.035	0.082	0.117	196
S	0	0 0 0 0 0 0	0	0	0.000	0.000	0.000	0
W	3	0 0 3 0 0 0	1736	5340	0.325	0.245	0.570	3044
				LT = 0.068				
TOTALS	6		2043		0.510			3979
					1 - 0.510 = 0.490 / 6 = 0.082			
							V/C = 0.513	
			EXISTING			LEVEL OF SERVICE =		A
N	2	2 0 0 0 0 0	248	3015	0.082	0.135	0.217	654
E	1	1 0 0 0 0 0	173	1675	0.103	0.067	0.170	285
S	0	0 0 0 0 0 0	0	0	0.000	0.000	0.000	0
W	3	0 0 3 0 0 0	1831	5340	0.343	0.202	0.545	2910
				LT = 0.068				
TOTALS	6		2252		0.596			3849
					1 - 0.596 = 0.404 / 6 = 0.067			
							V/C = 0.585	
			EXISTING + APPROVED			LEVEL OF SERVICE =		A
N	2	2 0 0 0 0 0	248	3015	0.082	0.118	0.200	603
E	1	1 0 0 0 0 0	173	1675	0.103	0.059	0.162	271
S	0	0 0 0 0 0 0	0	0	0.000	0.000	0.000	0
W	3	0 0 3 0 0 0	2106	5340	0.394	0.176	0.570	3044
				LT = 0.068				
TOTALS	6		2527		0.647			3918
					1 - 0.647 = 0.353 / 6 = 0.059			
							V/C = 0.645	
			EXISTING + APPROVED + PROJECT			LEVEL OF SERVICE =		B

(2527 - 2252)/ 2252 = 12.21 PERCENT INCREASE IN CRITICAL VOLUME
5/2/88 LV -- 11/7/91 BA

97-036

LEVEL OF SERVICE ANALYSIS

LOCATION: REDWOOD & STEVENS CREEK
MESSAGE: CUMULATIVE CONDITIONS SIGNAL TYPE : FULLY ACTUATED
PEAK HOUR: SATURDAY PEAK N-S 40.00 3.00
COUNT DATE: 9/27/97 E-W 90.00 6.50
ANAL. DATE: 7/2/97
ANAL. INIT: RD CYCLE LENGTH = 139.5
GROWTH FACTOR % : 0.0 LOST TIME = 0.068

LEG	PATTERN	LANE COUNTS			APPROVED TRIPS			PROJECT TRIPS			TOTAL TRIPS		
	LSTSRO	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT
N	200010	248	0	222	0	0	0	56	0	69	304	0	291
E	103010	59	1541	238	114	82	0	0	372	56	173	1995	294
S	000000	0	0	0	0	0	0	0	0	0	0	0	0
W	203000	207	1736	24	0	95	8	69	275	0	276	2106	32

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	2	2 0 0 0 0 0	248	3015	0.082	0.163	0.245	739
E	1	1 0 0 0 0 0	59	1675	0.035	0.082	0.117	196
S	0	0 0 0 0 0 0	0	0	0.000	0.000	0.000	0
W	3	0 0 3 0 0 0	1736	5340	0.325	0.245	0.570	3044
				LT = 0.068				
TOTALS	6		2043		0.510			3979
				1 - 0.510 = 0.490 / 6 = 0.082				
							V/C = 0.513	

EXISTING LEVEL OF SERVICE = A

N	2	2 0 0 0 0 0	248	3015	0.082	0.135	0.217	654
E	1	1 0 0 0 0 0	173	1675	0.103	0.067	0.170	285
S	0	0 0 0 0 0 0	0	0	0.000	0.000	0.000	0
W	3	0 0 3 0 0 0	1831	5340	0.343	0.202	0.545	2910
				LT = 0.068				
TOTALS	6		2252		0.596			3849
				1 - 0.596 = 0.404 / 6 = 0.067				
							V/C = 0.585	

EXISTING + APPROVED LEVEL OF SERVICE = A

N	2	2 0 0 0 0 0	304	3015	0.101	0.111	0.212	639
E	1	1 0 0 0 0 0	173	1675	0.103	0.056	0.159	266
S	0	0 0 0 0 0 0	0	0	0.000	0.000	0.000	0
W	3	0 0 3 0 0 0	2106	5340	0.394	0.167	0.561	2996
				LT = 0.068				
TOTALS	6		2583		0.666			3901
				1 - 0.666 = 0.334 / 6 = 0.056				
							V/C = 0.662	

EXISTING + APPROVED + PROJECT LEVEL OF SERVICE = B

(2583 - 2252)/ 2252 = 14.70 PERCENT INCREASE IN CRITICAL VOLUME
5/2/88 LV -- 11/7/91 BA

97 - 036

INTERSECTION: Stevens Creek/Emporium
PEAK HOUR: Saturday Peak Hour
COUNT DATE: 9/27/97
GROWTH BACKGROUND: 0 (to August 1997 from count date @ 0.3% per month)

	SCENARIO 6 EXISTING (E)			APPROVED TRIPS (A)			VALLEY FAIR PROJECT TRIPS (P1)			TOWN & COUNTR PROJECT TRIPS (P2)			TOTAL TRIPS (P4)		
APPROACH	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
North	178	46	196	0	0	0	0	2	0	0	0	0	0	2	0
East	177	1502	99	0	86	0	0	69	0	372	0	0	372	69	0
South	48	87	223	0	0	0	0	2	0	0	0	275	0	2	275
West	374	1576	63	0	103	0	0	69	0	0	0	0	0	69	0

	E + G			SCENARIO 7 BACKGROUND E + G + A			SCENARIO 8 PROJECT E+G+A+P1			SCENARIO 9 CUMULATIVE E+G+A+P1+P2		
APPROACH	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
North	178	46	196	178	46	196	178	46	196	178	48	196
East	177	1502	99	177	1588	99	549	1588	99	549	1657	99
South	48	87	223	48	87	223	48	87	498	48	89	498
West	374	1576	63	374	1679	63	374	1679	63	374	1748	63

97-036

LEVEL OF SERVICE ANALYSIS

LOCATION: EMPORIUM & STEVENS CREEK
MESSAGE: PROJECT CONDITIONS SIGNAL TYPE : FULLY ACTUATED
PEAK HOUR: SATURDAY PEAK N-S 34.00 4.00
COUNT DATE: 9/27/97 E-W 88.00 8.00
ANAL. DATE: 7/2/97
ANAL. INIT: RD CYCLE LENGTH = 134
GROWTH FACTOR % : 0.0 LOST TIME = 0.090

LEG	PATTERN	LANE COUNTS			APPROVED TRIPS			PROJECT TRIPS			TOTAL TRIPS		
	LSTSRO	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT
N	101010	178	46	196	0	0	0	0	0	0	178	46	196
E	203010	177	1502	99	0	86	0	372	0	0	549	1588	99
S	101010	48	87	223	0	0	0	0	0	275	48	87	498
W	203010	374	1576	63	0	103	0	0	0	0	374	1679	63

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	1	1 0 0 0 0 0	178	1675	0.106	0.050	0.156	261
E	3	0 0 3 0 0 0	1502	5340	0.281	0.150	0.431	2302
S	1	0 0 1 0 0 0	87	1780	0.049	0.050	0.099	176
W	2	2 0 0 0 0 0	374	3015	0.124	0.100	0.224	675
				LT = 0.090				
TOTALS	7		2141		0.650			3414

1 - 0.650 = 0.350 / 7 = 0.050
V/C = 0.627

EXISTING LEVEL OF SERVICE = B

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	1	1 0 0 0 0 0	178	1675	0.106	0.048	0.154	258
E	3	0 0 3 0 0 0	1588	5340	0.297	0.143	0.440	2350
S	1	0 0 1 0 0 0	87	1780	0.049	0.048	0.097	173
W	2	2 0 0 0 0 0	374	3015	0.124	0.095	0.219	660
				LT = 0.090				
TOTALS	7		2227		0.666			3441

1 - 0.666 = 0.334 / 7 = 0.048
V/C = 0.647

EXISTING + APPROVED LEVEL OF SERVICE = B

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	1	1 0 0 0 0 0	178	1675	0.106	0.037	0.143	240
E	2	2 0 0 0 0 0	549	3015	0.182	0.074	0.256	772
S	1	0 0 1 0 0 0	87	1780	0.049	0.037	0.086	153
W	3	0 0 3 0 0 0	1679	5340	0.314	0.111	0.425	2270
				LT = 0.090				
TOTALS	7		2493		0.741			3435

1 - 0.741 = 0.259 / 7 = 0.037
V/C = 0.726

EXISTING + APPROVED + PROJECT LEVEL OF SERVICE = C

(2493 - 2227)/ 2227 = 11.94 PERCENT INCREASE IN CRITICAL VOLUME
5/2/88 LV -- 11/7/91 BA

97-036

LEVEL OF SERVICE ANALYSIS

LOCATION: WINCHESTER & TISCH
MESSAGE: PROJECT CONDITIONS SIGNAL TYPE : FULLY ACTUATED
PEAK HOUR: SATURDAY PEAK N-S 95.00 6.50
COUNT DATE: 9/27/97 E-W 20.00 3.00
ANAL. DATE: 7/2/97
ANAL. INIT: RD CYCLE LENGTH = 124.5
GROWTH FACTOR % : 0.0 LOST TIME = 0.076

LEG	PATTERN	LANE COUNTS			APPROVED TRIPS			PROJECT TRIPS			TOTAL TRIPS		
	LSTSRO	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT
N	102100	25	1242	366	0	16	5	0	31	83	25	1289	454
E	100002	108	40	26	57	0	0	0	0	0	165	40	26
S	102100	283	1374	148	34	51	0	0	155	0	317	1580	148
W	000000	0	0	0	0	0	0	0	0	0	0	0	0

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	3	0 0 2 1 0 0	1608	5277	0.305	0.197	0.502	2649
E	2	1 0 0 0 0 2	174	3116	0.056	0.131	0.187	583
S	1	1 0 0 0 0 0	283	1675	0.169	0.066	0.235	394
W	0	0 0 0 0 0 0	0	0	0.000	0.000	0.000	0
				LT = 0.076				
TOTALS	6		2065		0.606			3626
					1 - 0.606 = 0.394 / 6 = 0.066			
							V/C = 0.569	
			EXISTING			LEVEL OF SERVICE =		A
N	3	0 0 2 1 0 0	1629	5277	0.309	0.176	0.485	2559
E	2	1 0 0 0 0 2	231	3098	0.075	0.117	0.192	595
S	1	1 0 0 0 0 0	317	1675	0.189	0.059	0.248	415
W	0	0 0 0 0 0 0	0	0	0.000	0.000	0.000	0
				LT = 0.076				
TOTALS	6		2177		0.649			3569
					1 - 0.649 = 0.351 / 6 = 0.059			
							V/C = 0.610	
			EXISTING + APPROVED			LEVEL OF SERVICE =		B
N	3	0 0 2 1 0 0	1743	5273	0.331	0.165	0.496	2615
E	2	1 0 0 0 0 2	231	3098	0.075	0.110	0.185	573
S	1	1 0 0 0 0 0	317	1675	0.189	0.055	0.244	409
W	0	0 0 0 0 0 0	0	0	0.000	0.000	0.000	0
				LT = 0.076				
TOTALS	6		2291		0.671			3597
					1 - 0.671 = 0.329 / 6 = 0.055			
							V/C = 0.637	
			EXISTING + APPROVED + PROJECT			LEVEL OF SERVICE =		B

(2291 - 2177)/ 2177 = 5.24 PERCENT INCREASE IN CRITICAL VOLUME
5/2/88 LV -- 11/7/91 BA

97-036

12/11/97

INTERSECTION: Winchester/Tisch
PEAK HOUR: Saturday Peak Hour
COUNT DATE: 9/27/97
GROWTH
BACKGROUND: 0 (to August 1997 from count date @ 0.3% per month)

	SCENARIO 6 EXISTING (E)			APPROVED TRIPS (A)			VALLEY FAIR PROJECT TRIPS (P1)			TOWN & COUNTR PROJECT TRIPS (P2)			TOTAL TRIPS (P4)		
APPROACH	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
North	25	1242	366	0	16	5	0	24	22	0	31	83	0	55	105
East	108	40	26	57	0	0	0	0	0	0	0	0	0	0	0
South	283	1374	148	34	51	0	0	46	0	0	155	0	0	201	0
West	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	E + G			SCENARIO 7 BACKGROUND E + G + A			SCENARIO 8 PROJECT E+G+A+P2			SCENARIO 9 CUMULATIVE E+G+A+P1+P2		
APPROACH	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
North	2.	1242	366	25	1258	371	25	1289	454	25	1313	476
East	108	40	26	165	40	26	165	40	26	165	40	26
South	283	74	148	317	1425	148	317	1580	148	317	1626	148
West	0		0	0	0	0	0	0	0	0	0	0

97 - 036

LEVEL OF SERVICE ANALYSIS

LOCATION: WINCHESTER & OLSEN
MESSAGE: CUMULATIVE CONDITIONS SIGNAL TYPE : FULLY ACTUATED
PEAK HOUR: SATURDAY PEAK N-S 90.00 6.50
COUNT DATE: 10/4/97 E-W 22.00 3.00
ANAL. DATE: 7/2/97
ANAL. INIT: RD CYCLE LENGTH = 121.5
GROWTH FACTOR % : 0.0 LOST TIME = 0.078

LEG	PATTERN	LANE COUNTS			APPROVED TRIPS			PROJECT TRIPS			TOTAL TRIPS		
	LSTSRO	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT
N	102100	78	1138	101	0	16	0	16	44	0	94	1198	101
E	101010	151	14	108	0	0	0	102	0	16	253	14	124
S	102100	98	1208	154	0	51	0	0	44	143	98	1303	297
W	100100	76	23	236	0	0	0	0	0	0	76	23	236

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	1	1 0 0 0 0 0	78	1675	0.047	0.062	0.109	183
E	1	1 0 0 0 0 0	151	1675	0.090	0.062	0.152	255
S	3	0 0 2 1 0 0	1362	5299	0.257	0.187	0.444	2353
W	1	0 0 0 1 0 0	259	1684	0.154	0.062	0.216	364
					LT = 0.078			
TOTALS	6		1850		0.626			3155
					1 - 0.626 = 0.374 / 6 = 0.062			
							V/C = 0.586	
				EXISTING		LEVEL OF SERVICE =		A
N	1	1 0 0 0 0 0	78	1675	0.047	0.061	0.108	181
E	1	1 0 0 0 0 0	151	1675	0.090	0.061	0.151	253
S	3	0 0 2 1 0 0	1413	5300	0.267	0.182	0.449	2380
W	1	0 0 0 1 0 0	259	1684	0.154	0.061	0.215	362
					LT = 0.078			
TOTALS	6		1901		0.636			3176
					1 - 0.636 = 0.364 / 6 = 0.061			
							V/C = 0.599	
				EXISTING + APPROVED		LEVEL OF SERVICE =		A
N	1	1 0 0 0 0 0	94	1675	0.056	0.043	0.099	166
E	1	1 0 0 0 0 0	253	1675	0.151	0.043	0.194	325
S	3	0 0 2 1 0 0	1600	5284	0.303	0.129	0.432	2283
W	1	0 0 0 1 0 0	259	1684	0.154	0.043	0.197	332
					LT = 0.078			
TOTALS	6		2206		0.742			3106
					1 - 0.742 = 0.258 / 6 = 0.043			
							V/C = 0.710	
				EXISTING + APPROVED + PROJECT		LEVEL OF SERVICE =		C

(2206 - 1901)/ 1901 = 16.04 PERCENT INCREASE IN CRITICAL VOLUME
5/2/88 LV -- 11/7/91 8A

97-036

LEVEL OF SERVICE ANALYSIS

LOCATION: WINCHESTER & OLSEN
MESSAGE: PROJECT CONDITIONS
PEAK HOUR: SATURDAY PEAK
COUNT DATE: 10/4/97
ANAL. DATE: 7/2/97
ANAL. INIT: RD
GROWTH FACTOR % : 0.0

SIGNAL TYPE : FULLY ACTUATED
N-S 90.00 6.50
E-W 22.00 3.00
CYCLE LENGTH = 121.5
LOST TIME = 0.078

LEG	PATTERN	LANE COUNTS			APPROVED TRIPS			PROJECT TRIPS			TOTAL TRIPS		
	LSTSRO	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT
N	102100	78	1138	101	0	16	0	16	12	0	94	1166	101
E	101010	151	14	108	0	0	0	102	0	16	253	14	124
S	102100	98	1208	154	0	51	0	0	12	143	98	1271	297
W	100100	76	23	236	0	0	0	0	0	0	76	23	236

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	1	1 0 0 0 0 0	78	1675	0.047	0.062	0.109	183
E	1	1 0 0 0 0 0	151	1675	0.090	0.062	0.152	255
S	3	0 0 2 1 0 0	1362	5299	0.257	0.187	0.444	2353
W	1	0 0 0 1 0 0	259	1684	0.154	0.062	0.216	364
				LT = 0.078				
TOTALS	6		1850		0.626			3155
				1 - 0.626 = 0.374 / 6 = 0.062				
							V/C = 0.586	
		EXISTING				LEVEL OF SERVICE =		A
N	1	1 0 0 0 0 0	78	1675	0.047	0.061	0.108	181
E	1	1 0 0 0 0 0	151	1675	0.090	0.061	0.151	253
S	3	0 0 2 1 0 0	1413	5300	0.267	0.182	0.449	2380
W	1	0 0 0 1 0 0	259	1684	0.154	0.061	0.215	362
				LT = 0.078				
TOTALS	6		1901		0.636			3176
				1 - 0.636 = 0.364 / 6 = 0.061				
							V/C = 0.599	
		EXISTING + APPROVED				LEVEL OF SERVICE =		A
N	1	1 0 0 0 0 0	94	1675	0.056	0.044	0.100	168
E	1	1 0 0 0 0 0	253	1675	0.151	0.044	0.195	327
S	3	0 0 2 1 0 0	1568	5283	0.297	0.132	0.429	2266
W	1	0 0 0 1 0 0	259	1684	0.154	0.044	0.198	333
				LT = 0.078				
TOTALS	6		2174		0.736			3094
				1 - 0.736 = 0.264 / 6 = 0.044				
							V/C = 0.703	
		EXISTING + APPROVED + PROJECT				LEVEL OF SERVICE =		C

(2174 - 1901)/ 1901 = 14.36 PERCENT INCREASE IN CRITICAL VOLUME
5/2/88 LV -- 11/7/91 BA

97-036

INTERSECTION: Winchester/Olsen
PEAK HOUR: Saturday Peak Hour
COUNT DATE: 10/04/97
GROWTH
BACKGROUND: 0 (to August 1997 from count date @ 0.3% per month)

	SCENARIO 6 EXISTING (E)			APPROVED TRIPS (A)			VALLEY FAIR PROJECT TRIPS (P1)			TOWN & COUNTR PROJECT TRIPS (P2)			TOTAL TRIPS (P4)		
APPROACH	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
North	78	1138	101	0	16	0	0	32	0	16	12	0	16	44	0
East	151	14	108	0	0	0	0	0	0	102	0	16	102	0	16
South	98	1208	154	0	51	0	0	32	0	0	12	143	0	44	143
West	76	23	236	0	0	0	0	0	0	0	0	0	0	0	0

	E + G			SCENARIO 7 BACKGROUND E + G + A			SCENARIO 8 PROJECT E+G+A+P2			SCENARIO 9 CUMULATIVE E+G+A+P1+P2		
APPROACH	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
North	78	1138	101	78	1154	101	94	1166	101	94	1198	101
East	151	14	108	151	14	108	253	14	124	253	14	124
South	98	1208	154	98	1259	154	98	1271	297	98	1303	297
West	76	23	236	76	23	236	76	23	236	76	23	236

97-036

LEVEL OF SERVICE ANALYSIS

LOCATION: EMPORIUM & STEVENS CREEK
MESSAGE: CUMULATIVE CONDITIONS SIGNAL TYPE : FULLY ACTUATED
PEAK HOUR: SATURDAY PEAK N-S 34.00 4.00
COUNT DATE: 9/27/97 E-W 88.00 8.00
ANAL. DATE: 7/2/97
ANAL. INIT: RD CYCLE LENGTH = 134
GROWTH FACTOR % : 0.0 LOST TIME = 0.090

