Draft Report

BAREC Reuse Project
Transportation Impact Analysis

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EXECUTIVE SUMMARY

This report presents the results of the transportation impact analysis (TIA) conducted for the proposed residential development located on the University of California Bay Area Research Extension Center (BAREC) site in Santa Clara, California. The purpose of the analysis is to identify the transportation impacts of the proposed development on the surrounding roadway system and to identify improvements to mitigate significant impacts.

The project site currently contains an agricultural research center that is no longer being used. The proposed project will construct 120 single-family homes[1], 165 senior apartments, and a one-acre park. Access to the project site will be provided via two driveways on Winchester Boulevard. The main site driveway will be located at the existing site driveway at Forest Avenue. The southern driveway will be restricted to right-turns in and out only.

The project site is located in Santa Clara close to the San Jose border. Project impacts were evaluated following the guidelines of the Cities of Santa Clara and San Jose and the Santa Clara Valley Transportation Authority (VTA), which is the congestion management agency for Santa Clara County. The operations of 16 intersections and six freeway sections were evaluated with level of service calculations to identify potential traffic impacts. Impacts to bicycle, pedestrian, and transit facilities and services were also analyzed, and site access and on-site circulation were assessed.

Project Trips

The amount of traffic generated by the proposed residential development was estimated based on trip rates in *Trip Generation* published by the Institute of Transportation Engineers (Sixth Edition, 1997). Observations of a City of Santa Clara park were conducted to provide supplemental PM peak-hour data for the park use. The project is estimated to generate 2,159 daily trips, 121 AM peak-hour trips (36 inbound/85 outbound), and 170 PM peak-hour trips (106 inbound/64 outbound).

The trip distribution pattern for project traffic was estimated based on existing travel patterns and relative locations of complementary land uses (e.g., employment centers, shopping and schools). Project-generated traffic was assigned to the specific intersections to determine the potential impacts of the proposed project.

Intersection Levels of Service

Using new and existing count data, existing lane configurations, lists of approved and pending developments, project-generated trips, and a growth factor, level of service (LOS) calculations were conducted for Existing, Background, Project and Cumulative Conditions. The method described in the 2000 *Highway Capacity Manual* for signalized intersections using adjusted (Santa Clara County) saturation flow rates was used for the calculations. The results of the intersection LOS calculations are presented in Table ES-1.

[1] The site plan dated May 18, 2004 includes 110 single-family homes. This report contains the slightly more conservative analysis of 120 single-family homes.

Intersection Impacts and Mitigation Measures

Project intersection impacts were identified according to the level of service standards and significance criteria of the Cities of Santa Clara and San Jose, Santa Clara County, and the VTA's Congestion Management Program (CMP). The City of Santa Clara and Santa Clara County have established a minimum acceptable operating level of LOS D for non-CMP intersections and LOS E for designated CMP intersections. Both of the key intersections located within Santa Clara are local (non-CMP) intersections. One of the County controlled intersections is a designated CMP intersection and the other is not. The City of San Jose's LOS standard for all intersections (including designated CMP intersections) is LOS D. The VTA's minimum acceptable level for a designated CMP intersection is LOS E.

As shown in Table ES-1, the proposed project would result in less-than-significant impacts to the 16 key intersections.

Under Cumulative Conditions, two study intersections are projected to deteriorate from an acceptable to an unacceptable operating level: San Tomas Expressway/Pruneridge Avenue and Bascom Avenue/Hedding Street. These intersections are projected to operate at LOS D during the AM peak hour under Existing, Background, and Project Conditions. The addition of traffic associated with other future projects in the study area results in operations degrading to LOS E, an unacceptable level based on City of San Jose standards. The addition of a second eastbound left-turn lane would improve intersection operations to LOS D and mitigate the cumulative impact at the San Tomas Expressway and Pruneridge Avenue intersection. While restriping the east leg of the Bascom Avenue/Hedding Street intersection as a shared left/through lane, one separate through lane, and a separate right-turn lane would return operations to LOS D during the AM peak hour.