LEG	PATTERN	LANE COUNTS			APPROVED TRIPS			PROJECT TRIPS			TOTAL TRIPS		
	LSTSRO	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT
N	101010	178	46	196	0	0	0	0	2	0	178	48	196
E	203010	177	1502	99	0	86	0	372	69	0	549	1657	99
S	101010	48	87	223	0	0	0	0	2	275	48	89	498
W	203010	374	1576	63	0	103	0	0	69	0	374	1748	63

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	1	1 0 0 0 0 0	178	1675	0.106	0.050	0.156	261
E	3	0 0 3 0 0 0	1502	5340	0.281	0.150	0.431	2302
S	1	0 0 1 0 0 0	87	1780	0.049	0.050	0.099	176
W	2	2 0 0 0 0 0	374	3015	0.124	0.100	0.224	675
				LT = 0.090				
TOTALS	7		2141		0.650			3414
				1 - 0.650 = 0.350 / 7 = 0.050				
							V/C = 0.627	
		EXISTING				LEVEL OF SERVICE =		B
N	1	1 0 0 0 0 0	178	1675	0.106	0.048	0.154	258
E	3	0 0 3 0 0 0	1588	5340	0.297	0.143	0.440	2350
S	1	0 0 1 0 0 0	87	1780	0.049	0.048	0.097	173
W	2	2 0 0 0 0 0	374	3015	0.124	0.095	0.219	660
				LT = 0.090				
TOTALS	7		2227		0.666			3441
				1 - 0.666 = 0.334 / 7 = 0.048				
							V/C = 0.647	
		EXISTING + APPROVED				LEVEL OF SERVICE =		B
N	1	1 0 0 0 0 0	178	1675	0.106	0.035	0.141	236
E	2	2 0 0 0 0 0	549	3015	0.182	0.070	0.252	760
S	1	0 0 1 0 0 0	89	1780	0.050	0.035	0.085	151
W	3	0 0 3 0 0 0	1748	5340	0.327	0.105	0.432	2307
				LT = 0.090				
TOTALS	7		2564		0.755			3454
				1 - 0.755 = 0.245 / 7 = 0.035				
							V/C = 0.742	
		EXISTING + APPROVED + PROJECT				LEVEL OF SERVICE =		C

(2564 - 2227)/ 2227 = 15.13 PERCENT INCREASE IN CRITICAL VOLUME
5/2/88 LV -- 11/7/91 BA

97-036

LEVEL OF SERVICE ANALYSIS

LOCATION: WINCHESTER & TISCH
MESSAGE: CUMULATIVE CONDITIONS SIGNAL TYPE : FULLY ACTUATED
PEAK HOUR: SATURDAY PEAK N-S 95.00 6.50
COUNT DATE: 9/27/97 E-W 20.00 3.00
ANAL. DATE: 7/2/97
ANAL. INIT: RD CYCLE LENGTH = 124.5
GROWTH FACTOR % : 0.0 LOST TIME = 0.076

LEG	PATTERN	LANE COUNTS			APPROVED TRIPS			PROJECT TRIPS			TOTAL TRIPS		
	LSTSRO	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT
N	102100	25	1242	366	0	16	5	0	55	105	25	1313	476
E	100002	108	40	26	57	0	0	0	0	0	165	40	26
S	102100	283	1374	148	34	51	0	0	201	0	317	1626	148
W	000000	0	0	0	0	0	0	0	0	0	0	0	0

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	3	0 0 2 1 0 0	1608	5277	0.305	0.197	0.502	2649
E	2	1 0 0 0 0 2	174	3116	0.056	0.131	0.187	583
S	1	1 0 0 0 0 0	283	1675	0.169	0.066	0.235	394
W	0	0 0 0 0 0 0	0	0	0.000	0.000	0.000	0
				LT =	0.076			
TOTALS	6		2065		0.606			3626
				1 - 0.606 = 0.394 / 6 = 0.066				
							V/C =	0.569

EXISTING LEVEL OF SERVICE = A

N	3	0 0 2 1 0 0	1629	5277	0.309	0.176	0.485	2559
E	2	1 0 0 0 0 2	231	3098	0.075	0.117	0.192	595
S	1	1 0 0 0 0 0	317	1675	0.189	0.059	0.248	415
W	0	0 0 0 0 0 0	0	0	0.000	0.000	0.000	0
				LT =	0.076			
TOTALS	6		2177		0.649			3569
				1 - 0.649 = 0.351 / 6 = 0.059				
							V/C =	0.610

EXISTING + APPROVED LEVEL OF SERVICE = B

N	3	0 0 2 1 0 0	1789	5272	0.339	0.161	0.500	2636
E	2	1 0 0 0 0 2	231	3098	0.075	0.107	0.182	564
S	1	1 0 0 0 0 0	317	1675	0.189	0.054	0.243	407
W	0	0 0 0 0 0 0	0	0	0.000	0.000	0.000	0
				LT =	0.076			
TOTALS	6		2337		0.679			3607
				1 - 0.679 = 0.321 / 6 = 0.054				
							V/C =	0.648

EXISTING + APPROVED + PROJECT LEVEL OF SERVICE = B

(2337 - 2177)/ 2177 = 7.35 PERCENT INCREASE IN CRITICAL VOLUME
5/2/88 LV -- 11/7/91 BA

97-036

INTERSECTION: Monroe/Stevens Creek **Alternative Access at Dudley Only**
PEAK HOUR: Saturday Peak Hour
COUNT DATE: 7/19/97
GROWTH
BACKGROUND: 0 (to August 1997 from count date @ 0.3% per month)

	SCENARIO 6 EXISTING (E)			APPROVED TRIPS (A)			VALLEY FAIR PROJECT TRIPS (P1)			TOWN & COUNTRY PROJECT TRIPS (P2)			TOTAL TRIPS (P4)		
APPROACH	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
North	740	25	279	0	3	22	58	0	0	0	0	0	58	0	0
East	164	1268	908	109	106	0	0	56	58	74	297	0	74	353	58
South	24	40	157	20	12	299	0	0	0	0	0	54	0	0	54
West	137	1989	16	81	57	5	0	56	0	0	221	0	0	277	0

	E + G			SCENARIO 7 BACKGROUND E + G + A			SCENARIO 8 PROJECT E+G+A+P1			SCENARIO 9 CUMULATIVE E+G+A+P1+P2		
APPROACH	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
North	740	25	279	740	28	301	740	28	301	798	28	301
East	164	1268	908	273	1374	908	347	1671	908	347	1727	966
South	24	40	157	44	52	456	44	52	510	44	52	510
West	137	1989	16	218	2046	21	218	2267	21	218	2323	21

97-036

LEVEL OF SERVICE ANALYSIS

LOCATION: MONROE & STEVENS CREEK
MESSAGE: PROJECT CONDITIONS SIGNAL TYPE : FULLY ACTUATED
PEAK HOUR: SATURDAY PEAK N-S 46.50 8.50
COUNT DATE: 7/19/97 E-W 71.50 7.50
ANAL. DATE: 7/2/97
ANAL. INIT: RD CYCLE LENGTH = 134
GROWTH FACTOR % : 0.0 LOST TIME = 0.119

LEG	PATTERN	LANE COUNTS			APPROVED TRIPS			PROJECT TRIPS			TOTAL TRIPS		
	LSTSRO	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT
N	110010	740	25	279	0	3	22	0	0	0	740	28	301
E	203010	164	1268	908	109	106	0	74	297	0	347	1671	908
S	101010	24	40	157	20	12	299	0	0	54	44	52	510
W	203010	137	1989	16	81	57	5	0	221	0	218	3367	21

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	C. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	2	1 1 0 0 0 0	765	3037	0.252	0.045	0.297	902
E	2	2 0 0 0 0 0	164	3015	0.054	0.045	0.099	298
S	1	0 0 1 0 0 0	40	1780	0.022	0.023	0.045	80
W	3	0 0 3 0 0 0	1989	5340	0.372	0.068	0.440	2350
					LT = 0.119			
TOTALS	8		2958		0.819			3630

1 - 0.819 = 0.181 / 8 = 0.023
V/C = 0.815

EXISTING LEVEL OF SERVICE = D

N	2	1 1 0 0 0 0	768	3040	0.253	0.031	0.284	863
E	2	2 0 0 0 0 0	273	3015	0.091	0.031	0.122	368
S	1	0 0 1 0 0 0	52	1780	0.029	0.016	0.045	80
W	3	0 0 3 0 0 0	2046	5340	0.383	0.047	0.430	2296
					LT = 0.119			
TOTALS	8		3139		0.875			3607

1 - 0.875 = 0.125 / 8 = 0.016
V/C = 0.870

EXISTING + APPROVED LEVEL OF SERVICE = D

N	2	1 1 0 0 0 0	768	3040	0.253	0.015	0.268	815
E	2	2 0 0 0 0 0	347	3015	0.115	0.015	0.130	392
S	1	0 0 1 0 0 0	52	1780	0.029	0.007	0.036	64
W	3	0 0 3 0 0 0	2267	5340	0.425	0.022	0.447	2387
					LT = 0.119			
TOTALS	8		3434		0.941			3658

1 - 0.941 = 0.059 / 8 = 0.007
V/C = 0.939

EXISTING + APPROVED + PROJECT LEVEL OF SERVICE = E

(3434 - 3139)/ 3139 = 9.40 PERCENT INCREASE IN CRITICAL VOLUME
5/2/88 LV -- 11/7/91 BA

97-036

LEVEL OF SERVICE ANALYSIS

LOCATION: MONROE & STEVENS CREEK
MESSAGE: PROJECT CONDITIONS SIGNAL TYPE : FULLY ACTUATED
PEAK HOUR: SATURDAY PEAK MIDDAY N-S 46.50 8.50
COUNT DATE: 7/19/97 E-W 71.50 7.50
ANAL. DATE: 7/2/97
ANAL. INIT: RD CYCLE LENGTH = 134
GROWTH FACTOR % : 0.0 LOST TIME = 0.119

LEG	PATTERN	LANE COUNTS			APPROVED TRIPS			PROJECT TRIPS			TOTAL TRIPS		
	LSTSRO	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT
N	110010	740	25	279	0	3	22	0	0	0	740	28	301
E	203010	164	1268	908	109	106	0	74	297	0	347	1671	908
S	101010	24	40	157	20	12	299	3	0	54	44	52	510
W	203100	137	1989	76	81	57	5	0	221	0	218	2267	81

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	2	1 1 0 0 0 0	765	3037	0.252	0.060	0.312	948
E	2	2 0 0 0 0 0	164	3015	0.054	0.060	0.114	344
S	1	0 0 1 0 0 0	40	1780	0.022	0.030	0.052	93
W	4	0 0 3 1 0 0	2005	7112	0.282	0.120	0.402	2859
				LT = 0.119				
TOTALS	9		2974		0.729			4244
				1 - 0.729 = 0.271 / 9 = 0.030				
							V/C = 0.701	

EXISTING LEVEL OF SERVICE = C

N	2	1 1 0 0 0 0	768	3040	0.253	0.048	0.301	915
E	2	2 0 0 0 0 0	273	3015	0.091	0.048	0.139	419
S	1	0 0 1 0 0 0	52	1780	0.029	0.024	0.053	94
W	4	0 0 3 1 0 0	2067	7110	0.291	0.096	0.387	2752
				LT = 0.119				
TOTALS	9		3160		0.783			4180
				1 - 0.783 = 0.217 / 9 = 0.024				
							V/C = 0.756	

EXISTING + APPROVED LEVEL OF SERVICE = C

N	2	1 1 0 0 0 0	768	3040	0.253	0.036	0.289	879
E	2	2 0 0 0 0 0	347	3015	0.115	0.036	0.151	455
S	1	0 0 1 0 0 0	52	1780	0.029	0.018	0.047	84
W	4	0 0 3 1 0 0	2288	7111	0.322	0.072	0.394	2802
				LT = 0.119				
TOTALS	9		3455		0.838			4220
				1 - 0.838 = 0.162 / 9 = 0.018				
							V/C = 0.819	

EXISTING + APPROVED + PROJECT LEVEL OF SERVICE = D

(3455 - 3160)/ 3160 = 9.34 PERCENT INCREASE IN CRITICAL VOLUME
5/2/88 LV -- 11/7/91 BA

97-036

LEVEL OF SERVICE ANALYSIS

LOCATION: MONROE & STEVENS CREEK
MESSAGE: CUMULATIVE CONDITIONS SIGNAL TYPE : FULLY ACTUATED
PEAK HOUR: SATURDAY PEAK N-S 46.50 8.50
COUNT DATE: 7/19/97 E-W 71.50 7.50
ANAL. DATE: 7/2/97
ANAL. INIT: RD CYCLE LENGTH = 134
GROWTH FACTOR % : 0.0 LOST TIME = 0.119

LEG	PATTERN	LANE COUNTS			APPROVED TRIPS			PROJECT TRIPS			TOTAL TRIPS		
	LSTSRO	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT
N	110010	740	25	279	0	3	22	58	0	0	798	28	301
E	203010	164	1268	908	109	106	0	74	353	58	347	1727	966
S	101010	24	40	157	20	12	299	0	0	54	44	52	510
W	203010	137	1989	16	81	57	5	0	277	0	218	2323	21

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	2	1 1 0 0 0 0	765	3037	0.252	0.045	0.297	902
E	2	2 0 0 0 0 0	164	3015	0.054	0.045	0.099	298
S	1	0 0 1 0 0 0	40	1780	0.022	0.023	0.045	80
W	3	0 0 3 0 0 0	1989	5340	0.372	0.068	0.440	2350
					LT = 0.119			
TOTALS	8		2958		0.819			3630
					1 - 0.819 = 0.181 / 8 = 0.023			
							V/C = 0.815	
				EXISTING		LEVEL OF SERVICE =		D
N	2	1 1 0 0 0 0	768	3040	0.253	0.031	0.284	863
E	2	2 0 0 0 0 0	273	3015	0.091	0.031	0.122	368
S	1	0 0 1 0 0 0	52	1780	0.029	0.016	0.045	80
W	3	0 0 3 0 0 0	2046	5340	0.383	0.047	0.430	2296
					LT = 0.119			
TOTALS	8		3139		0.875			3607
					1 - 0.875 = 0.125 / 8 = 0.016			
							V/C = 0.870	
				EXISTING + APPROVED		LEVEL OF SERVICE =		D
N	2	1 1 0 0 0 0	826	3038	0.272	0.007	0.279	848
E	2	2 0 0 0 0 0	347	3015	0.115	0.007	0.122	368
S	1	0 0 1 0 0 0	52	1780	0.029	0.004	0.033	59
W	3	0 0 3 0 0 0	2323	5340	0.435	0.011	0.446	2382
					LT = 0.119			
TOTALS	8		3548		0.970			3657
					1 - 0.970 = 0.030 / 8 = 0.004			
							V/C = 0.970	
				EXISTING + APPROVED + PROJECT		LEVEL OF SERVICE =		E

(3548 - 3139)/ 3139 = 13.03 PERCENT INCREASE IN CRITICAL VOLUME
5/2/88 LV -- 11/7/91 BA

97-036

E

LEVEL OF SERVICE ANALYSIS

LOCATION: MONROE & STEVENS CREEK
MESSAGE: CUMULATIVE SATURDAY SIGNAL TYPE : FULLY ACTUATED
PEAK HOUR: PM MIGRATION N-S 46.50 8.50
COUNT DATE: 7/19/97 E-W 71.50 7.50
ANAL. DATE: 7/2/97
ANAL. INIT: RD CYCLE LENGTH = 134
GROWTH FACTOR % : 0.0 LOST TIME = 0.119

LEG	PATTERN	LANE COUNTS			APPROVED TRIPS			PROJECT TRIPS			TOTAL TRIPS		
	LSTSRO	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT
N	110010	740	25	279	0	3	22	58	0	0	798	28	301
E	203010	164	1268	908	109	106	0	74	353	58	347	1727	966
S	101010	24	40	157	20	12	299	0	0	54	44	52	510
W	203100	137	1989	16	81	57	5	0	277	0	218	2323	21

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	2	1 1 0 0 0 0	765	3037	0.252	0.060	0.312	948
E	2	2 0 0 0 0 0	164	3015	0.054	0.060	0.114	344
S	1	0 0 1 0 0 0	40	1780	0.022	0.030	0.052	93
W	4	0 0 3 1 0 0	2005	7112	0.282	0.120	0.402	2859
				LT = 0.119				
TOTALS	9		2974		0.729			4244
				1 - 0.729 = 0.271 / 9 = 0.030				
							V/C = 0.701	
		EXISTING				LEVEL OF SERVICE =		C
N	2	1 1 0 0 0 0	768	3040	0.253	0.048	0.301	915
E	2	2 0 0 0 0 0	273	3015	0.091	0.048	0.139	419
S	1	0 0 1 0 0 0	52	1780	0.029	0.024	0.053	94
W	4	0 0 3 1 0 0	2067	7110	0.291	0.096	0.387	2752
				LT = 0.119				
TOTALS	9		3160		0.783			4180
				1 - 0.783 = 0.217 / 9 = 0.024				
							V/C = 0.756	
		EXISTING + APPROVED				LEVEL OF SERVICE =		C
N	2	1 1 0 0 0 0	826	3038	0.272	0.030	0.302	917
E	2	2 0 0 0 0 0	347	3015	0.115	0.030	0.145	437
S	1	0 0 1 0 0 0	52	1780	0.029	0.015	0.044	78
W	4	0 0 3 1 0 0	2344	7111	0.330	0.060	0.390	2773
				LT = 0.119				
TOTALS	9		3569		0.865			4205
				1 - 0.865 = 0.135 / 9 = 0.015				
							V/C = 0.849	
		EXISTING + APPROVED + PROJECT				LEVEL OF SERVICE =		D

(3569 - 3160)/ 3160 = 12.94 PERCENT INCREASE IN CRITICAL VOLUME
5/2/88 LV -- 11/7/91 BA

97-036

INTERSECTION: Stevens Creek/Redwood **Alternative Access at Dudley Only**
PEAK HOUR: Saturday Peak Hour
COUNT DATE: 9/27/97
GROWTH
BACKGROUND: 0 (to August 1997 from count date @ 0.3% per month)

	SCENARIO 6 EXISTING (E)			APPROVED TRIPS (A)			VALLEY FAIR PROJECT TRIPS (P1)			TOWN & COUNTRY PROJECT TRIPS (P2)			TOTAL TRIPS (P4)		
APPROACH	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
North	248	0	222	0	0	0	56	0	69	0	0	0	56	0	69
East	59	1541	238	114	82	0	0	0	56	0	297	0	0	297	56
South	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
West	207	1736	24	0	95	8	69	0	0	0	221	0	69	221	0

	E + G			SCENARIO 7 BACKGROUND E + G + A			SCENARIO 8 PROJECT E+G+A+P1			SCENARIO 9 CUMULATIVE E+G+A+P1+P2		
APPROACH	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
North	248	0	222	248	0	222	248	0	222	304	0	291
East	59	1541	238	173	1623	238	173	1920	238	173	1920	294
South	0	0	0	0	0	0	0	0	0	0	0	0
West	207	1736	24	207	1831	32	207	2052	32	276	2052	32

97 - 036

E

LEVEL OF SERVICE ANALYSIS

LOCATION: REDWOOD & STEVENS CREEK
MESSAGE: PROJECT CONDITIONS SIGNAL TYPE : FULLY ACTUATED
PEAK HOUR: SATURDAY PEAK N-S 40.00 3.00
COUNT DATE: 9/27/97 E-W 90.00 6.50
ANAL. DATE: 7/2/97
ANAL. INIT: RD CYCLE LENGTH = 139.5
GROWTH FACTOR % : 0.0 LOST TIME = 0.068

LEG	PATTERN	LANE COUNTS			APPROVED TRIPS			PROJECT TRIPS			TOTAL TRIPS		
	LSTSRO	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT
N	200010	248	0	222	0	0	0	0	0	0	248	0	222
E	103010	59	1541	238	114	82	0	0	297	0	173	1920	238
S	000000	0	0	0	4	0	0	0	0	0	4	0	0
W	203000	207	1736	24	0	95	8	0	221	0	207	2052	32

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	V/C	ADJ./ LANE	ADJ. V/C	C. CAP.
N	2	2 0 0 0 0 0	248	3015	0.082	0.163	0.245	739
E	1	1 0 0 0 0 0	59	1675	0.035	0.082	0.117	196
S	0	0 0 0 0 0 0	0	0	0.000	0.000	0.000	0
W	3	0 0 3 0 0 0	1736	5340	0.325	0.245	0.570	3044
				LT = 0.068				
TOTALS	6		2043		0.510			3979
				1 - 0.510 = 0.490 / 6 = 0.082				
							V/C = 0.513	

EXISTING LEVEL OF SERVICE = A

N	2	2 0 0 0 0 0	248	3015	0.082	0.135	0.217	654
E	1	1 0 0 0 0 0	173	1675	0.103	0.067	0.170	285
S	0	0 0 0 0 0 0	0	0	0.000	0.000	0.000	0
W	3	0 0 3 0 0 0	1831	5340	0.343	0.202	0.545	2910
				LT = 0.068				
TOTALS	6		2252		0.596			3849
				1 - 0.596 = 0.404 / 6 = 0.067				
							V/C = 0.585	

EXISTING + APPROVED LEVEL OF SERVICE = A

N	2	2 0 0 0 0 0	248	3015	0.082	0.121	0.203	612
E	1	1 0 0 0 0 0	173	1675	0.103	0.060	0.163	273
S	0	0 0 0 0 0 0	0	0	0.000	0.000	0.000	0
W	3	0 0 3 0 0 0	2052	5340	0.384	0.181	0.565	3017
				LT = 0.068				
TOTALS	6		2473		0.637			3902
				1 - 0.637 = 0.363 / 6 = 0.060				
							V/C = 0.634	

EXISTING + APPROVED + PROJECT LEVEL OF SERVICE = B

(2473 - 2252)/ 2252 = 9.81 PERCENT INCREASE IN CRITICAL VOLUME
5/2/88 LV -- 11/7/91 BA

97-036

LEVEL OF SERVICE ANALYSIS

LOCATION: REDWOOD & STEVENS CREEK
MESSAGE: CUMULATIVE CONDITIONS SIGNAL TYPE : FULLY ACTUATED
PEAK HOUR: SATURDAY PEAK N-S 40.00 3.00
COUNT DATE: 9/27/97 E-W 90.00 6.50
ANAL. DATE: 7/2/97
ANAL. INIT: RD CYCLE LENGTH = 139.5
GROWTH FACTOR % : 0.0 LOST TIME = 0.068

LEG	PATTERN	LANE COUNTS			APPROVED TRIPS			PROJECT TRIPS			TOTAL TRIPS		
	LSTSRO	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT
N	200010	248	0	222	0	0	0	56	0	59	304	0	281
E	103010	59	1541	238	114	82	0	0	297	56	173	1920	294
S	000000	0	0	0	0	0	0	0	0	0	0	0	0
W	203000	207	1736	24	0	95	8	69	221	0	276	2052	32

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	2	2 0 0 0 0 0	248	3015	0.082	0.163	0.245	739
E	1	1 0 0 0 0 0	59	1675	0.035	0.082	0.117	196
S	0	0 0 0 0 0 0	0	0	0.000	0.000	0.000	0
W	3	0 0 3 0 0 0	1736	5340	0.325	0.245	0.570	3044
					LT = 0.068			
TOTALS	6		2043		0.510			3979
					1 - 0.510 = 0.490 / 6 = 0.082			
								V/C = 0.513

EXISTING LEVEL OF SERVICE = A

N	2	2 0 0 0 0 0	248	3015	0.082	0.135	0.217	654
E	1	1 0 0 0 0 0	173	1675	0.103	0.067	0.170	285
S	0	0 0 0 0 0 0	0	0	0.000	0.000	0.000	0
W	3	0 0 3 0 0 0	1831	5340	0.343	0.202	0.545	2910
					LT = 0.068			
TOTALS	6		2252		0.596			3849
					1 - 0.596 = 0.404 / 6 = 0.067			
								V/C = 0.585

EXISTING + APPROVED LEVEL OF SERVICE = A

N	2	2 0 0 0 0 0	304	3015	0.101	0.115	0.216	651
E	1	1 0 0 0 0 0	173	1675	0.103	0.057	0.160	268
S	0	0 0 0 0 0 0	0	0	0.000	0.000	0.000	0
W	3	0 0 3 0 0 0	2052	5340	0.384	0.172	0.556	2969
					LT = 0.068			
TOTALS	6		2529		0.656			3888
					1 - 0.656 = 0.344 / 6 = 0.057			
								V/C = 0.650

EXISTING + APPROVED + PROJECT LEVEL OF SERVICE = B

(2529 - 2252)/ 2252 = 12.30 PERCENT INCREASE IN CRITICAL VOLUME
5/2/88 LV -- 11/7/91 BA

97-036

INTERSECTION: Stevens Creek/Emporium **Alternative Access at Dudley Only**
PEAK HOUR: Saturday Peak Hour
COUNT DATE: 9/27/97
GROWTH BACKGROUND: 0 (to August 1997 from count date @ 0.3% per month)

	SCENARIO 6 EXISTING (E)			APPROVED TRIPS (A)			VALLEY FAIR PROJECT TRIPS (P1)			TOWN & COUNTRY PROJECT TRIPS (P2)			TOTAL TRIPS (P4)		
APPROACH	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
North	178	46	196	0	0	0	0	2	0	0	0	0	0	2	0
East	177	1502	99	0	86	0	0	69	0	297	0	0	297	69	0
South	48	87	223	0	0	0	0	2	0	0	0	221	0	2	221
West	374	1576	63	0	103	0	0	69	0	0	0	0	0	69	0

	E + G			SCENARIO 7 BACKGROUND E + G + A			SCENARIO 8 PROJECT E+G+A+P1			SCENARIO 9 CUMULATIVE E+G+A+P1+P2		
APPROACH	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
North	178	46	196	178	46	196	178	46	196	178	48	196
East	177	1502	99	177	1588	99	474	1588	99	474	1657	99
South	48	87	223	48	87	223	48	87	444	48	89	444
West	374	1576	63	374	1679	63	374	1679	63	374	1748	63

97-036

LEVEL OF SERVICE ANALYSIS

LOCATION: EMPORIUM & STEVENS CREEK
MESSAGE: PROJECT CONDITIONS SIGNAL TYPE : FULLY ACTUATED
PEAK HOUR: SATURDAY PEAK N-S 34.00 4.00
COUNT DATE: 9/27/97 E-W 88.00 8.00
ANAL. DATE: 7/2/97
ANAL. INIT: RD CYCLE LENGTH = 134
GROWTH FACTOR % : 0.0 LOST TIME = 0.090

LEG	PATTERN	LANE COUNTS			APPROVED TRIPS			PROJECT TRIPS			TOTAL TRIPS		
	LSTSRO	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT
N	101010	178	46	196	0	0	0	0	0	0	178	46	196
E	203010	177	1502	99	0	86	0	297	0	0	474	1588	99
S	101010	48	87	223	0	0	0	0	0	221	48	87	444
W	203010	374	1576	63	0	103	0	0	0	0	374	1679	63

LEG	# LANES	CRIT. MOVE L S T S R C	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. V/C	C. CAP.
N	1	1 0 0 0 0 0	178	1675	0.106	0.050	0.156	261
E	3	0 0 3 0 0 0	1502	5340	0.281	0.150	0.431	2302
S	1	0 0 1 0 0 0	87	1780	0.049	0.050	0.099	176
W	2	2 0 0 0 0 0	374	3015	0.124	0.100	0.224	675
				LT = 0.090				
TOTALS	7		2141		0.650			3414
					1 - 0.650 = 0.350 / 7 = 0.050			
							V/C = 0.627	
		EXISTING				LEVEL OF SERVICE =		B
N	1	1 0 0 0 0 0	178	1675	0.106	0.048	0.154	258
E	3	0 0 3 0 0 0	1588	5340	0.297	0.143	0.440	2350
S	1	0 0 1 0 0 0	87	1780	0.049	0.048	0.097	173
W	2	2 0 0 0 0 0	374	3015	0.124	0.095	0.219	660
				LT = 0.090				
TOTALS	7		2227		0.666			3441
					1 - 0.666 = 0.334 / 7 = 0.048			
							V/C = 0.647	
		EXISTING + APPROVED				LEVEL OF SERVICE =		B
N	1	1 0 0 0 0 0	178	1675	0.106	0.041	0.147	246
E	2	2 0 0 0 0 0	474	3015	0.157	0.081	0.238	718
S	1	0 0 1 0 0 0	87	1780	0.049	0.041	0.090	160
W	3	0 0 3 0 0 0	1679	5340	0.314	0.122	0.436	2328
				LT = 0.090				
TOTALS	7		2418		0.716			3452
					1 - 0.716 = 0.284 / 7 = 0.041			
							V/C = 0.700	
		EXISTING + APPROVED + PROJECT				LEVEL OF SERVICE =		C

(2418 - 2227)/ 2227 = 8.58 PERCENT INCREASE IN CRITICAL VOLUME
5/2/88 LV -- 11/7/91 BA

97-036

LEVEL OF SERVICE ANALYSIS

LOCATION: EMPORIUM & STEVENS CREEK
MESSAGE: CUMULATIVE CONDITIONS SIGNAL TYPE : FULLY ACTUATED
PEAK HOUR: SATURDAY PEAK N-S 34.00 4.00
COUNT DATE: 9/27/97 E-W 88.00 8.00
ANAL. DATE: 7/2/97
ANAL. INIT: RD CYCLE LENGTH = 134
GROWTH FACTOR % : 0.0 LOST TIME = 0.090

LEG	PATTERN	LANE COUNTS			APPROVED TRIPS			PROJECT TRIPS			TOTAL TRIPS		
	LSTSRO	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT
N	101010	178	46	196	0	0	0	0	2	0	178	48	196
E	203010	177	1502	99	0	86	0	297	69	0	474	1657	99
S	101010	48	87	223	0	0	0	0	2	221	48	89	444
W	203010	374	1576	63	0	103	0	0	69	0	374	1748	63

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	1	1 0 0 0 0 0	178	1675	0.106	0.050	0.156	261
E	3	0 0 3 0 0 0	1502	5340	0.281	0.150	0.431	2302
S	1	0 0 1 0 0 0	87	1780	0.049	0.050	0.099	176
W	2	2 0 0 0 0 0	374	3015	0.124	0.100	0.224	675
					LT = 0.090			
TOTALS	7		2141		0.650			3414
					1 - 0.650 = 0.350 / 7 = 0.050			
								V/C = 0.627

EXISTING LEVEL OF SERVICE = B

N	1	1 0 0 0 0 0	178	1675	0.106	0.048	0.154	258
E	3	0 0 3 0 0 0	1588	5340	0.297	0.143	0.440	2350
S	1	0 0 1 0 0 0	87	1780	0.049	0.048	0.097	173
W	2	2 0 0 0 0 0	374	3015	0.124	0.095	0.219	660
					LT = 0.090			
TOTALS	7		2227		0.666			3441
					1 - 0.666 = 0.334 / 7 = 0.048			
								V/C = 0.647

EXISTING + APPROVED LEVEL OF SERVICE = B

N	1	1 0 0 0 0 0	178	1675	0.106	0.039	0.145	243
E	2	2 0 0 0 0 0	474	3015	0.157	0.077	0.234	706
S	1	0 0 1 0 0 0	89	1780	0.050	0.039	0.089	158
W	3	0 0 3 0 0 0	1748	5340	0.327	0.116	0.443	2366
					LT = 0.090			
TOTALS	7		2489		0.730			3473
					1 - 0.730 = 0.270 / 7 = 0.039			
								V/C = 0.717

EXISTING + APPROVED + PROJECT LEVEL OF SERVICE = C

(2489 - 2227)/ 2227 = 11.76 PERCENT INCREASE IN CRITICAL VOLUME
5/2/88 LV -- 11/7/91 BA

97-036

INTERSECTION: Winchester/Olsen **Alternative Access at Dudley Only**
PEAK HOUR: Saturday Peak Hour
COUNT DATE: 10/04/97
GROWTH
BACKGROUND: 0 (to August 1997 from count date @ 0.3% per month)

	SCENARIO 6 EXISTING (E)			APPROVED TRIPS (A)			VALLEY FAIR PROJECT TRIPS (P1)			TOWN & COUNTRY PROJECT TRIPS (P2)			TOTAL TRIPS (P4)		
APPROACH	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
North	78	1138	101	0	16	0	0	32	0	16	12	0	16	44	0
East	151	14	108	0	0	0	0	0	0	69	0	16	69	0	16
South	98	1208	154	0	51	0	0	32	0	0	12	91	0	44	91
West	76	23	236	0	0	0	0	0	0	0	0	0	0	0	0

	E + G			SCENARIO 7 BACKGROUND E + G + A			SCENARIO 8 PROJECT E+G+A+P2			SCENARIO 9 CUMULATIVE E+G+A+P1+P2		
APPROACH	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
North	78	1138	101	78	1154	101	94	1166	101	94	1198	101
East	151	14	108	151	14	108	220	14	124	220	14	124
South	98	1208	154	98	1259	154	98	1271	245	98	1303	245
West	76	23	236	76	23	236	76	23	236	76	23	236

97-036

E

LEVEL OF SERVICE ANALYSIS

LOCATION: WINCHESTER & OLSEN
MESSAGE: PROJECT CONDITIONS
PEAK HOUR: SATURDAY PEAK
COUNT DATE: 10/4/97
ANAL. DATE: 7/2/97
ANAL. INIT: RD
GROWTH FACTOR % : 0.0

SIGNAL TYPE : FULLY ACTUATED
N-S 90.00 6.50
E-W 22.00 3.00
CYCLE LENGTH = 121.5
LOST TIME = 0.078

LEG	PATTERN	LANE COUNTS			APPROVED TRIPS			PROJECT TRIPS			TOTAL TRIPS		
	LSTSRO	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT
N	102100	78	1138	101	0	16	0	16	12	0	94	1166	101
E	101010	151	14	108	0	0	0	69	0	16	220	14	124
S	102100	98	1208	154	0	51	0	0	12	91	98	1271	245
W	100100	76	23	236	0	0	0	0	0	0	76	23	236

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	1	1 0 0 0 0 0	78	1675	0.047	0.062	0.109	183
E	1	1 0 0 0 0 0	151	1675	0.090	0.062	0.152	255
S	3	0 0 2 1 0 0	1362	5299	0.257	0.187	0.444	2353
W	1	0 0 0 1 0 0	259	1684	0.154	0.062	0.216	364
				LT =	0.078			
TOTALS	6		1850		0.626			3155
				1 -	0.626 = 0.374 /	6 = 0.062		
							V/C =	0.586

EXISTING LEVEL OF SERVICE = A

N	1	1 0 0 0 0 0	78	1675	0.047	0.061	0.108	181
E	1	1 0 0 0 0 0	151	1675	0.090	0.061	0.151	253
S	3	0 0 2 1 0 0	1413	5300	0.267	0.182	0.449	2380
W	1	0 0 0 1 0 0	259	1684	0.154	0.061	0.215	362
				LT =	0.078			
TOTALS	6		1901		0.636			3176
				1 -	0.636 = 0.364 /	6 = 0.061		
							V/C =	0.599

EXISTING + APPROVED LEVEL OF SERVICE = A

N	1	1 0 0 0 0 0	94	1675	0.056	0.049	0.105	176
E	1	1 0 0 0 0 0	220	1675	0.131	0.049	0.180	301
S	3	0 0 2 1 0 0	1516	5288	0.287	0.147	0.434	2295
W	1	0 0 0 1 0 0	259	1684	0.154	0.049	0.203	342
				LT =	0.078			
TOTALS	6		2089		0.706			3114
				1 -	0.706 = 0.294 /	6 = 0.049		
							V/C =	0.671

EXISTING + APPROVED + PROJECT LEVEL OF SERVICE = B

(2089 - 1901)/ 1901 = 9.89 PERCENT INCREASE IN CRITICAL VOLUME
5/2/88 LV -- 11/7/91 BA

97-036

LEVEL OF SERVICE ANALYSIS

LOCATION: WINCHESTER & OLSEN
MESSAGE: CUMULATIVE CONDITIONS SIGNAL TYPE : FULLY ACTUATED
PEAK HOUR: SATURDAY PEAK N-S 90.00 6.50
COUNT DATE: 10/4/97 E-W 22.00 3.00
ANAL. DATE: 7/2/97
ANAL. INIT: RD CYCLE LENGTH = 121.5
GROWTH FACTOR % : 0.0 LOST TIME = 0.078

LEG	PATTERN	LANE COUNTS			APPROVED TRIPS			PROJECT TRIPS			TOTAL TRIPS		
	LSTSRO	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT
N	102100	78	1138	101	0	16	0	16	44	0	94	1198	101
E	101010	151	14	108	0	0	0	69	0	16	220	14	124
S	102100	98	1208	154	0	51	0	0	44	91	98	1303	245
W	100100	76	23	236	0	0	0	0	0	0	76	23	236

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	1	1 0 0 0 0 0	78	1675	0.047	0.062	0.109	183
E	1	1 0 0 0 0 0	151	1675	0.090	0.062	0.152	255
S	3	0 0 2 1 0 0	1362	5299	0.257	0.187	0.444	2353
W	1	0 0 0 1 0 0	259	1684	0.154	0.062	0.216	364
				LT = 0.078				
TOTALS	6		1850		0.626			3155
				1 - 0.626 = 0.374 / 6 = 0.062				
							V/C = 0.586	
		EXISTING				LEVEL OF SERVICE = A		
N	1	1 0 0 0 0 0	78	1675	0.047	0.061	0.108	181
E	1	1 0 0 0 0 0	151	1675	0.090	0.061	0.151	253
S	3	0 0 2 1 0 0	1413	5300	0.267	0.182	0.449	2380
W	1	0 0 0 1 0 0	259	1684	0.154	0.061	0.215	362
				LT = 0.078				
TOTALS	6		1901		0.636			3176
				1 - 0.636 = 0.364 / 6 = 0.061				
							V/C = 0.599	
		EXISTING + APPROVED				LEVEL OF SERVICE = A		
N	1	1 0 0 0 0 0	94	1675	0.056	0.048	0.104	174
E	1	1 0 0 0 0 0	220	1675	0.131	0.048	0.179	300
S	3	0 0 2 1 0 0	1548	5289	0.293	0.144	0.437	2311
W	1	0 0 0 1 0 0	259	1684	0.154	0.048	0.202	340
				LT = 0.078				
TOTALS	6		2121		0.712			3125
				1 - 0.712 = 0.288 / 6 = 0.048				
							V/C = 0.679	
		EXISTING + APPROVED + PROJECT				LEVEL OF SERVICE = B		

(2121 - 1901)/ 1901 = 11.57 PERCENT INCREASE IN CRITICAL VOLUME
5/2/88 LV -- 11/7/91 BA

97 - 036

12/11/97

INTERSECTION: Winchester/Tisch
PEAK HOUR: Saturday Peak Hour
COUNT DATE: 9/27/97
GROWTH BACKGROUND: 0 (to August 1997 from count date @ 0.3% per month)

Alternative Access at Dudley Only

APPROACH	SCENARIO 6 EXISTING (E)			APPROVED TRIPS (A)			VALLEY FAIR PROJECT TRIPS (P1)			TOWN & COUNTRY PROJECT TRIPS (P2)			TOTAL TRIPS (P4)		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
North	25	1242	366	0	16	5	0	24	22	0	31	50	0	55	72
East	108	40	26	57	0	0	0	0	0	0	33	0	0	33	0
South	283	1374	148	34	51	0	0	46	0	0	103	52	0	149	52
West	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

APPROACH	E + G			SCENARIO 7 BACKGROUND E + G + A			SCENARIO 8 PROJECT E+G+A+P2			SCENARIO 9 CUMULATIVE E+G+A+P1+P2		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
North	25	1242	366	25	1258	371	25	1289	421	25	1313	443
East	108	40	26	165	40	26	165	73	26	165	73	26
South	283	1374	148	317	1425	148	317	1528	200	317	1574	200
West	0	0	0	0	0	0	0	0	0	0	0	0

97-036

LEVEL OF SERVICE ANALYSIS

LOCATION: WINCHESTER & TISCH
MESSAGE: PROJECT CONDITIONS SIGNAL TYPE : FULLY ACTUATED
PEAK HOUR: SATURDAY PEAK N-S 95.00 6.50
COUNT DATE: 9/27/97 E-W 20.00 3.00
ANAL. DATE: 7/2/97
ANAL. INIT: RD CYCLE LENGTH = 124.5
GROWTH FACTOR % : 0.0 LOST TIME = 0.076