Freeway Impacts

The project's impact was assessed on six freeway segments. The results indicate that the proposed project would have a less-than-significant impact on these segments.

Vehicular Site Access and On-Site Circulation Issues

Access to the project site will be provided via two driveways on Winchester Boulevard. One proposed driveway would provide full-access to the site via the signalized intersection Winchester Boulevard and Forest Avenue. The second driveway would be right turn-in, right turn-out only and would be located south of the full access driveway. The number of driveways is considered sufficient to serve project-generated traffic during the peak hour.

The Winchester Boulevard/Forest Avenue intersection is an offset intersection with Forest Avenue (west) intersecting Winchester Boulevard approximately 80 feet north of Forest Avenue (east). The main site driveway would be located at the southern intersection across from Forest Avenue (east). There is currently a driveway cut at this location that served the agricultural research center that is no longer being used. The main site driveway would need to be incorporated into the Winchester Boulevard/Forest Avenue intersection in order to provide full access (i.e. allow left turns and right turns) for vehicles entering and exiting the site.

This intersection is projected to operate at an acceptable level of service using the adopted method of analyzing this offset intersection as a single intersection (obtained from the City of

Santa Clara and the City of San Jose TRAFFIX databases), and using the SYNCHRO/SimTraffic software package. However, the addition of the project driveway as a new leg will cause operational and potentially safety problems. The recommended solution is to remove the traffic signal control of the Forest Avenue (west) intersection with Winchester Boulevard and restrict that intersection to right-turns only. The project driveway could then be adequately accommodated at the Winchester Boulevard/Forest Avenue (east) intersection.

With this modification, some existing traffic that is currently turning left at the Winchester Boulevard/Forest Avenue (west) intersection will be redirected to other routes (e.g., Henry Avenue, Fernwood Avenue, Jill Avenue, etc.). Traffic from this intersection was reassigned to the intersection of Winchester Boulevard and Pruneridge Avenue/Hedding Street. Level of service for Winchester Boulevard at Pruneridge Avenue and at Forest Avenue was recalculated with the revised traffic volumes and geometries. The results indicate that both intersections would operate at acceptable levels.

Emergency access to the project site will be provided via two driveways on Winchester Boulevard. In addition, a secondary emergency vehicle access will be provided through the park to the single-family homes. The design of this vehicular access pathway will be developed in consultation with City Fire Department staff.

The proposed vehicular circulation within the project site is adequate to serve the number and type of housing units. Sidewalks and pedestrian paths are planned throughout the development providing pedestrian connections within the site, to Winchester Boulevard, and to the park. It is recommended that, the crosswalk near Lot 34 be a raised crosswalk. If the proposed park is to be shared with the adjacent existing residential neighborhood, adequate pedestrian access should be provided from Forest Avenue at the northwest corner of the site.

Pedestrian and Transit Impacts and Mitigation Measures

In order to provide a pedestrian connection to transit facilities and adjacent retail uses, appropriate signal timing, marked crosswalks, and pedestrian signal heads are recommended for the intersection of Winchester Boulevard and Forest Avenue.

A review of the three bus routes that directly serve the project site indicates that there is sufficient capacity on these routes to serve transit demand generated by the proposed project. The project sponsor should coordinate with the VTA on the appropriate amenities that should be included at all transit stops adjacent to the project site frontage. These amenities may include, but are not limited to, bus shelters, turnouts (to maintain traffic flow), and benches.

Optional Development Scenario

An optional development scenario was analyzed to determine the impacts that a 210 single family unit and one acre park would have on the surrounding transportation system. Based on the same criteria used to determine impacts under Project Conditions, the Optional Development Scenario would not result in a significant impact to any of the 16 study intersections.

Under Cumulative Conditions, two study intersections are projected to deteriorate from an acceptable to an unacceptable operating level: San Tomas Expressway/Pruneridge Avenue and Bascom Avenue/Hedding Street. These intersections are projected to operate at LOS D during the AM peak hour under Existing, Background, and Project Conditions. The addition of traffic

associated with other future projects in the study area results in operations degrading to LOS E, an unacceptable level based on City of San Jose standards. The addition of a second eastbound left-turn lane would improve intersection operations to LOS D and mitigate the cumulative impact at the San Tomas Expressway and Pruneridge Avenue intersection. While restriping the east leg of the Bascom Avenue/Hedding Street intersection as a shared left/through lane, one separate through lane, and a separate right-turn lane would return operations to LOS D during the AM peak hour.

Table ES-1
Summary of Intersection Levels of Service

Intersection (Jurisdiction)	Peak Hour	Existing		Background		Project				Cumulative	
		Delay (sec)[1]	LOS[2]	Delay (sec)	LOS	Delay (sec)	LOS	Δ in Crit. Delay[3]	Δ in Crit. V/C[4]	Delay (sec)	LOS
1. Newhall Street and Winchester Boulevard (CSC)	AM	19.0	B-	19.3	B-	19.3	B-	0.0	+0.003	19.4	B-
	PM	17.8	B	18.1	B-	18.2	B-	+0.2	+0.006	18.4	B-
2. Pruneridge Avenue and San Tomas Expressway (SCC)	AM	41.8	D	52.6	D-	52.9	D-	+0.5	+0.002	57.2	E+
	PM	43.7	D	60.7	E	61.1	E	+0.5	+0.002	67.9	E
3. Pruneridge Avenue and Saratoga Avenue (CSC)	AM	23.5	C	23.6	C	23.6	C	0.0	+0.003	23.7	C
	PM	26.3	C	29.1	C	29.0	C	0.0	+0.004	26.3	C
4. Pruneridge Avenue/Hedding Street and Winchester Boulevard (CSJ)	AM	32.6	C-	35.4	D+	35.5	D+	+0.1	+0.006	34.2	C-
	PM	36.7	D+	38.2	D+	38.7	D+	+0.8	+0.014	39.7	D
5. Hedding Street and Bascom Avenue (CSJ)	AM	35.3	D+	53.2	D-	53.6	D-	+2.2	+0.003	58.8	E+
	PM	38.0	D+	44.3	D	44.6	D	-0.8	+0.003	47.1	D
6. Forest Avenue and Winchester Boulevard (CSJ)	AM	19.9	B-	19.9	B-	23.2	C	+6.0	+0.047	23.2	C
	PM	25.8	C	26.3	C	27.7	C	+2.5	+0.086	28.3	C
7. Bascom Avenue and Forest Avenue Naglee Avenue (CSJ)	AM	35.6	D+	36.3	D+	36.4	D+	+0.1	+0.001	36.7	D+
	PM	43.3	D	39.4	D	39.6	D	+0.3	+0.003	39.9	D
8. Dorcich Street and Winchester Boulevard (CSJ)	AM	9.3	A	8.9	A	9.1	A	+0.1	+0.006	9.3	A
	PM	14.4	B	13.8	B	13.6	B	-0.2	+0.007	13.7	B
9. Stevens Creek Boulevard and Saratoga Avenue (CSJ/CMP)	AM	32.9	C-	37.0	D+	37.0	D+	0.0	+0.001	38.6	D+
	PM	35.0	C-	38.3	D+	38.3	D+	0.0	+0.002	40.0	D
10. Stevens Creek Boulevard and San Tomas Expressway (SCC/CMP)	AM	56.2	E+	89.3	F	89.8	F	+0.8	+0.002	99.5	F
	PM	83.2	F	93.2	F	93.8	F	0.0	+0.000	>100	F
11. Stevens Creek Boulevard and Winchester Boulevard (CSJ/CMP)	AM	33.3	C-	42.2	D	43.9	D	+1.4	+0.014	45.9	D
	PM	41.7	D	49.6	D	50.2	D	+1.7	+0.015	52.4	D-

Table ES-1 (cont.)