LEG	PATTERN	LANE COUNTS			APPROVED TRIPS			PROJECT TRIPS			TOTAL TRIPS		
	LSTSRO	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT
N	102100	25	1242	366	0	16	5	0	31	50	25	1289	421
E	100002	108	40	26	57	0	0	0	33	0	165	73	26
S	102100	283	1374	148	34	51	0	0	103	52	317	1528	200
W	000000	0	0	0	0	0	0	0	0	0	0	0	0

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	3	0 0 2 1 0 0	1608	5277	0.305	0.197	0.502	2649
E	2	1 0 0 0 0 2	174	3116	0.056	0.131	0.187	583
S	1	1 0 0 0 0 0	283	1675	0.169	0.066	0.235	394
W	0	0 0 0 0 0 0	0	0	0.000	0.000	0.000	0
					LT = 0.076			
TOTALS	6		2065		0.606			3626

1 - 0.606 = 0.394 / 6 = 0.066
V/C = 0.569

EXISTING LEVEL OF SERVICE = A

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	3	0 0 2 1 0 0	1629	5277	0.309	0.176	0.485	2559
E	2	1 0 0 0 0 2	231	3098	0.075	0.117	0.192	595
S	1	1 0 0 0 0 0	317	1675	0.189	0.059	0.248	415
W	0	0 0 0 0 0 0	0	0	0.000	0.000	0.000	0
					LT = 0.076			
TOTALS	6		2177		0.649			3569

1 - 0.649 = 0.351 / 6 = 0.059
V/C = 0.610

EXISTING + APPROVED LEVEL OF SERVICE = B

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	3	0 0 2 1 0 0	1710	5275	0.324	0.163	0.487	2569
E	2	1 0 0 0 0 2	264	3136	0.084	0.109	0.193	605
S	1	1 0 0 0 0 0	317	1675	0.189	0.054	0.243	407
W	0	0 0 0 0 0 0	0	0	0.000	0.000	0.000	0
					LT = 0.076			
TOTALS	6		2291		0.673			3581

1 - 0.673 = 0.327 / 6 = 0.054
V/C = 0.640

EXISTING + APPROVED + PROJECT LEVEL OF SERVICE = B

(2291 - 2177)/ 2177 = 5.24 PERCENT INCREASE IN CRITICAL VOLUME
5/2/88 LV -- 11/7/91 BA

97-036

E

LEVEL OF SERVICE ANALYSIS

LOCATION: WINCHESTER & TISCH
MESSAGE: CUMULATIVE CONDITIONS SIGNAL TYPE : FULLY ACTUATED
PEAK HOUR: SATURDAY PEAK N-S 95.00 6.50
COUNT DATE: 9/27/97 E-W 20.00 3.00
ANAL. DATE: 7/2/97
ANAL. INIT: RD CYCLE LENGTH = 124.5
GROWTH FACTOR % : 0.0 LOST TIME = 0.076

LEG	PATTERN	LANE COUNTS			APPROVED TRIPS			PROJECT TRIPS			TOTAL TRIPS		
	LSTSRO	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT
N	102100	25	1242	366	0	16	5	0	55	72	25	1313	443
E	100002	108	40	26	57	0	0	0	33	0	165	73	26
S	102100	283	1374	148	34	51	0	0	149	52	317	1574	200
W	000000	0	0	0	0	0	0	0	0	0	0	0	0

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	3	0 0 2 1 0 0	1608	5277	0.305	0.197	0.502	2649
E	2	1 0 0 0 0 2	174	3116	0.056	0.131	0.187	583
S	1	1 0 0 0 0 0	283	1675	0.169	0.066	0.235	394
W	0	0 0 0 0 0 0	0	0	0.000	0.000	0.000	0
				LT =	0.076			
TOTALS	6		2065		0.606			3626
				1 - 0.606 =	0.394 /	6 =	0.066	
							V/C =	0.569

EXISTING LEVEL OF SERVICE = A

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	3	0 0 2 1 0 0	1629	5277	0.309	0.176	0.485	2559
E	2	1 0 0 0 0 2	231	3098	0.075	0.117	0.192	595
S	1	1 0 0 0 0 0	317	1675	0.189	0.059	0.248	415
W	0	0 0 0 0 0 0	0	0	0.000	0.000	0.000	0
				LT =	0.076			
TOTALS	6		2177		0.649			3569
				1 - 0.649 =	0.351 /	6 =	0.059	
							V/C =	0.610

EXISTING + APPROVED LEVEL OF SERVICE = B

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	3	0 0 2 1 0 0	1756	5274	0.333	0.159	0.492	2595
E	2	1 0 0 0 0 2	264	3136	0.084	0.106	0.190	596
S	1	1 0 0 0 0 0	317	1675	0.189	0.053	0.242	405
W	0	0 0 0 0 0 0	0	0	0.000	0.000	0.000	0
				LT =	0.076			
TOTALS	6		2337		0.682			3596
				1 - 0.682 =	0.318 /	6 =	0.053	
							V/C =	0.650

EXISTING + APPROVED + PROJECT LEVEL OF SERVICE = B

(2337 - 2177)/ 2177 = 7.35 PERCENT INCREASE IN CRITICAL VOLUME
5/2/88 LV -- 11/7/91 BA

97 - 036

INTERSECTION: Monroe Stevens Creek **Alternative Access at Dudley & Redwood**
PEAK HOUR: Saturday Peak Hour
COUNT DATE: 7/19/97
GROWTH
BACKGROUND: 0 (to August 1997 from count date @ 0.3% per month)

	SCENARIO 6 EXISTING (E)			APPROVED TRIPS (A)			VALLEY FAIR PROJECT TRIPS (P1)			TOWN & COUNTRY PROJECT TRIPS (P2)			TOTAL TRIPS (P4)		
APPROACH	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
North	740	25	279	0	3	22	58	0	0	0	0	0	58	0	0
East	164	1268	908	109	106	0	0	56	58	124	248	0	124	304	58
South	24	40	157	20	12	299	0	0	0	0	0	85	0	0	85
West	137	1989	16	81	57	5	0	56	0	0	190	0	0	246	0

	E + G			SCENARIO 7 BACKGROUND E + G + A			SCENARIO 8 PROJECT E+G+A+P1			SCENARIO 9 CUMULATIVE E+G+A+P1+P2		
APPROACH	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
North	740	25	279	740	28	301	740	28	301	798	28	301
East	164	1268	908	273	1374	908	397	1622	908	397	1678	966
South	24	40	157	44	52	456	44	52	541	44	52	541
West	137	1989	16	218	2046	21	218	2236	21	218	2292	21

97-036

LEVEL OF SERVICE ANALYSIS

LOCATION: MONROE & STEVENS CREEK
MESSAGE: PROJECT CONDITIONS SIGNAL TYPE : FULLY ACTUATED
PEAK HOUR: SATURDAY PEAK N-S 46.50 8.50
COUNT DATE: 7/19/97 E-W 71.50 7.50
ANAL. DATE: 7/2/97
ANAL. INIT: RD CYCLE LENGTH = 134
GROWTH FACTOR % : 0.0 LOST TIME = 0.119

LEG	PATTERN	LANE COUNTS			APPROVED TRIPS			PROJECT TRIPS			TOTAL TRIPS		
	LSTSRO	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT
N	110010	740	25	279	0	3	22	0	0	0	740	28	301
E	203010	164	1268	508	109	106	0	124	248	0	397	1622	908
S	101010	24	40	157	20	12	299	0	0	85	44	52	541
W	203010	137	1989	76	81	57	5	0	190	0	218	2236	21

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	2	1 1 0 0 0 0	765	3037	0.252	0.045	0.297	902
E	2	2 0 0 0 0 0	164	3015	0.054	0.045	0.099	298
S	1	0 0 1 0 0 0	40	1780	0.022	0.023	0.045	80
W	3	0 0 3 0 0 0	1989	5340	0.372	0.068	0.440	2350
				LT = 0.119				
TOTALS	8		2958		0.819			3630

1 - 0.819 = 0.181 / 8 = 0.023
V/C = 0.815

EXISTING LEVEL OF SERVICE = D

N	2	1 1 0 0 0 0	768	3040	0.253	0.031	0.284	863
E	2	2 0 0 0 0 0	273	3015	0.091	0.031	0.122	368
S	1	0 0 1 0 0 0	52	1780	0.029	0.016	0.045	80
W	3	0 0 3 0 0 0	2046	5340	0.383	0.047	0.430	2296
				LT = 0.119				
TOTALS	8		3139		0.875			3607

1 - 0.875 = 0.125 / 8 = 0.016
V/C = 0.870

EXISTING + APPROVED LEVEL OF SERVICE = D

N	2	1 1 0 0 0 0	768	3040	0.253	0.012	0.265	806
E	2	2 0 0 0 0 0	397	3015	0.132	0.012	0.144	434
S	1	0 0 1 0 0 0	52	1780	0.029	0.006	0.035	62
W	3	0 0 3 0 0 0	2236	5340	0.419	0.018	0.437	2334
				LT = 0.119				
TOTALS	8		3453		0.952			3636

1 - 0.952 = 0.048 / 8 = 0.006
V/C = 0.950

EXISTING + APPROVED + PROJECT LEVEL OF SERVICE = E

(3453 - 3139)/ 3139 = 10.00 PERCENT INCREASE IN CRITICAL VOLUME
5/2/88 LV -- 11/7/91 BA

97-036

LEVEL OF SERVICE ANALYSIS

LOCATION: MONROE & STEVENS CREEK
MESSAGE: PROJECT CONDITIONS SIGNAL TYPE : FULLY ACTUATED
PEAK HOUR: SATURDAY PEAK MINIMUM N-S 6.50 8.50
COUNT DATE: 7/19/97 E-W 71.50 7.50
ANAL. DATE: 7/2/97
ANAL. INIT: RD CYCLE LENGTH = 134
GROWTH FACTOR % : 0.0 LOST TIME = 0.119

LEG	PATTERN	LANE COUNTS			APPROVED TRIPS			PROJECT TRIPS			TOTAL TRIPS		
	LSTSRO	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT
N	110010	740	25	279	0	3	22	0	0	0	740	28	301
E	203010	164	1268	908	109	106	0	124	248	0	397	1622	908
S	101010	24	40	157	20	12	299	0	0	85	44	52	541
W	203100	137	1989	16	81	57	5	0	190	0	218	2236	21

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	V/C	ADJ./ LANE	ADJ. V/C	C. CAP.
N	2	1 1 0 0 0 0	765	3037	0.252	0.060	0.312	948
E	2	2 0 0 0 0 0	164	3015	0.054	0.060	0.114	344
S	1	0 0 1 0 0 0	40	1780	0.022	0.030	0.052	93
W	4	0 0 3 1 0 0	2005	7112	0.282	0.120	0.402	2859
					LT = 0.119			
TOTALS	9		2974		0.729			4244
					1 - 0.729 = 0.271 / 9 = 0.030			
							V/C = 0.701	

EXISTING LEVEL OF SERVICE = C

N	2	1 1 0 0 0 0	768	3040	0.253	0.048	0.301	915
E	2	2 0 0 0 0 0	273	3015	0.091	0.048	0.139	419
S	1	0 0 1 0 0 0	52	1780	0.029	0.024	0.053	94
W	4	0 0 3 1 0 0	2067	7110	0.291	0.096	0.387	2752
					LT = 0.119			
TOTALS	9		3160		0.783			4180
					1 - 0.783 = 0.217 / 9 = 0.024			
							V/C = 0.756	

EXISTING + APPROVED LEVEL OF SERVICE = C

N	2	1 1 0 0 0 0	768	3040	0.253	0.033	0.286	869
E	2	2 0 0 0 0 0	397	3015	0.132	0.033	0.165	497
S	1	0 0 1 0 0 0	52	1780	0.029	0.017	0.046	82
W	4	0 0 3 1 0 0	2257	7111	0.317	0.067	0.384	2731
					LT = 0.119			
TOTALS	9		3474		0.850			4179
					1 - 0.850 = 0.150 / 9 = 0.017			
							V/C = 0.831	

EXISTING + APPROVED + PROJECT LEVEL OF SERVICE = D

(3474 - 3160)/ 3160 = 9.94 PERCENT INCREASE IN CRITICAL VOLUME
5/2/88 LV -- 11/7/91 BA

97-036

LEVEL OF SERVICE ANALYSIS

LOCATION: MONROE & STEVENS CREEK
MESSAGE: CUMULATIVE CONDITIONS SIGNAL TYPE : FULLY ACTUATED
PEAK HOUR: SATURDAY PEAK N-S 46.50 8.50
COUNT DATE: 7/19/97 E-W 71.50 7.50
ANAL. DATE: 7/2/97
ANAL. INIT: RD CYCLE LENGTH = 134
GROWTH FACTOR % : 0.0 LOST TIME = 0.119

LEG	PATTERN	LANE COUNTS			APPROVED TRIPS			PROJECT TRIPS			TOTAL TRIPS		
	LSTSRO	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT
N	110010	740	25	279	0	3	22	58	0	0	798	28	301
E	203010	164	1268	908	109	106	0	124	304	58	397	1678	966
S	101010	24	40	157	20	12	299	0	0	85	44	52	541
W	203010	137	1989	16	81	57	5	0	246	0	218	2292	21

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	2	1 1 0 0 0 0	765	3037	0.252	0.045	0.297	902
E	2	2 0 0 0 0 0	164	3015	0.054	0.045	0.099	298
S	1	0 0 1 0 0 0	40	1780	0.022	0.023	0.045	80
W	3	0 0 3 0 0 0	1989	5340	0.372	0.068	0.440	2350
				LT = 0.119				
TOTALS	8		2958		0.819			3630

1 - 0.819 = 0.181 / 8 = 0.023
V/C = 0.815

EXISTING LEVEL OF SERVICE = D

N	2	1 1 0 0 0 0	768	3040	0.253	0.031	0.284	863
E	2	2 0 0 0 0 0	273	3015	0.091	0.031	0.122	368
S	1	0 0 1 0 0 0	52	1780	0.029	0.016	0.045	80
W	3	0 0 3 0 0 0	2046	5340	0.383	0.047	0.430	2296
				LT = 0.119				
TOTALS	8		3139		0.875			3607

1 - 0.875 = 0.125 / 8 = 0.016
V/C = 0.870

EXISTING + APPROVED LEVEL OF SERVICE = D

N	2	1 1 0 0 0 0	826	3038	0.272	0.005	0.277	842
E	2	2 0 0 0 0 0	397	3015	0.132	0.005	0.137	413
S	1	0 0 1 0 0 0	52	1780	0.029	0.002	0.031	55
W	3	0 0 3 0 0 0	2292	5340	0.429	0.007	0.436	2328
				LT = 0.119				
TOTALS	8		3567		0.981			3638

1 - 0.981 = 0.019 / 8 = 0.002
V/C = 0.980

EXISTING + APPROVED + PROJECT LEVEL OF SERVICE = E

(3567 - 3139)/ 3139 = 13.63 PERCENT INCREASE IN CRITICAL VOLUME
5/2/88 LV -- 11/7/91 BA

97-036

LEVEL OF SERVICE ANALYSIS

LOCATION: MONROE & STEVENS CREEK
MESSAGE: CUMULATIVE SATURDAY SIGNAL TYPE : FULLY ACTUATED
PEAK HOUR: PM MITIGATION N-S 46.50 8.50
COUNT DATE: 7/19/97 E-W 71.50 7.50
ANAL. DATE: 7/2/97
ANAL. INIT: RD CYCLE LENGTH = 134
GROWTH FACTOR % : 0.0 LOST TIME = 0.119

LEG	PATTERN	LANE COUNTS			APPROVED TRIPS			PROJECT TRIPS			TOTAL TRIPS		
	LSTSRO	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT
N	110010	740	25	279	0	3	22	58	0	0	798	28	301
E	203010	164	1268	908	109	106	0	124	304	58	397	1678	966
S	101010	24	40	157	20	12	299	0	0	85	44	52	541
W	203100	137	1989	16	81	57	5	0	246	0	218	2292	21

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	2	1 1 0 0 0 0	765	3037	0.252	0.060	0.312	948
E	2	2 0 0 0 0 0	164	3015	0.054	0.060	0.114	344
S	1	0 0 1 0 0 0	40	1780	0.022	0.030	0.052	93
W	4	0 0 3 1 0 0	2005	7112	0.282	0.120	0.402	2859
					LT = 0.119			
TOTALS	9		2974		0.729			4244
					1 - 0.729 = 0.271 / 9 = 0.030			
							V/C = 0.701	
				EXISTING		LEVEL OF SERVICE =		C
N	2	1 1 0 0 0 0	768	3040	0.253	0.048	0.301	915
E	2	2 0 0 0 0 0	273	3015	0.091	0.048	0.139	419
S	1	0 0 1 0 0 0	52	1780	0.029	0.024	0.053	94
W	4	0 0 3 1 0 0	2067	7110	0.291	0.096	0.387	2752
					LT = 0.119			
TOTALS	9		3160		0.783			4180
					1 - 0.783 = 0.217 / 9 = 0.024			
							V/C = 0.756	
				EXISTING + APPROVED		LEVEL OF SERVICE =		C
N	2	1 1 0 0 0 0	826	3038	0.272	0.027	0.299	908
E	2	2 0 0 0 0 0	397	3015	0.132	0.027	0.159	479
S	1	0 0 1 0 0 0	52	1780	0.029	0.014	0.043	77
W	4	0 0 3 1 0 0	2313	7111	0.325	0.055	0.380	2702
					LT = 0.119			
TOTALS	9		3588		0.877			4166
					1 - 0.877 = 0.123 / 9 = 0.014			
							V/C = 0.861	
				EXISTING + APPROVED + PROJECT		LEVEL OF SERVICE =		D

(3588 - 3160)/ 3160 = 13.54 PERCENT INCREASE IN CRITICAL VOLUME
5/2/88 LV -- 11/7/91 BA

97-036

12/11/97

INTERSECTION: Stevens Creek/Redwood
PEAK HOUR: Saturday Peak Hour
COUNT DATE: 9/27/97
GROWTH BACKGROUND: 0 (to August 1997 from count date @ 0.3% per month)

Alternative Access at Dudley & Redwood

APPROACH	SCENARIO 6 EXISTING (E)			APPROVED TRIPS (A)			VALLEY FAIR PROJECT TRIPS (P1)			TOWN & COUNTRY PROJECT TRIPS (P2)			TOTAL TRIPS (P4)		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
North	248	0	222	0	0	0	56	0	69	0	0	0	56	0	69
East	59	1541	238	114	82	0	0	0	56	25	223	0	25	223	56
South	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
West	207	1736	24	0	95	8	69	0	0	0	174	0	69	174	0

APPROACH	E + G			SCENARIO 7 BACKGROUND E + G + A			SCENARIO 8 PROJECT E+G+A+P1			SCENARIO 9 CUMULATIVE E+G+A+P1+P2		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
North	248	0	222	248	0	222	248	0	222	304	0	291
East	59	1541	238	173	1623	238	198	1846	238	198	1846	294
South	0	0	0	0	0	0	0	0	0	0	0	0
West	207	1736	24	207	1831	32	207	2005	32	276	2005	32

97-036

LEVEL OF SERVICE ANALYSIS

LOCATION: REDWOOD & STEVENS CREEK
MESSAGE: PROJECT CONDITIONS SIGNAL TYPE : FULLY ACTUATED
PEAK HOUR: SATURDAY PEAK N-S 40.00 3.00
COUNT DATE: 9/27/97 E-W 90.00 3.50
ANAL. DATE: 7/2/97
ANAL. INIT: RD CYCLE LENGTH = 139.5
GROWTH FACTOR % : 0.0 LOST TIME = 0.068

LEG	PATTERN	LANE COUNTS			APPROVED TRIPS			PROJECT TRIPS			TOTAL TRIPS		
	LSTSRO	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT
N	200010	248	0	222	0	0	0	0	0	0	248	0	222
E	103010	59	1541	238	114	82	0	25	223	0	198	1846	238
S	000000	0	0	0	4	0	0	0	0	0	4	0	0
W	203000	207	1736	24	0	95	8	0	174	0	207	2005	32