Summary of Intersection Levels of Service

Intersection (Jurisdiction)	Peak Hour	Existing		Background		Project				Cumulative	
		Delay (sec)[1]	LOS[2]	Delay (sec)	LOS	Delay (sec)	LOS	Δ in Crit. Delay[3]	Δ in Crit. V/C[4]	Delay (sec)	LOS
12. Stevens Creek Boulevard and Monroe Street (CSJ)	AM	26.2	C	36.3	D+	36.3	D+	0.0	+0.002	36.9	D+
	PM	35.7	D+	62.1	E	62.7	E	+0.4	+0.002	70.5	E
13. Stevens Creek Boulevard and Southbound I-880 Off-Ramp (CSJ/CMP)	AM	20.2	C+	21.3	C+	21.3	C+	0.0	+0.002	21.7	C+
	PM	20.3	C+	25.4	C	25.5	C	+0.1	+0.006	26.0	C
14. Tisch Way/Northbound I-280 On-ramp and Winchester Boulevard (CSJ)	AM	16.5	B	18.2	B-	18.2	B-	+0.4	+0.007	18.7	B-
	PM	24.2	C	34.9	C-	34.9	C-	+0.1	+0.002	36.6	D+
15. Moorpark Avenue and Southbound I-280 Off-Ramp (CSJ/CMP)	AM	19.5	B-	19.6	B-	19.6	B-	+0.1	+0.001	19.8	B-
	PM	23.9	C	24.5	C	24.6	C	+0.2	+0.004	24.8	C
16. Moorpark Avenue and Winchester Boulevard (CSJ)	AM	37.5	D+	38.6	D+	38.6	D+	0.0	+0.002	36.1	D+
	PM	40.8	D	41.8	D	41.9	D	+0.2	+0.006	42.7	D

Notes
1 Whole intersection weighted average control delay expressed in seconds per vehicle.
2 LOS calculations performed using TRAFFIX software and the 2000 *Highway Capacity Manual (HCM)* methodology for signalized intersections.
3 Increase in average critical movement delay between Background and Project Conditions.
4 Increase in critical volume to capacity ratio between Background and Project Conditions.

CSC = City of Santa Clara intersection
CSJ = City of San Jose intersection
CMP = Designated CMP intersection

1. INTRODUCTION

This report presents the results of the transportation impact analysis (TIA) conducted for the proposed residential development located on the University of California Bay Area Research Extension Center (BAREC) site in Santa Clara, California. The proposed project includes 120 single-family homes[2], 165 senior apartments, and a one-acre park. The project site is located on the west side of Winchester Boulevard between Forest Avenue and Dorcich Street (see Figure 1). Access will be provided via two driveways on Winchester Boulevard. A preliminary site plan is shown on Figure 2.

The purpose of this analysis is to identify the potential impacts of the proposed development on the surrounding transportation system. The project is located in the City of Santa Clara near the San Jose border. Therefore, impacts were evaluated following the guidelines of the City of Santa Clara, City of San Jose, and the Santa Clara Valley Transportation Authority (VTA), the congestion management agency of Santa Clara County. The VTA monitors freeways and key regional roadway and intersections in the County through the Congestion Management Program (CMP).