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	2	2 0 0 0 0 0	248	3015	0.082	0.163	0.245	739
E	1	1 0 0 0 0 0	59	1675	0.035	0.082	0.117	196
S	0	0 0 0 0 0 0	0	0	0.000	0.000	0.000	0
W	3	0 0 3 0 0 0	1736	5340	0.325	0.245	0.570	3044
				LT = 0.068				
TOTALS	6		2043		0.510			3979
				1 - 0.510 = 0.490 / 6 = 0.082				
							V/C = 0.513	
		EXISTING				LEVEL OF SERVICE =		A
N	2	2 0 0 0 0 0	248	3015	0.082	0.135	0.217	654
E	1	1 0 0 0 0 0	173	1675	0.103	0.067	0.170	285
S	0	0 0 0 0 0 0	0	0	0.000	0.000	0.000	0
W	3	0 0 3 0 0 0	1831	5340	0.343	0.202	0.545	2910
				LT = 0.068				
TOTALS	6		2252		0.596			3849
				1 - 0.596 = 0.404 / 6 = 0.067				
							V/C = 0.585	
		EXISTING + APPROVED				LEVEL OF SERVICE =		A
N	2	2 0 0 0 0 0	248	3015	0.082	0.119	0.201	606
E	1	1 0 0 0 0 0	198	1675	0.118	0.059	0.177	296
S	0	0 0 0 0 0 0	0	0	0.000	0.000	0.000	0
W	3	0 0 3 0 0 0	2005	5340	0.375	0.178	0.553	2953
				LT = 0.068				
TOTALS	6		2451		0.643			3855
				1 - 0.643 = 0.357 / 6 = 0.059				
							V/C = 0.636	
		EXISTING + APPROVED + PROJECT				LEVEL OF SERVICE =		B

(2451 - 2252)/ 2252 = 8.84 PERCENT INCREASE IN CRITICAL VOLUME
5/2/88 LV -- 11/7/91 BA

97-036

E

LEVEL OF SERVICE ANALYSIS

LOCATION: REDWOOD & STEVENS CREEK
MESSAGE: CUMULATIVE CONDITIONS SIGNAL TYPE : FULLY ACTUATED
PEAK HOUR: SATURDAY PEAK N-S 40.00 3.00
COUNT DATE: 9/27/97 E-W 90.00 6.50
ANAL. DATE: 7/2/97
ANAL. INIT: RD CYCLE LENGTH = 139.5
GROWTH FACTOR % : 0.0 LOST TIME = 0.068

LEG	PATTERN	LANE COUNTS			APPROVED TRIPS			PROJECT TRIPS			TOTAL TRIPS		
	LSTSRO	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT
N	200010	248	0	222	0	0	0	56	0	69	304	0	291
E	103010	59	1541	238	114	82	0	25	223	56	198	1846	294
S	000000	0	0	0	0	0	0	0	0	0	0	0	0
W	203000	207	1736	24	0	95	8	69	174	0	276	2005	32

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	2	2 0 0 0 0 0	248	3015	0.082	0.163	0.245	739
E	1	1 0 0 0 0 0	59	1675	0.035	0.082	0.117	196
S	0	0 0 0 0 0 0	0	0	0.000	0.000	0.000	0
W	3	0 0 3 0 0 0	1736	5340	0.325	0.245	0.570	3044
				LT = 0.068				
TOTALS	6		2043		0.510			3979
				1 - 0.510 = 0.490 / 6 = 0.082				
							V/C = 0.513	

EXISTING LEVEL OF SERVICE = A

N	2	2 0 0 0 0 0	248	3015	0.082	0.135	0.217	654
E	1	1 0 0 0 0 0	173	1675	0.103	0.067	0.170	285
S	0	0 0 0 0 0 0	0	0	0.000	0.000	0.000	0
W	3	0 0 3 0 0 0	1831	5340	0.343	0.202	0.545	2910
				LT = 0.068				
TOTALS	6		2252		0.596			3849
				1 - 0.596 = 0.404 / 6 = 0.067				
							V/C = 0.585	

EXISTING + APPROVED LEVEL OF SERVICE = A

N	2	2 0 0 0 0 0	304	3015	0.101	0.113	0.214	645
E	1	1 0 0 0 0 0	198	1675	0.118	0.056	0.174	291
S	0	0 0 0 0 0 0	0	0	0.000	0.000	0.000	0
W	3	0 0 3 0 0 0	2005	5340	0.375	0.169	0.544	2905
				LT = 0.068				
TOTALS	6		2507		0.662			3841
				1 - 0.662 = 0.338 / 6 = 0.056				
							V/C = 0.653	

EXISTING + APPROVED + PROJECT LEVEL OF SERVICE = B

(2507 - 2252)/ 2252 = 11.32 PERCENT INCREASE IN CRITICAL VOLUME
5/2/88 LV -- 11/7/91 BA

97 - 036

INTERSECTION: Stevens Creek/Emporium **Alternative Access at Dudley & Redwood**
PEAK HOUR: Saturday Peak Hour
COUNT DATE: 9/27/97
GROWTH
BACKGROUND: 0 (to August 1997 from count date @ 0.3% per month)

	SCENARIO 6 EXISTING (E)			APPROVED TRIPS (A)			VALLEY FAIR PROJECT TRIPS (P1)			TOWN & COUNTRY PROJECT TRIPS (P2)			TOTAL TRIPS (P4)		
APPROACH	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
North	178	46	196	0	0	0	0	2	0	0	0	0	0	2	0
East	177	1502	99	0	86	0	0	69	0	223	0	0	223	69	0
South	48	87	223	0	0	0	0	2	0	0	0	174	0	2	174
West	374	1576	63	0	103	0	0	69	0	0	0	0	0	69	0

	E + G			SCENARIO 7 BACKGROUND E + G + A			SCENARIO 8 PROJECT E+G+A+P1			SCENARIO 9 CUMULATIVE E+G+A+P1+P2		
APPROACH	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
North	178	46	196	178	46	196	178	46	196	178	48	196
East	177	1502	99	177	1588	99	400	1588	99	400	1657	99
South	48	87	223	48	87	223	48	87	397	48	89	397
West	374	1576	63	374	1679	63	374	1679	63	374	1748	63

97-036

LEVEL OF SERVICE ANALYSIS

LOCATION: EMPORIUM & STEVENS CREEK
MESSAGE: PROJECT CONDITIONS SIGNAL TYPE : FULLY ACTUATED
PEAK HOUR: SATURDAY PEAK N-S 34.00 4.00
COUNT DATE: 9/27/97 E-W 88.00 3.00
ANAL. DATE: 7/2/97
ANAL. INIT: RD CYCLE LENGTH = 134
GROWTH FACTOR % : 0.0 LOST TIME = 0.090

LEG	PATTERN	LANE COUNTS			APPROVED TRIPS			PROJECT TRIPS			TOTAL TRIPS		
	LSTSRO	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT
N	101010	178	46	196	0	0	0	0	0	0	178	46	196
E	203010	177	1502	99	0	86	0	223	0	0	400	1588	99
S	101010	48	87	223	0	0	0	0	0	174	48	87	397
W	203010	374	1576	63	0	103	0	0	0	0	374	1679	63

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	1	1 0 0 0 0 0	178	1675	0.106	0.050	0.156	261
E	3	0 0 3 0 0 0	1502	5340	0.281	0.150	0.431	2302
S	1	0 0 1 0 0 0	87	1780	0.049	0.050	0.099	176
W	2	2 0 0 0 0 0	374	3015	0.124	0.100	0.224	675
				LT = 0.090				
TOTALS	7		2141		0.650			3414

1 - 0.650 = 0.350 / 7 = 0.050
V/C = 0.627

EXISTING LEVEL OF SERVICE = B

N	1	1 0 0 0 0 0	178	1675	0.106	0.048	0.154	258
E	3	0 0 3 0 0 0	1588	5340	0.297	0.143	0.440	2350
S	1	0 0 1 0 0 0	87	1780	0.049	0.048	0.097	173
W	2	2 0 0 0 0 0	374	3015	0.124	0.095	0.219	660
				LT = 0.090				
TOTALS	7		2227		0.666			3441

1 - 0.666 = 0.334 / 7 = 0.048
V/C = 0.647

EXISTING + APPROVED LEVEL OF SERVICE = B

N	1	1 0 0 0 0 0	178	1675	0.106	0.044	0.150	251
E	2	2 0 0 0 0 0	400	3015	0.133	0.088	0.221	666
S	1	0 0 1 0 0 0	87	1780	0.049	0.044	0.093	166
W	3	0 0 3 0 0 0	1679	5340	0.314	0.132	0.446	2382
				LT = 0.090				
TOTALS	7		2344		0.692			3465

1 - 0.692 = 0.308 / 7 = 0.044
V/C = 0.676

EXISTING + APPROVED + PROJECT LEVEL OF SERVICE = B

(2344 - 2227)/ 2227 = 5.25 PERCENT INCREASE IN CRITICAL VOLUME
5/2/88 LV -- 11/7/91 BA

97-036

LEVEL OF SERVICE ANALYSIS

LOCATION: EMPORIUM & STEVENS CREEK
MESSAGE: CUMULATIVE CONDITIONS SIGNAL TYPE : FULLY ACTUATED
PEAK HOUR: SATURDAY PEAK N-S 34.00 4.00
COUNT DATE: 9/27/97 E-W 88.00 8.00
ANAL. DATE: 7/2/97
ANAL. INIT: RD CYCLE LENGTH = 134
GROWTH FACTOR % : 0.0 LOST TIME = 0.090

LEG	PATTERN	LANE COUNTS			APPROVED TRIPS			PROJECT TRIPS			TOTAL TRIPS		
	LSTSRO	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT
N	101010	178	46	196	0	0	0	0	2	0	178	48	196
E	203010	177	1502	99	0	86	0	223	69	0	400	1657	99
S	101010	48	87	223	0	0	0	0	2	174	48	89	397
W	203010	374	1576	63	0	103	0	0	69	0	374	1748	63

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	1	1 0 0 0 0 0	178	1675	0.106	0.050	0.156	261
E	3	0 0 3 0 0 0	1502	5340	0.281	0.150	0.431	2302
S	1	0 0 1 0 0 0	87	1780	0.049	0.050	0.099	176
W	2	2 0 0 0 0 0	374	3015	0.124	0.100	0.224	675
					LT = 0.090			
TOTALS	7		2141		0.650			3414
					1 - 0.650 = 0.350 / 7 = 0.050			
								V/C = 0.627

EXISTING LEVEL OF SERVICE = B

N	1	1 0 0 0 0 0	178	1675	0.106	0.048	0.154	258
E	3	0 0 3 0 0 0	1588	5340	0.297	0.143	0.440	2350
S	1	0 0 1 0 0 0	87	1780	0.049	0.048	0.097	173
W	2	2 0 0 0 0 0	374	3015	0.124	0.095	0.219	660
					LT = 0.090			
TOTALS	7		2227		0.666			3441
					1 - 0.666 = 0.334 / 7 = 0.048			
								V/C = 0.647

EXISTING + APPROVED LEVEL OF SERVICE = B

N	1	1 0 0 0 0 0	178	1675	0.106	0.042	0.148	248
E	2	2 0 0 0 0 0	400	3015	0.133	0.084	0.217	654
S	1	0 0 1 0 0 0	89	1780	0.050	0.042	0.092	164
W	3	0 0 3 0 0 0	1748	5340	0.327	0.126	0.453	2419
					LT = 0.090			
TOTALS	7		2415		0.706			3485
					1 - 0.706 = 0.294 / 7 = 0.042			
								V/C = 0.693

EXISTING + APPROVED + PROJECT LEVEL OF SERVICE = B

(2415 - 2227)/ 2227 = 8.44 PERCENT INCREASE IN CRITICAL VOLUME
5/2/88 LV -- 11/7/91 BA

97-036

INTERSECTION: Winchester/Tisch
PEAK HOUR: Saturday Peak Hour
COUNT DATE: 9/27/97
GROWTH
BACKGROUND: 0 (to August 1997 from count date @ 0.3% per month)

Alternative Access at Dudley & Redwood

APPROACH	SCENARIO 6 EXISTING (E)			APPROVED TRIPS (A)			VALLEY FAIR PROJECT TRIPS (P1)			TOWN & COUNTRY PROJECT TRIPS (P2)			TOTAL TRIPS (P4)		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
North	25	1242	366	0	16	5	0	24	22	0	31	51	0	55	73
East	108	40	26	57	0	0	0	0	0	0	33	0	0	33	0
South	283	1374	148	34	51	0	0	46	0	0	103	52	0	149	52
West	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

APPROACH	E + G			SCENARIO 7 BACKGROUND E + G + A			SCENARIO 8 PROJECT E+G+A+P2			SCENARIO 9 CUMULATIVE E+G+A+P1+P2		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
North	25	1242	366	25	1258	371	25	1289	422	25	1313	444
East	108	40	26	165	40	26	165	73	26	165	73	26
South	283	1374	148	317	1425	148	317	1528	200	317	1574	200
West	0	0	0	0	0	0	0	0	0	0	0	0

97 - 036

LEVEL OF SERVICE ANALYSIS

LOCATION: WINCHESTER & TISCH
MESSAGE: PROJECT CONDITIONS SIGNAL TYPE : FULLY ACTUATED
PEAK HOUR: SATURDAY PEAK N-S 95.00 6.50
COUNT DATE: 9/27/97 E-W 20.00 3.00
ANAL. DATE: 7/2/97
ANAL. INIT: RD CYCLE LENGTH = 124.5
GROWTH FACTOR % : 0.0 LOST TIME = 0.076

LEG	PATTERN	LANE COUNTS			APPROVED TRIPS			PROJECT TRIPS			TOTAL TRIPS		
	LSTSRO	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT
N	102100	25	1242	366	0	16	5	0	31	51	25	1289	422
E	100002	108	40	26	57	0	0	0	33	0	165	73	26
S	102100	283	1374	148	34	51	0	0	103	52	317	1528	200
W	000000	0	0	0	0	0	0	0	0	0	0	0	0

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	3	0 0 2 1 0 0	1608	5277	0.305	0.197	0.502	2649
E	2	1 0 0 0 0 2	174	3116	0.056	0.131	0.187	583
S	1	1 0 0 0 0 0	283	1675	0.169	0.066	0.235	394
W	0	0 0 0 0 0 0	0	0	0.000	0.000	0.000	0
					LT = 0.076			
TOTALS	6		2065		0.606			3626
					1 - 0.606 = 0.394 / 6 = 0.066			
							V/C = 0.569	
				EXISTING			LEVEL OF SERVICE =	A
N	3	0 0 2 1 0 0	1629	5277	0.309	0.176	0.485	2559
E	2	1 0 0 0 0 2	231	3098	0.075	0.117	0.192	595
S	1	1 0 0 0 0 0	317	1675	0.189	0.059	0.248	415
W	0	0 0 0 0 0 0	0	0	0.000	0.000	0.000	0
					LT = 0.076			
TOTALS	6		2177		0.649			3569
					1 - 0.649 = 0.351 / 6 = 0.059			
							V/C = 0.610	
				EXISTING + APPROVED			LEVEL OF SERVICE =	B
N	3	0 0 2 1 0 0	1711	5275	0.324	0.163	0.487	2569
E	2	1 0 0 0 0 2	264	3136	0.084	0.109	0.193	605
S	1	1 0 0 0 0 0	317	1675	0.189	0.054	0.243	407
W	0	0 0 0 0 0 0	0	0	0.000	0.000	0.000	0
					LT = 0.076			
TOTALS	6		2292		0.673			3581
					1 - 0.673 = 0.327 / 6 = 0.054			
							V/C = 0.640	
				EXISTING + APPROVED + PROJECT			LEVEL OF SERVICE =	B

(2292 - 2177)/ 2177 = 5.28 PERCENT INCREASE IN CRITICAL VOLUME
5/2/88 LV -- 11/7/91 BA

97-036

LEVEL OF SERVICE ANALYSIS

LOCATION: WINCHESTER & TISCH
MESSAGE: CUMULATIVE CONDITIONS SIGNAL TYPE : FULLY ACTUATED
PEAK HOUR: SATURDAY PEAK N-S 95.00 6.50
COUNT DATE: 9/27/97 E-W 20.00 3.00
ANAL. DATE: 7/2/97
ANAL. INIT: RD CYCLE LENGTH = 124.5
GROWTH FACTOR % : 0.0 LOST TIME = 0.076

LEG	PATTERN	LANE COUNTS			APPROVED TRIPS			PROJECT TRIPS			TOTAL TRIPS		
	LSTSRO	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT
N	102100	25	1242	366	0	16	5	0	55	73	25	1313	444
E	100002	108	40	26	57	0	0	0	33	0	165	73	26
S	102100	283	1374	148	34	51	0	0	149	52	317	1574	200
W	000000	0	0	0	0	0	0	0	0	0	0	0	0

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	3	0 0 2 1 0 0	1608	5277	0.305	0.197	0.502	2649
E	2	1 0 0 0 0 2	174	3116	0.056	0.131	0.187	583
S	1	1 0 0 0 0 0	283	1675	0.169	0.066	0.235	394
W	0	0 0 0 0 0 0	0	0	0.000	0.000	0.000	0
				LT = 0.076				
TOTALS	6		2065		0.606			3626
				1 - 0.606 = 0.394 / 6 = 0.066				
							V/C = 0.569	
		EXISTING				LEVEL OF SERVICE =		A
N	3	0 0 2 1 0 0	1629	5277	0.309	0.176	0.485	2559
E	2	1 0 0 0 0 2	231	3098	0.075	0.117	0.192	595
S	1	1 0 0 0 0 0	317	1675	0.189	0.059	0.248	415
W	0	0 0 0 0 0 0	0	0	0.000	0.000	0.000	0
				LT = 0.076				
TOTALS	6		2177		0.649			3569
				1 - 0.649 = 0.351 / 6 = 0.059				
							V/C = 0.610	
		EXISTING + APPROVED				LEVEL OF SERVICE =		B
N	3	0 0 2 1 0 0	1757	5274	0.333	0.159	0.492	2595
E	2	1 0 0 0 0 2	264	3136	0.084	0.106	0.190	596
S	1	1 0 0 0 0 0	317	1675	0.189	0.053	0.242	405
W	0	0 0 0 0 0 0	0	0	0.000	0.000	0.000	0
				LT = 0.076				
TOTALS	6		2338		0.682			3596
				1 - 0.682 = 0.318 / 6 = 0.053				
							V/C = 0.650	
		EXISTING + APPROVED + PROJECT				LEVEL OF SERVICE =		B

(2338 - 2177)/ 2177 = 7.40 PERCENT INCREASE IN CRITICAL VOLUME
5/2/88 LV -- 11/7/91 BA

97 - 036

INTERSECTION: Winchester/Olsen **Alternative Access at Dudley & Redwood**
PEAK HOUR: Saturday Peak Hour
COUNT DATE: 10/04/97
GROWTH
BACKGROUND: 0 (to August 1997 from count date @ 0.3% per month)

	SCENARIO 6 EXISTING (E)			APPROVED TRIPS (A)			VALLEY FAIR PROJECT TRIPS (P1)			TOWN & COUNTRY PROJECT TRIPS (P2)			TOTAL TRIPS (P4)		
APPROACH	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
North	78	1138	101	0	16	0	0	32	0	16	12	0	16	44	0
East	151	14	108	0	0	0	0	0	0	69	0	16	69	0	16
South	98	1208	154	0	51	0	0	32	0	0	12	91	0	44	91
West	76	23	236	0	0	0	0	0	0	0	0	0	0	0	0

	E + G			SCENARIO 7 BACKGROUND E + G + A			SCENARIO 8 PROJECT E+G+A+P2			SCENARIO 9 CUMULATIVE E+G+A+P1-P2		
APPROACH	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
North	78	1138	101	78	1154	101	94	1166	101	94	1193	101
East	151	14	108	151	14	108	220	14	124	220	14	124
South	98	1208	154	98	1259	154	98	1271	245	98	1303	245
West	76	23	236	76	23	236	76	23	236	76	23	236

97-036

LEVEL OF SERVICE ANALYSIS

LOCATION: WINCHESTER & OLSEN
MESSAGE: PROJECT CONDITIONS
PEAK HOUR: SATURDAY PEAK
COUNT DATE: 10/4/97
ANAL. DATE: 7/2/97
ANAL. INIT: RD
GROWTH FACTOR % : 0.0

SIGNAL TYPE : FULLY ACTUATED
N-S 90.00 6.50
E-W 22.00 3.00
CYCLE LENGTH = 121.5
LOST TIME = 0.078

LEG	PATTERN	LANE COUNTS			APPROVED TRIPS			PROJECT TRIPS			TOTAL TRIPS		
	LSTSRO	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT
N	102100	78	1138	101	0	16	0	16	12	0	94	1166	101
E	101010	151	14	108	0	0	0	69	0	16	220	14	124
S	102100	98	1208	154	0	51	0	0	12	91	98	1271	245
W	100100	76	23	236	0	0	0	0	0	0	76	23	236

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	1	1 0 0 0 0 0	78	1675	0.047	0.062	0.109	183
E	1	1 0 0 0 0 0	151	1675	0.090	0.062	0.152	255
S	3	0 0 2 1 0 0	1362	5299	0.257	0.187	0.444	2353
W	1	0 0 0 1 0 0	259	1684	0.154	0.062	0.216	364
				LT =	0.078			
TOTALS	6		1850		0.626			3155
				1 - 0.626 = 0.374 / 6 = 0.062				
							V/C = 0.586	
		EXISTING				LEVEL OF SERVICE =		A
N	1	1 0 0 0 0 0	78	1675	0.047	0.061	0.108	181
E	1	1 0 0 0 0 0	151	1675	0.090	0.061	0.151	253
S	3	0 0 2 1 0 0	1413	5300	0.267	0.182	0.449	2380
W	1	0 0 0 1 0 0	259	1684	0.154	0.061	0.215	362
				LT =	0.078			
TOTALS	6		1901		0.636			3176
				1 - 0.636 = 0.364 / 6 = 0.061				
							V/C = 0.599	
		EXISTING + APPROVED				LEVEL OF SERVICE =		A
N	1	1 0 0 0 0 0	94	1675	0.056	0.049	0.105	176
E	1	1 0 0 0 0 0	220	1675	0.131	0.049	0.180	301
S	3	0 0 2 1 0 0	1516	5288	0.287	0.147	0.434	2295
W	1	0 0 0 1 0 0	259	1684	0.154	0.049	0.203	342
				LT =	0.078			
TOTALS	6		2089		0.706			3114
				1 - 0.706 = 0.294 / 6 = 0.049				
							V/C = 0.671	
		EXISTING + APPROVED + PROJECT				LEVEL OF SERVICE =		B

(2089 - 1901)/ 1901 = 9.89 PERCENT INCREASE IN CRITICAL VOLUME
5/2/88 LV -- 11/7/91 BA

97-036

LEVEL OF SERVICE ANALYSIS

LOCATION: WINCHESTER & OLSEN
MESSAGE: CUMULATIVE CONDITIONS SIGNAL TYPE : FULLY ACTUATED
PEAK HOUR: SATURDAY PEAK N-S 90.00 6.50
COUNT DATE: 10/4/97 E-W 22.00 3.00
ANAL. DATE: 7/2/97
ANAL. INIT: RD CYCLE LENGTH = 121.5
GROWTH FACTOR % : 0.0 LOST TIME = 0.078

LEG	PATTERN	LANE COUNTS			APPROVED TRIPS			PROJECT TRIPS			TOTAL TRIPS		
	LSTSRO	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT
N	102100	78	1138	101	0	16	0	16	44	0	94	1198	101
E	101010	151	14	108	0	0	0	69	0	16	220	14	124
S	102100	98	1208	154	0	51	0	0	44	91	98	1303	245
W	100100	76	23	236	0	0	0	0	0	0	76	23	236

LEG	# LANES	CRIT. MOVE L S T S R O	C. VOL.	T. CAP.	G/C	ADJ./ LANE	ADJ. G/C	C. CAP.
N	1	1 0 0 0 0 0	78	1675	0.047	0.062	0.109	183
E	1	1 0 0 0 0 0	151	1675	0.090	0.062	0.152	255
S	3	0 0 2 1 0 0	1362	5299	0.257	0.187	0.444	2353
W	1	0 0 0 1 0 0	259	1684	0.154	0.062	0.216	364
					LT = 0.078			
TOTALS	6		1850		0.626			3155
					1 - 0.626 = 0.374 / 6 = 0.062			
								V/C = 0.586
				EXISTING			LEVEL OF SERVICE =	A
N	1	1 0 0 0 0 0	78	1675	0.047	0.061	0.108	181
E	1	1 0 0 0 0 0	151	1675	0.090	0.061	0.151	253
S	3	0 0 2 1 0 0	1413	5300	0.267	0.182	0.449	2380
W	1	0 0 0 1 0 0	259	1684	0.154	0.061	0.215	362
					LT = 0.078			
TOTALS	6		1901		0.636			3176
					1 - 0.636 = 0.364 / 6 = 0.061			
								V/C = 0.599
				EXISTING + APPROVED			LEVEL OF SERVICE =	A
N	1	1 0 0 0 0 0	94	1675	0.056	0.048	0.104	174
E	1	1 0 0 0 0 0	220	1675	0.131	0.048	0.179	300
S	3	0 0 2 1 0 0	1548	5289	0.293	0.144	0.437	2311
W	1	0 0 0 1 0 0	259	1684	0.154	0.048	0.202	340
					LT = 0.078			
TOTALS	6		2121		0.712			3125
					1 - 0.712 = 0.288 / 6 = 0.048			
								V/C = 0.679
				EXISTING + APPROVED + PROJECT			LEVEL OF SERVICE =	B

(2121 - 1901)/ 1901 = 11.57 PERCENT INCREASE IN CRITICAL VOLUME
5/2/88 LV -- 11/7/91 BA

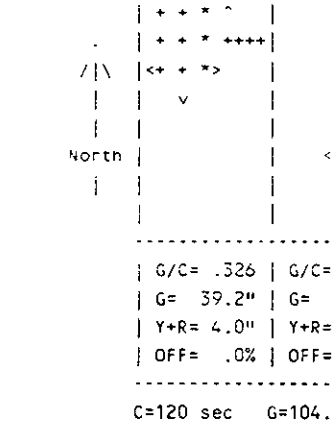
97-036

TOWN & COUNTRY 10/22/97
MONROE/STEVENS CREEK 12:06:57
SATURDAY PEAK HOUR

SIGNAL94/TEAPAC(V1 L1.4) - Capacity Analysis Summary

Intersection Averages:
Degree of Saturation (v/c) 1.22 Vehicle Delay 73.6@ Level of Service F
@ expect more delay due to extreme v/c's (see EVALUATE)

Sq 74 | Phase 1 | Phase 2 | Phase 3 | Phase 4 |
/ ----------



G/C= .326	G/C= .063	G/C= .130	G/C= .347
G= 39.2"	G= 7.6"	G= 15.6"	G= 41.7"
Y+R= 4.0"	Y+R= 4.0"	Y+R= 4.0"	Y+R= 4.0"
OFF= .0%	OFF=36.0%	OFF=45.6%	OFF=62.0%

C=120 sec G=104.0 sec = 86.7% Y=16.0 sec = 13.3% Ped= .0 sec = .0%

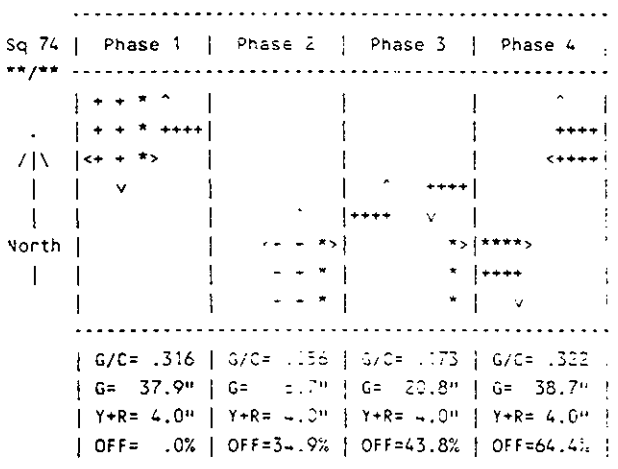
Lane Group	Width/ Lanes	g/C Reqd	g/C Used	Service Rate @C (vph)	Service Rate @E	Adj Volume	v/c	HCM Delay	LOS	90% Max Queue
N Approach								77.2@	F	
RT	12/1	.358	.335	270	530	334	.630	27.3	D+	375 ft
TH	12/1	.266	.335	322	624	31	.050	20.5	C	35 ft
LT	12/1	.561	.335	304	592	887	1.498	98.0@	*F	995 ft
S Approach								98.6@	F	
RT	12/1	.442	.235	1	356	537	1.444	111.0@	*F	693 ft
TH	12/1	.271	.071	1	106	58	.436	42.1	E+	91 ft
LT	12/1	.273	.071	1	100	61	.484	43.0	E+	96 ft
E Approach								62.5@	F	
RT	12/1	.708	.715	1087	1132	1073	.948	23.1	C	515 ft
TH	36/3	.463	.355	1268	1986	2280	1.148	84.3@	F	826 ft
LT	24/2	.297	.139	1	467	344	.702	40.6	E+	250 ft
W Approach								79.9@	F	
RT	12/1	.269	.355	328	563	42	.075	19.5	C+	46 ft
TH	36/3	.558	.355	1268	1986	2974	1.497	84.3@	*F	1078 ft
LT	24/2	.286	.139	1	467	249	.508	37.1	D	181 ft

97-036

TOWN & COUNTRY
MONROE/STEVENS CREEK
SATURDAY PEAK HOUR REDWOOD ACCESS

SIGNAL94/TEAPAC[V1 L1.4] - Capacity Analysis Summary

Intersection Averages:
Degree of Saturation (v/c) 1.24 Vehicle Delay 75.2@ Level of Service F
@ expect more delay due to extreme v/c's (see EVALUATE)



C=120 sec G=104.0 sec = 86.7% Y=16.0 sec = 13.3% Ped= .0 sec = .0%

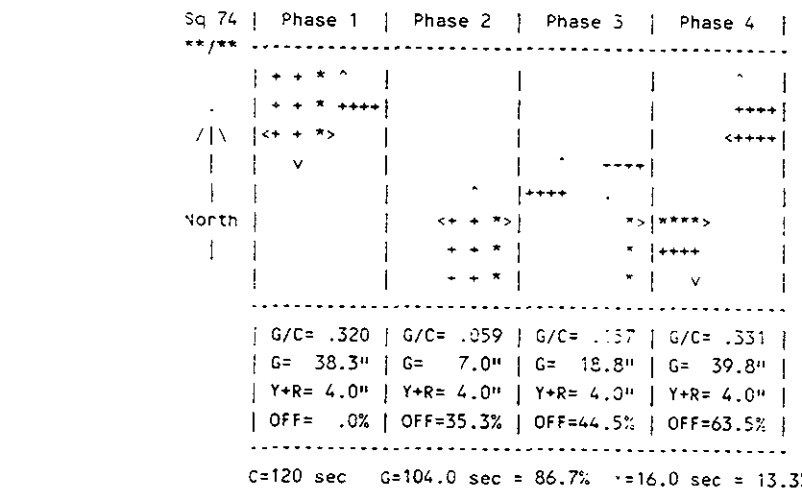
Lane Group	Width/ Lanes	g/C Reqd	g/C Used	Service Rate @C (vph)	@E	Adj Volume	v/c	HCM Delay	LOS	90% Max Queue
N Approach								78.3@	F	
RT	12/1	.358	.324	237	511	334	.651	28.5	D+	381 ft
TH	12/1	.266	.324	282	603	31	.051	21.2	C	35 ft
LT	12/1	.561	.324	267	573	887	1.548	99.0@	*F	1012 ft
S Approach								96.9@	F	
RT	12/1	.490	.270	46	417	641	1.498	106.6@	*F	789 ft
TH	12/1	.271	.064	1	93	58	.487	43.7	E+	92 ft
LT	12/1	.273	.064	1	88	61	.540	45.2	E+	96 ft
E Approach								64.8@	F	
RT	12/1	.708	.680	1019	1076	1073	.997	35.0	D	580 ft
TH	36/3	.443	.331	979	1848	2114	1.144	85.9@	F	795 ft
LT	24/2	.317	.181	1	630	501	.780	39.9	D	346 ft
W Approach								80.9@	F	
RT	12/1	.269	.331	258	523	42	.080	21.0	C	47 ft
TH	36/3	.541	.331	979	1848	2860	1.548	85.9@	*F	1076 ft
LT	24/2	.286	.181	1	630	249	.388	33.1	D	172 ft

97-036

TOWN & COUNTRY
CONROE.STEVENS CREEK
SATURDAY PEAK HOUR DUDLEY ACCESS

SIGNAL94/TEAPAC(V1 L1.4) - Capacity Analysis Summary

Intersection Averages:
Degree of Saturation (v/c) 1.24 Vehicle Delay 74.6@ Level of Service F
@ expect more delay due to extreme v/c's (see EVALUATE)



C=120 sec G=104.0 sec = 86.7% Y=16.0 sec = 13.3% Ped= .0 sec = .0%

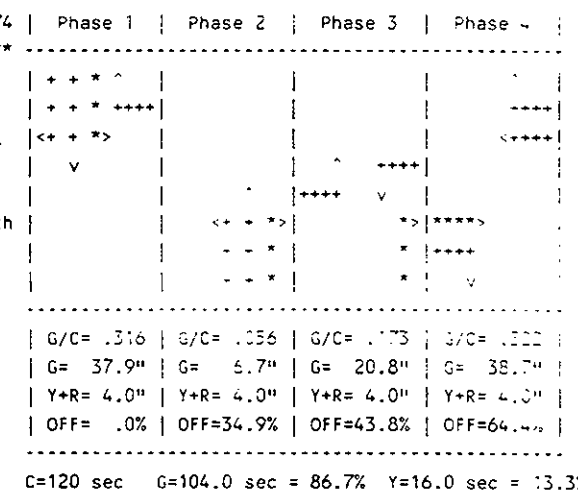
Lane Group	Width/ Lanes	g/C Reqd	g/C Used	Service Rate @C (vpn)	Service Rate @E	Adj Volume	v/c	HCM Delay	LOS	90% Max Queue
N Approach								77.9@	F	
RT	12/1	.358	.328	249	517	334	.644	28.0	D+	379 ft
TH	12/1	.266	.328	297	611	31	.051	20.9	C	35 ft
LT	12/1	.561	.328	281	580	887	1.529	98.7@	*F	1006 ft
S Approach								97.4@	F	
RT	12/1	.472	.257	1	395	602	1.475	108.1@	*F	754 ft
TH	12/1	.271	.067	1	99	58	.464	42.9	E+	91 ft
LT	12/1	.273	.067	1	93	61	.513	44.1	E+	96 ft
E Approach								63.8@	F	
RT	12/1	.708	.693	1044	1097	1073	.978	29.8	D+	556 ft
TH	36/3	.451	.340	1087	1898	2180	1.149	85.3@	F	809 ft
LT	24/2	.309	.165	1	568	437	.747	39.9	D	308 ft
W Approach								80.5@	F	
RT	12/1	.269	.340	284	538	42	.078	20.4	C	47 ft
TH	36/3	.547	.340	1087	1898	2902	1.529	85.3@	*F	1077 ft
LT	24/2	.286	.165	1	568	249	.426	34.5	D	175 ft

97 - 036

TOWN & COUNTRY 10/22/97
MONROE/STEVENS CREEK 13:15:31
SATURDAY PEAK HOUR REDWOOD & DUDLEY ACCESS

SIGNAL94/TEAPAC(V1 L1.4) - Capacity Analysis Summary

Intersection Averages:
Degree of Saturation (v/c) 1.24 Vehicle Delay 75.2@ Level of Service F
@ expect more delay due to extreme v/c's (see EVALUATE)



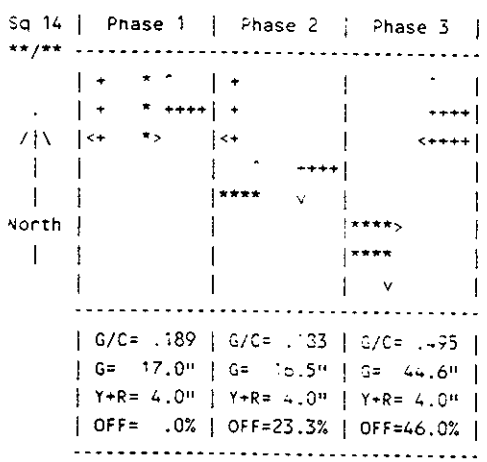
C=120 sec G=104.0 sec = 86.7% Y=16.0 sec = 13.3% Ped= .0 sec = .0%

Lane Group	Width/ Lanes	g/C Reqd	g/C Used	Service Rate @C (vph)	Service Rate @E (vph)	Adj Volume	v/c	HCM Delay	LOS	90% Max Queue
N Approach								78.3@	F	
RT	12/1	.358	.324	237	511	334	.651	28.5	D+	381 ft
TH	12/1	.266	.324	282	603	31	.051	21.2	C	35 ft
LT	12/1	.561	.324	267	573	887	1.548	99.0@	*F	1012 ft
S Approach								96.9@	F	
RT	12/1	.490	.270	46	417	641	1.498	106.6@	*F	789 ft
TH	12/1	.271	.064	1	93	58	.487	43.7	E+	92 ft
LT	12/1	.273	.064	1	88	61	.540	45.2	E+	96 ft
E Approach								64.8@	F	
RT	12/1	.708	.680	1019	1076	1073	.997	35.0	D	580 ft
TH	36/3	.443	.331	979	1848	2114	1.144	85.9@	F	795 ft
LT	24/2	.317	.181	1	630	501	.780	39.9	D	346 ft
W Approach								80.9@	F	
RT	12/1	.269	.331	258	523	42	.080	21.0	C	47 ft
TH	36/3	.541	.331	979	1848	2860	1.548	85.9@	*F	1076 ft
LT	24/2	.286	.181	1	630	249	.388	33.1	D	172 ft

97-036

SIGNAL94/TEAPAC[V1 L1.4] - Capacity Analysis Summary

Intersection Averages:
Degree of Saturation (v/c) .81 Vehicle Delay 19.7 Level of Service C+

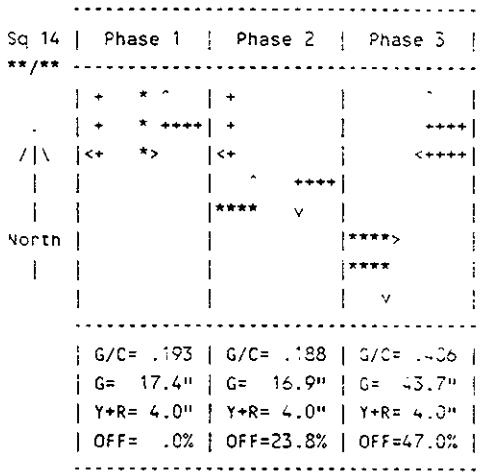


C= 90 sec G= 78.0 sec = 86.7% Y=12.0 sec = 13.3% Ped= .0 sec = .0%

Lane Group	Width/ Lanes	g/C Reqd	g/C Used	Service Rate @C (vph)	Service Rate @E (vph)	Adj Volume	v/c	HCM Delay	LOS	90% Max Queue
N Approach								19.8	C+	
RT	12/1	.290	.427	578	676	323	.478	14.5	B	234 ft
LT	24/2	.196	.300	367	707	348	.492	24.7	*C	176 ft
E Approach								16.7	C+	
RT	12/1	.292	.739	1150	1171	327	.279	3.0	A	108 ft
TH	36/3	.468	.506	2755	2830	2508	.886	17.9	C+	522 ft
LT	24/2	.174	.194	335	686	218	.318	23.8	C	111 ft
W Approach								22.8	C	
TH+RT	36/3	.498	.506	2747	2822	2692	.954	22.5	*C	560 ft
LT	24/2	.191	.194	335	686	316	.461	24.8	*C	161 ft

SIGNAL94/TEAPAC[V1 L1.4] - Capacity Analysis Summary

Intersection Averages:
Degree of Saturation (v/c) .77 Vehicle Delay 18.3 Level of Service C+