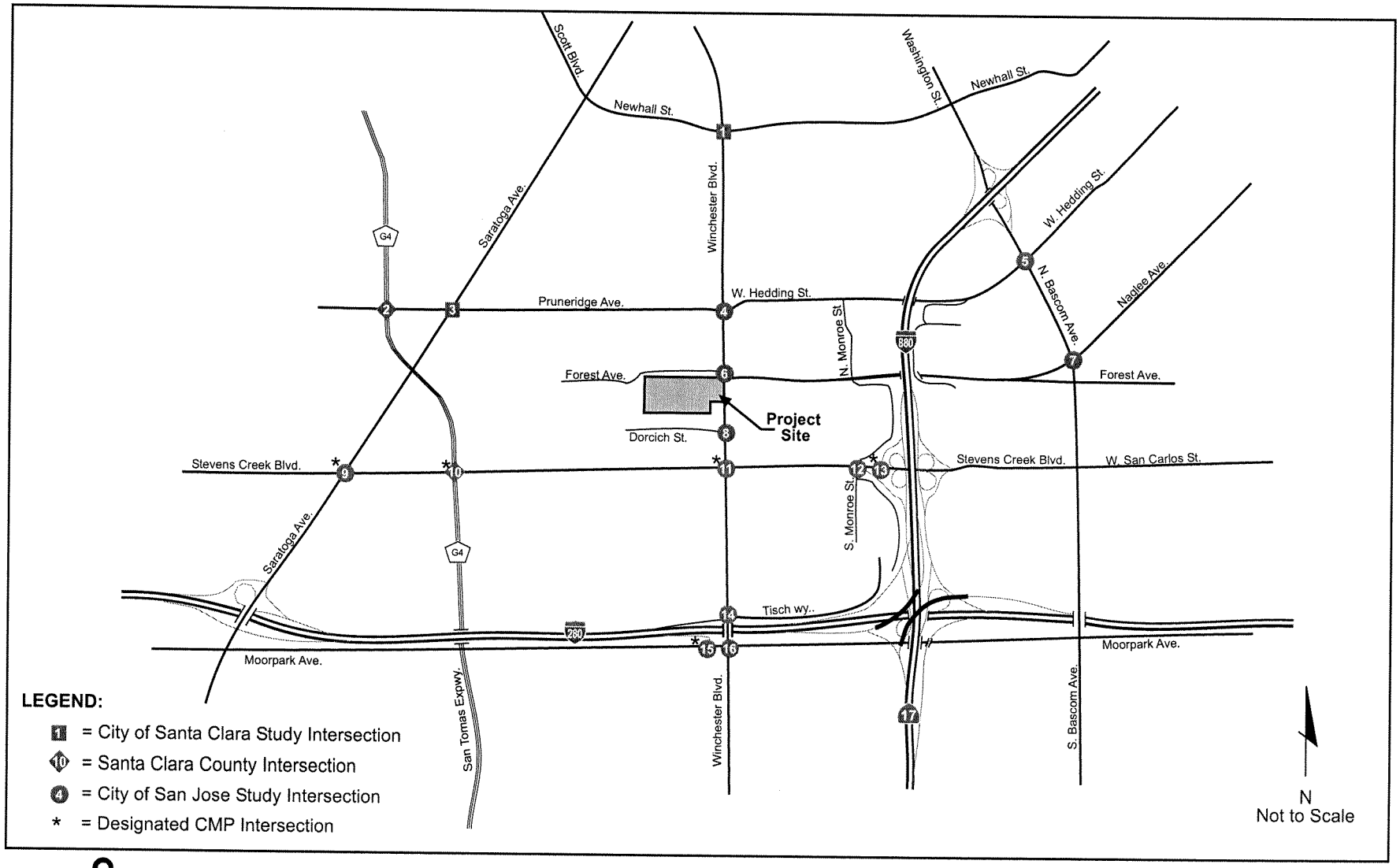
The operations of 16 intersections located in the Cities of Santa Clara and San Jose were analyzed to identify potential traffic impacts. The analysis focused on the following key intersections:

Key Intersections

1. Newhall Street and Winchester Boulevard (CSC)
2. Pruneridge Avenue and San Tomas Expressway (SCC)
3. Pruneridge Avenue and Saratoga Avenue (CSC)
4. Pruneridge Avenue/Hedding Street and Winchester Boulevard (CSJ)
5. Hedding Street and Bascom Avenue (CSJ)
6. Forest Avenue and Winchester Boulevard (CSJ)
7. Forest Avenue and Naglee Avenue (CSJ)
8. Dorcich Street and Winchester Boulevard (CSJ)
9. Stevens Creek Boulevard and Saratoga Avenue (CSJ)*
10. Stevens Creek Boulevard and San Tomas Expressway (SCC)*
11. Stevens Creek Boulevard and Winchester Boulevard (CSJ)*
12. Stevens Creek Boulevard and Monroe Street (CSJ)
13. Stevens Creek Boulevard and Southbound I-880 Off-Ramp (CSJ)*
14. Tisch Way/Northbound I-280 On-ramp and Winchester Boulevard (CSJ)
15. Moorpark Avenue and Southbound I-280 Off-Ramp (CSJ)*
16. Moorpark Avenue and Winchester Boulevard (CSJ)

CSC = City of Santa Clara intersection
SCC = Santa Clara County intersection
CSJ = City of San Jose intersection
* = Designated CMP intersection

[2] The site plan dated May 18, 2004 includes 110 single-family homes. This report contains the slightly more conservative analysis of 120 single-family homes.