C= 90 sec G= 78.0 sec = 86.7% Y=12.0 sec = 13.3% Ped= .0 sec = .0%

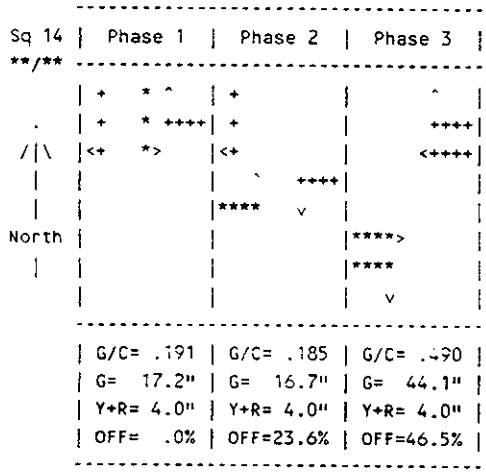
Lane Group	Width/ Lanes	g/C Reqd	g/C Used	Service Rate @C (vph)	Service Rate @E (vph)	Adj Volume	v/c	HCM Delay	LOS	90% Max Queue
N Approach								19.4	C+	
RT	12/1	.290	.436	596	691	323	.467	14.0	B	230 ft
LT	24/2	.196	.205	393	724	348	.481	24.4	*C	175 ft
E Approach								15.5	C+	
RT	12/1	.292	.735	1141	1163	327	.281	3.1	A	110 ft
TH	36/3	.436	.497	2695	2777	2308	.831	16.4	C+	490 ft
LT	24/2	.179	.199	362	703	250	.356	23.8	C	127 ft
W Approach								20.8	C	
TH+RT	36/3	.477	.497	2686	2768	2558	.924	20.4	*C	543 ft
LT	24/2	.191	.199	362	703	316	.450	24.4	*C	160 ft

SIGNAL94/TEAPAC[V1 L1.4] - Data and File Management

TOWN & COUNTRY 10/22/97
STEVENS CREEK/REDWOOD 13:24:35
SATURDAY PEAK HOUR DUDLEY ACCESS

SIGNAL94/TEAPAC[V1 L1.4] - Capacity Analysis Summary

Intersection Averages:
Degree of Saturation (v/c) .79 Vehicle Delay 13.9 Level of Service C+



C= 90 sec G= 78.0 sec = 86.7% Y=12.0 sec = 13.3% Ped= .0 sec = .0%

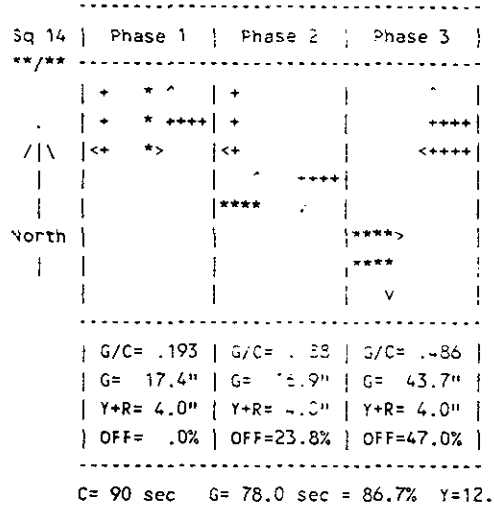
Lane Group	Width/ Lanes	g/C Reqd	g/C Used	Service Rate @C (vph)	Service Rate @E	Adj Volume	v/c	HCM Delay	LOS	90% Max Queue
N Approach								19.6	C+	
RT	12/1	.290	.432	587	684	323	.472	14.3	B	232 ft
LT	24/2	.196	.202	381	716	348	.486	24.6	*C	176 ft
E Approach								16.0	C+	
RT	12/1	.292	.737	1146	1167	327	.280	3.0	A	109 ft
TH	36/3	.452	.501	2724	2802	2408	.859	17.0	C+	506 ft
LT	24/2	.174	.196	349	695	218	.314	23.6	C	111 ft
W Approach								21.6	C	
TH+RT	36/3	.487	.501	2715	2793	2620	.938	21.2	*C	551 ft
LT	24/2	.191	.196	349	695	316	.455	24.6	*C	161 ft

TOWN & COUNTRY 10/22/97
STEVENS CREEK/REDWOOD 13:24:48
SATURDAY PEAK HOUR DUDLEY ACCESS

SIGNAL94/TEAPAC[V1 L1.4] - Data and File Management

SIGNAL94/TEAPAC(V1 L1.4) - Capacity Analysis Summary

Intersection Averages:
Degree of Saturation (v/c) .77 Vehicle Delay 18.3 Level of Service C+



C= 90 sec G= 78.0 sec = 86.7% Y=12.0 sec = 13.3% Ped= .0 sec = .0%

Lane Group	Width/ Lanes	g/C Reqd	g/C Used	Service Rate @C (vph)	@E	Adj Volume	v/c	HCM Delay	LOS	90% Max Queue
N Approach								19.4	C+	
RT	12/1	.290	.436	596	691	323	.467	14.0	B	230 ft
LT	24/2	.196	.335	393	724	348	.481	24.4	*C	175 ft
E Approach								15.5	C+	
RT	12/1	.292	.735	1141	1163	327	.281	3.1	A	110 ft
TH	36/3	.436	.497	2695	2777	2308	.831	16.4	C+	490 ft
LT	24/2	.179	.199	362	703	250	.356	23.8	C	127 ft
W Approach								20.8	C	
TH+RT	36/3	.477	.497	2686	2768	2558	.924	20.4	*C	543 ft
LT	24/2	.191	.199	362	703	316	.450	24.4	*C	160 ft

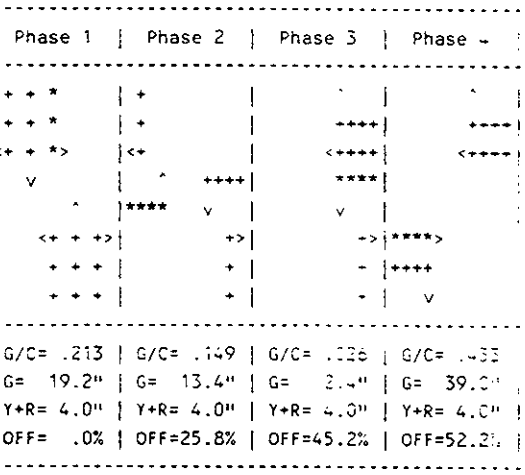
TOWN & COUNTRY 10/22/97
STEVENS CREEK/REDWOOD 13:27:02
SATURDAY PEAK HOUR REDWOOD & DUDLEY ACCESS

SIGNAL94/TEAPAC(V1 L1.4) - Data and File Management

TOWN & COUNTRY
STEVENS CREEK/EMPORIUM
SATURDAY PEAK HOUR

SIGNAL94/TEAPAC[V1 L1.4] - Capacity Analysis Summary

Intersection Averages:
Degree of Saturation (v/c) .74 Vehicle Delay 19.3 Level of Service C+



C= 90 sec G= 74.0 sec = 82.2% Y=16.0 sec = 17.8% Ped= .0 sec = .0%

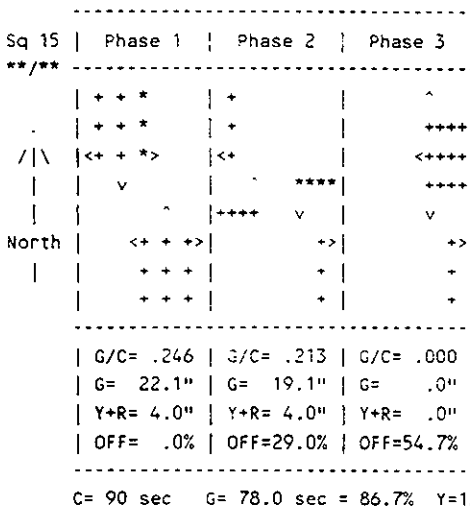
Lane Group	Width/ Lanes	g/C Reqd	g/C Used	Service Rate @C (vph)	Service Rate @E (vph)	Adj Volume	v/c	HCM Delay	LOS	90% Max Queue
N Approach								21.3	C	
RT	12/1	.235	.418	562	662	218	.329	13.5	B	160 ft
TH	12/1	.158	.224	239	418	53	.127	21.2	C	52 ft
LT	12/1	.257	.224	150	271	198	.710	30.0	*D+	194 ft
S Approach								18.0	C+	
RT	12/1	.430	.489	692	774	584	.755	17.1	C+	378 ft
TH	12/1	.171	.224	239	418	99	.237	21.8	C	97 ft
LT	12/1	.162	.224	186	330	53	.158	21.3	C	52 ft
E Approach								17.0	C+	
RT	12/1	.182	.515	741	816	110	.135	8.6	B+	67 ft
TH	36/3	.399	.515	2811	2879	2066	.718	13.4	B	422 ft
LT	24/2	.262	.231	528	818	671	.820	29.6	*D+	326 ft
W Approach								21.7	C	
RT	12/1	.166	.444	611	704	70	.099	11.0	B	49 ft
TH	36/3	.417	.444	2361	2484	2182	.878	20.2	*C	511 ft
LT	24/2	.211	.160	123	568	428	.754	31.3	*D+	227 ft

97-036

TOWN & COUNTRY 9/22/97
STEVENS CREEK/EMPORIUM 13:32:07
SATURDAY PEAK HOUR REDWOOD ACCESS

SIGNAL94/TEAPAC[V1 L1.4] - Capacity Analysis Summary

Intersection Averages:
Degree of Saturation (v/c) .76 Vehicle Delay 21.6 Level of Service C



C= 90 sec G= 78.0 sec = 86.7% Y=12.0 sec = 13.3% Ped= .0 sec = .0%

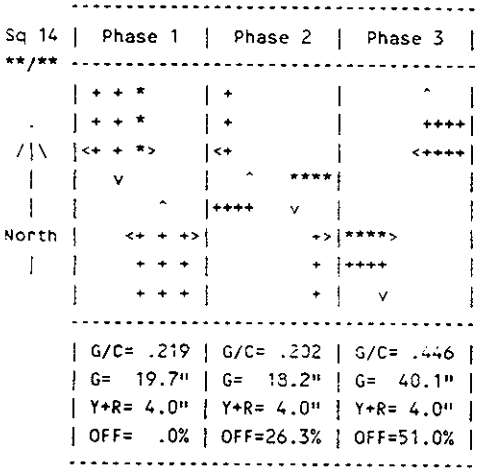
Lane Group	Width/ Lanes	g/C Reqd	g/C Used	Service Rate @C (vph)	Service Rate @E	Adj Volume	v/c	HCM Delay	LOS	90% Max Queue
N Approach								17.0	C+	
RT	12/1	.235	.514	738	814	218	.268	9.4	B+	134 ft
TH	12/1	.158	.257	314	478	53	.111	19.4	C+	50 ft
LT	12/1	.255	.257	201	320	198	.611	24.8	*C	186 ft
S Approach								14.0	B	
RT	12/1	.363	.514	738	814	460	.565	12.1	B	283 ft
TH	12/1	.171	.257	314	478	99	.207	20.0	C+	93 ft
LT	12/1	.162	.257	244	382	53	.138	19.6	C+	50 ft
E Approach								21.7	C	
RT	12/1	.182	.420	564	664	110	.166	12.4	B	81 ft
TH	36/3	.399	.420	2200	2344	2066	.881	21.4	C	506 ft
LT	24/2	.222	.224	491	792	483	.610	24.9	*C	237 ft
W Approach								24.0	C	
RT	12/1	.166	.420	564	664	70	.105	12.1	B	51 ft
TH	36/3	.417	.420	2200	2344	2182	.931	24.4	*C	534 ft
LT	24/2	.211	.224	491	792	428	.540	24.0	C	210 ft

97-036

TOWN & COUNTRY 10/22/97
STEVENS CREEK/EMPORIUM 3:33:12
SATURDAY PEAK HOUR DUDLEY ACCESS

SIGNAL94/TEAPAC[V1 L1.4] - Capacity Analysis Summary

Intersection Averages:
Degree of Saturation (v/c) .74 Vehicle Delay 19.3 Level of Service C+



C= 90 sec G= 78.0 sec = 86.7% Y=12.0 sec = 13.3% Ped= .0 sec = .0%

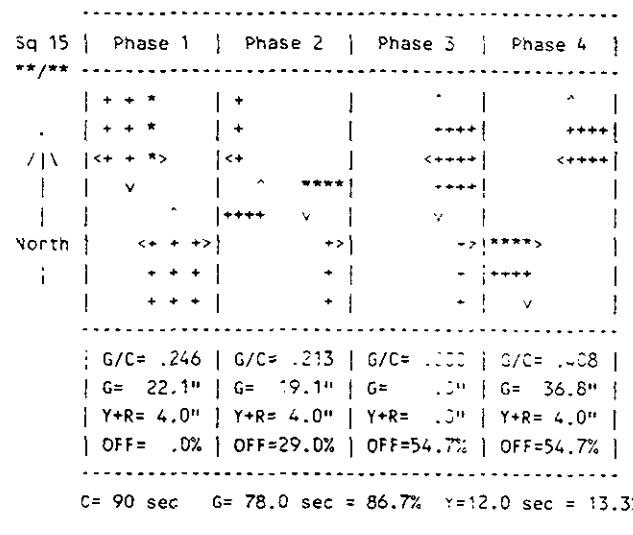
Lane Group	Width/ Lanes	g/C Reqd	g/C Used	Service Rate @C (vph)	Service Rate @E (vph)	Adj Volume	v/c	HCM Delay	LOS	90% Max Queue
N Approach								19.6	C+	
RT	12/1	.235	.476	669	754	218	.289	10.9	B	144 ft
TH	12/1	.158	.230	252	428	53	.124	20.9	C	52 ft
LT	12/1	.257	.230	159	279	198	.692	28.9	*D+	193 ft
S Approach								17.0	C+	
RT	12/1	.394	.476	669	754	518	.687	15.8	C+	343 ft
TH	12/1	.171	.230	252	428	99	.231	21.5	C	96 ft
LT	12/1	.162	.230	196	339	53	.155	21.0	C	52 ft
E Approach								19.5	C+	
RT	12/1	.182	.457	634	724	110	.152	10.8	B	76 ft
TH	36/3	.399	.457	2442	2554	2066	.809	17.5	C+	473 ft
LT	24/2	.241	.213	438	754	577	.765	28.6	*D+	287 ft
W Approach								19.5	C+	
RT	12/1	.166	.457	634	724	70	.097	10.6	B	48 ft
TH	36/3	.417	.457	2442	2554	2182	.854	18.7	*C+	500 ft
LT	24/2	.211	.213	438	754	428	.568	24.9	C	213 ft

97 - 036

TOWN & COUNTRY
STEVENS CREEK/EMPORIUM
SATURDAY PEAK HOUR REDWOOD & DUDLEY ACCESS

SIGNAL94/TEAPAC[V1 L1.4] - Capacity Analysis Summary

Intersection Averages:
Degree of Saturation (v/c) .76 Vehicle Delay 21.6 Level of Service C



C= 90 sec G= 78.0 sec = 86.7% Y=12.0 sec = 13.3% Ped= .0 sec = .0%

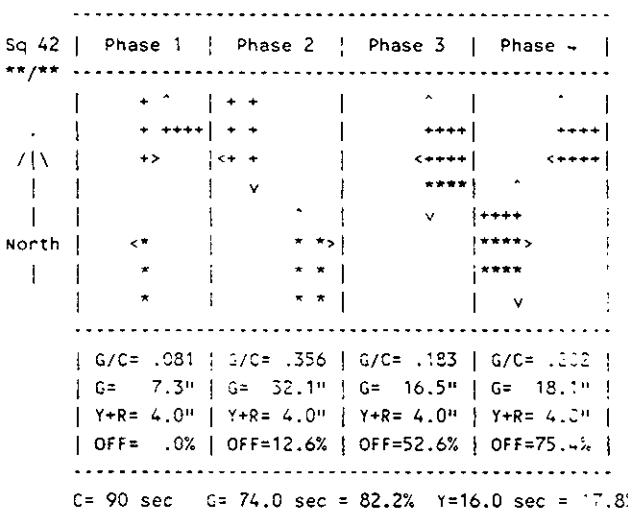
Lane Group	Width/ Lanes	g/C Reqd	g/C Used	Service Rate @C (vph)	Service Rate @E (vph)	Adj Volume	v/c	HCM Delay	LOS	90% Max Queue
N Approach								17.0	C+	
RT	12/1	.235	.514	738	814	218	.268	9.4	B+	134 ft
TH	12/1	.158	.257	314	478	53	.111	19.4	C+	50 ft
LT	12/1	.255	.257	201	320	198	.611	24.8	*C	186 ft
S Approach								14.0	B	
RT	12/1	.363	.514	738	814	460	.565	12.1	B	283 ft
TH	12/1	.171	.257	314	478	99	.207	20.0	C+	93 ft
LT	12/1	.162	.257	244	382	53	.138	19.6	C+	50 ft
E Approach								21.7	C	
RT	12/1	.182	.420	564	664	110	.166	12.4	B	81 ft
TH	36/3	.399	.420	2200	2344	2066	.881	21.4	C	506 ft
LT	24/2	.222	.224	491	792	483	.610	24.9	*C	237 ft
W Approach								24.0	C	
RT	12/1	.166	.420	564	664	70	.105	12.1	B	51 ft
TH	36/3	.417	.420	2200	2344	2182	.931	24.4	*C	534 ft
LT	24/2	.211	.224	491	792	428	.540	24.0	C	210 ft

97-036

TOWN & COUNTRY 10/22/97
WINCHESTER/OLSEN 13:46:-8
SATURDAY PEAK

SIGNAL94/TEAPAC[V3 11.4] - Capacity Analysis Summary

Intersection Averages:
Degree of Saturation (v/c) .85 Vehicle Delay 30.6 Level of Service D+



C= 90 sec G= 74.0 sec = 82.2% Y=16.0 sec = 17.8% Ped= .0 sec = .0%

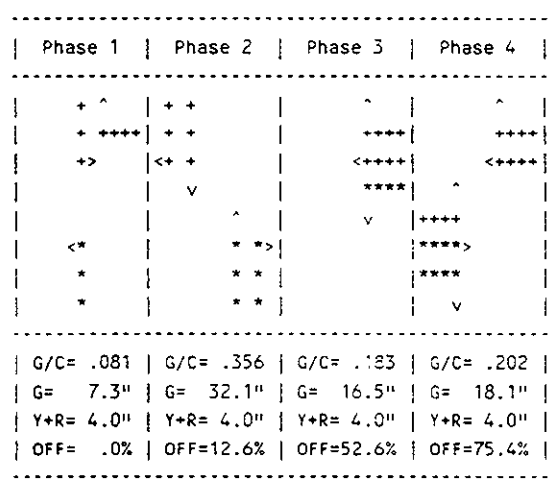
Lane Group	Width/ Lanes	g/C Reqd	g/C Used	Service Rate @C (vph)	Service Rate @E (vph)	Adj Volume	v/c	HCM Delay	L S	90% Max Queue
N Approach								22.1	C	
TH+RT	36/3	.336	.367	1832	2026	1626	.803	21.1	C	434 ft
LT	12/1	.176	.092	1	147	107	.656	36.2	D	123 ft
S Approach								37.5	D	
TH+RT	36/3	.398	.367	1800	1993	1995	1.001	37.4	*D	532 ft
LT	12/1	.179	.092	1	147	117	.718	39.6	*D	134 ft
E Approach								27.9	D+	
RT	12/1	.196	.566	833	896	140	.156	7.1	B+	77 ft
TH	12/1	.149	.441	721	821	16	.019	10.8	B	25 ft
LT	12/1	.255	.194	156	338	292	.849	38.9	*D	298 ft
W Approach								34.8	D	
TH+RT	12/1	.271	.213	179	337	293	.857	39.0	*D	292 ft
LT	12/1	.177	.213	188	353	103	.289	22.7	C	103 ft

97-036

TOWN & COUNTRY 10/22/97
WINCHESTER/OLSEN 13:46:54

SIGNAL94/TEAPAC(V1 L1.4) - Capacity Analysis Summary

Intersection Averages:
Degree of Saturation (v/c) .85 Vehicle Delay 30.6 Level of Service D+



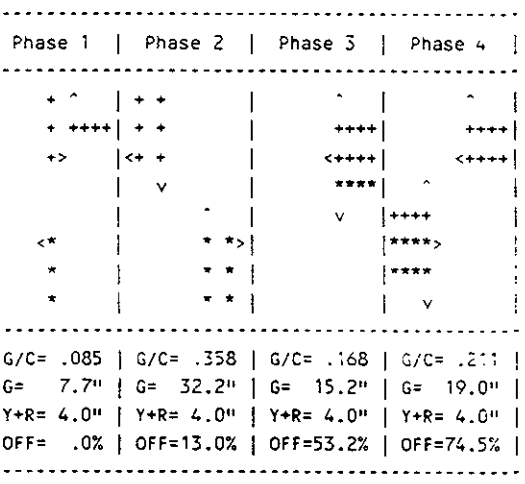
C= 90 sec G= 74.0 sec = 82.2% Y=16.0 sec = 17.8% Ped= .0 sec = .0%

Lane Group	Width/ Lanes	g/C Reqd	g/C Used	Service Rate @C (vph)	Service Rate @E (vph)	Adj Volume	v/c	HCM Delay	L S	90% Max Queue
N Approach								22.1	C	
TH+RT	36/3	.336	.367	1832	2026	1626	.803	21.1	C	434 ft
LT	12/1	.176	.092	1	147	107	.656	36.2	D	123 ft
S Approach								37.5	D	
TH+RT	36/3	.398	.367	1800	1993	1995	1.001	37.4	*D	532 ft
LT	12/1	.179	.092	1	147	117	.718	39.6	*D	134 ft
E Approach								27.9	D+	
RT	12/1	.196	.566	833	896	140	.156	7.1	B+	77 ft
TH	12/1	.149	.441	721	821	16	.019	10.8	B	25 ft
LT	12/1	.255	.194	156	338	292	.849	38.9	*D	298 ft
W Approach								34.8	D	
TH+RT	12/1	.271	.213	179	337	293	.857	39.0	*D	292 ft
LT	12/1	.177	.213	188	353	103	.289	22.7	C	103 ft

97-036

SIGNAL94/TEAPAC[V1 L1.4] - Capacity Analysis Summary

Intersection Averages:
Degree of Saturation (v/c) .83 Vehicle Delay 26.6 Level of Service D+



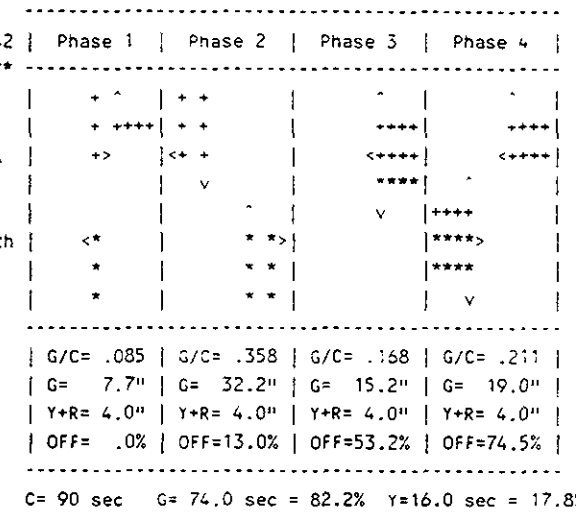
C= 90 sec G= 74.0 sec = 82.2% Y=16.0 sec = 17.8% Ped= .0 sec = .0%

Lane Group	Width/ Lanes	g/C Reqd	g/C Used	Service Rate @C (vph)	@E	Adj Volume	v/c	HCM Delay	LOS	90% Max Queue
N Approach								21.8	C	
TH+RT	36/3	.336	.369	1843	2035	1626	.799	21.0	C	433 ft
LT	12/1	.176	.096	1	154	107	.629	34.7	D	122 ft
S Approach								30.1	D+	
TH+RT	36/3	.385	.369	1820	2012	1925	.957	29.6	*D+	512 ft
LT	12/1	.179	.096	1	154	117	.688	37.3	*D	134 ft
E Approach								24.9	C	
RT	12/1	.196	.564	831	894	140	.157	7.1	B+	77 ft
TH	12/1	.149	.435	708	810	16	.020	11.0	B	25 ft
LT	12/1	.237	.180	118	310	252	.792	35.6	*D	262 ft
W Approach								31.7	D+	
TH+RT	12/1	.271	.222	197	353	293	.821	35.0	*D	288 ft
LT	12/1	.177	.222	207	369	103	.277	22.2	C	101 ft

97-036

SIGNAL94/TEAPAC[V1 L1.4] - Capacity Analysis Summary

Intersection Averages:
Degree of Saturation (v/c) .83 Vehicle Delay 26.6 Level of Service D+



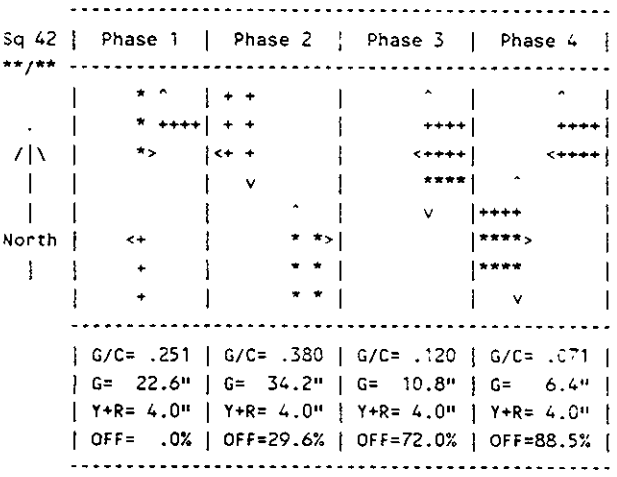
C= 90 sec G= 74.0 sec = 82.2% Y=16.0 sec = 17.8% Ped= .0 sec = .0%

Lane Group	Width/ Lanes	g/C Reqd	g/C Used	Service Rate @C (vph)	Service Rate @E	Adj Volume	v/c	HCM Delay	LOS	90% Max Queue
N Approach								21.8	C	
TH+RT	36/3	.336	.369	1843	2035	1626	.799	21.0	C	433 ft
LT	12/1	.176	.096	1	154	107	.629	34.7	C	122 ft
S Approach								30.1	D+	
TH+RT	36/3	.385	.369	1820	2012	1925	.957	29.6	*D+	512 ft
LT	12/1	.179	.096	1	154	117	.688	37.3	*D	134 ft
E Approach								24.9	C	
RT	12/1	.196	.564	831	894	140	.157	7.1	B+	77 ft
TH	12/1	.149	.435	708	810	16	.020	11.0	B	25 ft
LT	12/1	.237	.180	118	310	252	.792	35.6	*D	262 ft
W Approach								31.7	D+	
TH+RT	12/1	.271	.222	197	353	293	.821	35.0	*D	288 ft
LT	12/1	.177	.222	207	369	103	.277	22.2	C	101 ft

97-036

SIGNAL94/TEAPAC[V1 L1.4] - Capacity Analysis Summary

Intersection Averages:
Degree of Saturation (v/c) .70 Vehicle Delay 20.0 Level of Service C+



C= 90 sec G= 74.0 sec = 82.2% Y=16.0 sec = 17.8% Ped= .0 sec = .0%

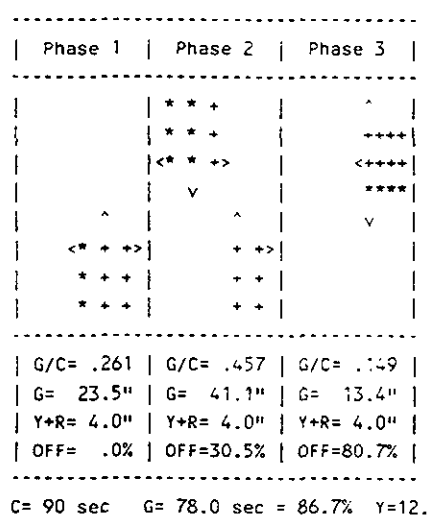
Lane Group	Width/ Lanes	g/C Reqd	g/C Used	Service Rate @C (vph)	Service Rate @E (vph)	Adj Volume	v/c	HCM Delay	LOS	90% Max Queue
N Approach								19.3	C+	
TH+RT	36/3	.308	.391	2006	2176	1447	.665	17.7	C+	371 ft
LT	12/1	.274	.262	308	464	332	.716	26.5	*D+	310 ft
S Approach								20.4	C	
TH+RT	36/3	.357	.391	1996	2166	1768	.816	20.4	*C	454 ft
LT	12/1	.153	.262	308	464	33	.071	19.0	C+	31 ft
E Approach								17.8	C+	
RT	12/1	.227	.542	789	858	204	.238	8.3	B+	118 ft
TH	12/1	.147	.247	291	459	10	.022	19.5	C+	25 ft
LT	12/1	.189	.131	1	219	143	.614	31.4	*D+	157 ft
W Approach								30.9	D+	
TH+RT	12/1	.162	.082	1	116	58	.436	31.4	*D+	67 ft
LT	12/1	.159	.082	1	123	51	.364	30.5	D+	59 ft

97-036

TOWN & COUNTRY 10/22/97
WINCHESTER/TISCH 14:03:43
SATURDAY PEAK DUDLEY ACCESS

SIGNAL94/TEAPAC(V1 L1.4) - Capacity Analysis Summary

Intersection Averages:
Degree of Saturation (v/c) .68 Vehicle Delay 13.1 Level of Service B



C= 90 sec G= 78.0 sec = 86.7% Y=12.0 sec = 13.3% Ped= .0 sec = .0%

Lane Group	Width/ Lanes	g/C Reqd	g/C Used	Service Rate @C (vph)	Service Rate @E (vph)	Adj Volume	v/c	HCM Delay	LOS	90% Max Queue
N Approach								18.6	C+	
TH+RT	36/3	.430	.468	2412	2516	2175	.864	18.7	*C+	488 ft
LT	12/1	.193	.468	73	98	28	.264	11.4	B	25 ft
S Approach								6.5	B+	
TH+RT	36/3	.429	.774	4244	4244	2219	.523	3.0	A	212 ft
LT	12/1	.288	.272	329	481	363	.755	27.4	*D+	334 ft
E Approach								28.8	D+	
TH+RT	24/2	.161	.160	120	574	126	.220	25.1	D+	67 ft
LT	12/1	.209	.160	58	272	191	.675	31.3	*D+	203 ft

TOWN & COUNTRY 10/22/97
WINCHESTER/TISCH 14:03:43
SATURDAY PEAK DUDLEY ACCESS

SIGNAL94/TEAPAC(V1 L1.4) - Data and File Management

56 lines SAVEd from Line 1 to 56 in File #1: WINTIS2C

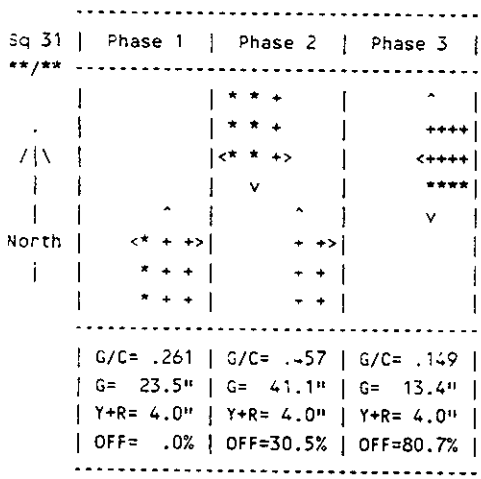
97-036

TOWN & COUNTRY
WINCHESTER/TISCH
SATURDAY PEAK REDWOOD & DUDLEY ACCESS

10/22/97
14:05:54

SIGNAL94/TEAPAC[V1 L1.4] - Capacity Analysis Summary

Intersection Averages:
Degree of Saturation (v/c) .68 Vehicle Delay 13.1 Level of Service B



C= 90 sec G= 78.0 sec = 86.7% Y=12.0 sec = 13.3% Ped= .0 sec = .0%

Lane Group	Width/ Lanes	g/C Reqd	g/C Used	Service Rate @C (vph)	Service Rate @E (vph)	Adj Volume	v/c	HCM Delay	LOS	90% Max Queue
N Approach								18.6	C+	
TH+RT	36/3	.430	.468	2413	2517	2177	.865	18.7	*C+	488 ft
LT	12/1	.193	.468	73	98	28	.264	11.4	B	25 ft
S Approach								6.5	B+	
TH+RT	36/3	.429	.774	4245	4245	2219	.523	3.0	A	212 ft
LT	12/1	.288	.272	329	481	363	.755	27.4	*D+	334 ft
E Approach								28.8	D+	
TH+RT	24/2	.161	.160	119	574	126	.220	25.1	D+	67 ft
LT	12/1	.209	.160	58	272	191	.675	31.3	*D+	203 ft

TOWN & COUNTRY
WINCHESTER/TISCH
SATURDAY PEAK REDWOOD & DUDLEY ACCESS

10/22/97
14:06:06

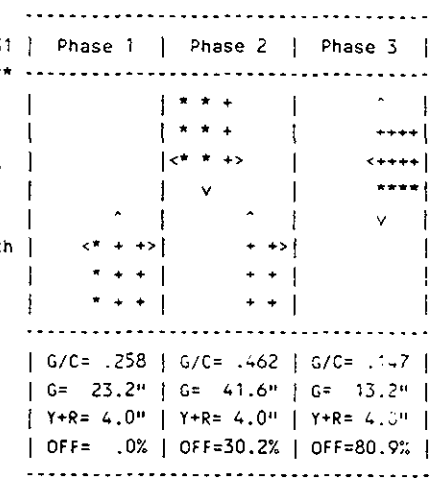
SIGNAL94/TEAPAC[V1 L1.4] - Data and File Management

97-036

56 lines SAVEd from Line 1 to 56 in File #1: WINTIS3C

SIGNAL94/TEAPAC[V1 L1.4] - Capacity Analysis Summary

Intersection Averages:
Degree of Saturation (v/c) .69 Vehicle Delay 13.2 Level of Service B



C= 90 sec G= 78.0 sec = 86.7% Y=12.0 sec = 13.3% Ped= .0 sec = .0%

Lane Group	Width/ Lanes	g/C Reqd	g/C Used	Service Rate @C (vph)	Service Rate @E	Adj Volume	v/c	HCM Delay	LOS	90% Max Queue
N Approach								18.8	C+	
TH+RT	36/3	.438	.473	2434	2535	2219	.875	18.9	*C+	493 ft
LT	12/1	.193	.473	74	99	28	.262	11.2	B	25 ft
S Approach								6.5	B+	
TH+RT	36/3	.428	.775	4274	4274	2221	.520	3.0	A	210 ft
LT	12/1	.288	.269	323	476	363	.763	27.9	*D+	336 ft
E Approach								29.6	D+	
TH+RT	24/2	.155	.158	105	557	84	.151	24.8	C	45 ft
LT	12/1	.209	.158	52	269	191	.682	31.7	*D+	203 ft

TOWN & COUNTRY 10/22/97
WINCHESTER/TISCH 13:58:59
SATURDAY PEAK

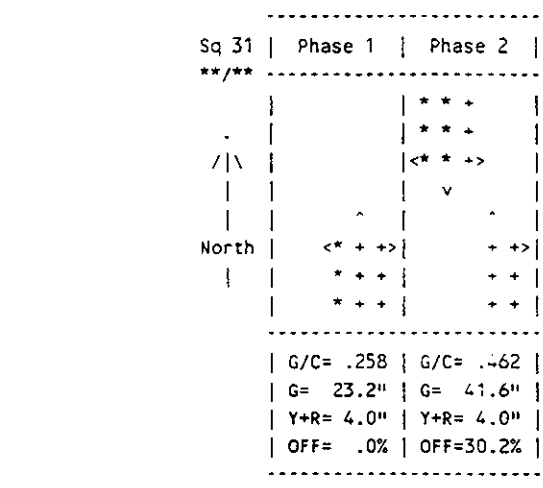
SIGNAL94/TEAPAC[V1 L1.4] - Data and File Management

97-036

56 lines SAVEd from Line 1 to 56 in File #1: WINTISSC

SIGNAL94/TEAPAC[V1 L1.4] - Capacity Analysis Summary

Intersection Averages:
Degree of Saturation (v/c) .69 Vehicle Delay 13.2 Level of Service B



C= 90 sec G= 78.0 sec = 86.7% Y=12.0 sec = 13.3% Ped= .0 sec = .0%

Lane Group	Width/ Lanes	g/C Reqd	g/C Used	Service Rate @C (vph)	Service Rate @E	Adj Volume	v/c	HCM Delay	LOS	90% Max Queue
N Approach								18.8	C+	
TH+RT	36/3	.438	.473	2434	2535	2219	.875	18.9	*C+	493 ft
LT	12/1	.193	.473	74	99	28	.262	11.2	B	25 ft
S Approach								6.5	B+	
TH+RT	36/3	.428	.775	4274	4274	2221	.520	3.0	A	210 ft
LT	12/1	.288	.269	323	476	363	.763	27.9	*D+	336 ft
E Approach								29.6	D+	
TH+RT	24/2	.155	.158	105	557	84	.151	24.8	C	45 ft
LT	12/1	.209	.158	52	269	191	.682	31.7	*D+	203 ft

SIGNAL94/TEAPAC[V1 L1.4] - Data and File Management

97-036

56 lines SAVEd from Line 1 to 56 in File #1: WINTIS1C

Appendix I

Trip Generation for Project Land Use Alternative

97-036

Table 1-1

Trip Generation Estimates for Town & Country Shopping Center w/o Car Dealership (AM Peak Hour)

		Project Without Car Dealership						Project With Car Dealership						
Project Description	Size (1000 s.f.)	Peak-Hour Rate	Capture Reduction	Pass-By Reduction	In	Out	Total	Size (1000 s.f.)	Peak-Hour Rate	Capture Reduction	Pass-By Reduction	In	Out	Total
Shopping Center (Proposed)	650	0.76	10%	0%	280	165	445	600	0.78	10%	0%	265	156	421
Less Shopping Center (Existing)	285	1.06	0%	0%	190	112	302	285	1.06	0%	0%	190	112	302
Less Car Dealership (Existing)					47	18	65							
Added Trips From Shopping Center					43	35	78					75	44	119
Residential Dwelling Units	1200	0.44	10%	0%	114	361	475	1200	0.44	10%	0%	114	361	475
Hotel	200	0.67	0%	0%	80	54	134	200	0.67	0%	0%	80	54	134
Net Added Trips					237	450	687					269	459	728

Note: Peak-hour trip generation totals reflect reductions ffor Internal capture and pass-by trips.
Source: Rates per 1,000 s.f. or per d.u. , from ITE Trip Generation manual, 5th Edition, 1991

Trip Generation Estimates for Town & Country Shopping Center w/o Car Dealership (PM Peak Hour)

		Project Without Car Dealership						Project With Car Dealership						
Project Description	Size (1000 s.f.)	Peak-Hour Rate	Capture Reduction	Pass-By Reduction	In	Out	Total	Size (1000 s.f.)	Peak-Hour Rate	Capture Reduction	Pass-By Reduction	In	Out	Total
Shopping Center (Proposed)	650	3.3	10%	25%	697	697	1,394	600	3.4	10%	25%	663	663	1,326
Less Shopping Center (Existing)	285	4.51	0%	32%	437	437	874	285	4.51	0%	32%	437	437	874
Less Car Dealership (Existing)					52	63	115							
Added Trips From Shopping Center					208	197	405					226	226	452
Residential Dwelling Units	1200	0.49	10%	0%	339	191	529	1200	0.49	10%	0%	339	191	529
Hotel	200	0.76	0%	0%	82	70	152	200	0.76	0%	0%	82	70	152
Net Added Trips					629	458	1,086					647	487	1,133

Note: Peak-hour trip generation totals reflect reductions ffor internal capture and pass-by trips
Source: Rates per 1,000 s.f. or per d.u. , from ITE Trip Generation manual, 5th Edition, 1991

Trip Generation Estimates for Town & Country Shopping Center w/o Car Dealership (Saturday Peak Hour)

		Project Without Car Dealership						Project With Car Dealership						
Project Description	Size (1000 s.f.)	Peak-Hour Rate	Capture Reduction	Pass-By Reduction	In	Out	Total	Size (1000 s.f.)	Peak-Hour Rate	Capture Reduction	Pass-By Reduction	In	Out	Total
Shopping Center (Proposed)	650	3.3	10%	25%	718	718	1,436	600	3.4	10%	25%	683	683	1,366
Less Shopping Center (Existing)	285	4.51	0%	32%	450	450	900	285	4.51	0%	32%	450	450	900
Less Car Dealership (Existing)					44	43	87							
Added Trips From Shopping Center					224	225	449					233	233	466
Residential Dwelling Units	1200	0.49	10%	0%	339	191	529	1200	0.49	10%	0%	339	191	529
Hotel	200	0.76	0%	0%	82	70	152	200	0.76	0%	0%	82	70	152
Net Added Trips					645	486	1,130					654	494	1,147

Note: Peak-hour trip generation totals reflect reductions ffor internal capture and pass-by trips.
Source: Rates per 1,000 s.f. or per d.u. , from ITE Trip Generation manual, 5th Edition, 1991.