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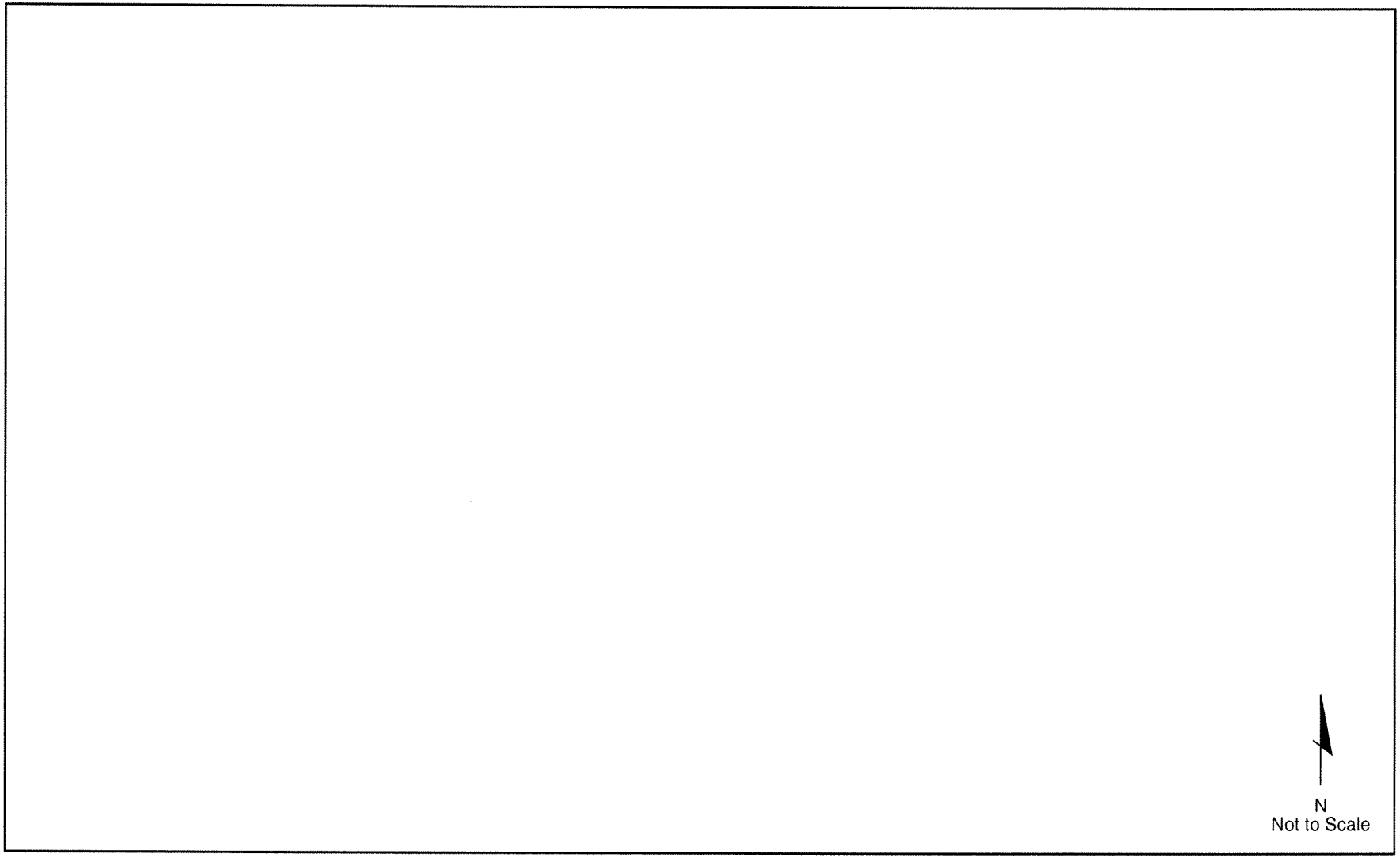
BAREC TIA

SITE LOCATION
Figure 1



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BAREC TIA

SITE PLAN
Figure 2

The operations of the key intersections were analyzed during the morning (AM) and evening (PM) peak periods. The intersections were analyzed for the following scenarios:

Scenario 1: *Existing Conditions.* Existing volumes obtained from counts, representing peak one-hour traffic conditions during the morning and evening commute periods.

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

Scenario 3: *Project Conditions.* Background peak-hour volumes plus project-generated traffic.

Scenario 4: *Cumulative Conditions.* Existing volumes increased by an annual growth factor of 1.2 percent per year for 3 years plus approved and pending development traffic plus traffic generated by the proposed project.

Potential project impacts on the adjacent freeway segments were also evaluated. The site plan was reviewed in terms of site access, on-site vehicle circulation, and parking.

The remainder of this report is divided into six chapters. Chapter 2 presents Existing Conditions in terms of the existing roadway configurations, circulation patterns, operating conditions of the key intersections, pedestrian/bicycle facilities, and transit services. Operations under Background Conditions with traffic from approved but not yet constructed developments are discussed in Chapter 3. The transportation impacts of the proposed project are presented in Chapter 4. This chapter also includes a discussion of site access. Cumulative traffic conditions with traffic from pending development are analyzed in Chapter 5. Chapter 6 presents the results of the intersection operations under an Optional Development Scenario. Chapter 7 presents the study conclusions and recommendations.

2. EXISTING CONDITIONS

This chapter provides a description of Existing Conditions in terms of the roadway facilities, traffic volumes, intersection operations, bicycle and pedestrian facilities, and transit service.

Existing Roadway Network

Regional access to the project site is provided by Interstate 280 (I-280), Interstate 880 (I-880), State Route 17 (SR 17), and San Tomas Expressway. Primary local access to the site is provided by Winchester Boulevard, Stevens Creek Boulevard, Pruneridge Avenue, and Forest Avenue. Detailed descriptions of the key roadway facilities are presented below.

I-280 is generally a north/south, eight-lane freeway that connects San Francisco with I-680 in San Jose. In the project study area, it is oriented in an east/west direction. Between I-880 and the San Mateo County line, this freeway has three mixed-flow lanes and one high-occupancy vehicle (HOV) lane in each direction. Between I-880 and I-680, there are no HOV lanes and the cross section varies from eight to ten lanes. Access to and from the project site is provided via the I-280 ramps at Winchester Boulevard and Moorpark Avenue and via Stevens Creek Boulevard and the I-880/I-280 interchange.

I-880 is a north-south, four- to eight-lane freeway. This freeway extends from San Jose to Oakland. In the project area, I-880 has six lanes (three in each direction). Access to the site is provided by Bascom Avenue and Stevens Creek Boulevard interchanges.

SR 17 is a four- to eight-lane highway that runs in a north-south direction from San Jose to Santa Cruz. State Route 17, between I-280 and Hamilton Avenue, is a freeway with four mixed-flow lanes in each direction.

San Tomas Expressway is a six-lane, limited access roadway that extends south from US 101 through Santa Clara and San Jose to SR 17. In the study area, one lane in the peak commute direction (northbound in the morning and southbound din the evening) is restricted to high occupancy vehicles (including carpools, buses, and motorcycles) during commute periods. San Tomas Expressway has interchanges with US 101 and SR 17. Its intersections with major roadways in the study area are signalized.

Winchester Boulevard is a four- to six-lane north-south arterial street that extends from Santa Clara southward to Los Gatos. Along the project frontage, Winchester Boulevard has four travel lanes (two in each direction) plus a center lane for left turns. Direct access to the project site will be provided via two driveways on Winchester Boulevard.

Stevens Creek Boulevard is a four- to six-lane east-west arterial located south of the project site. It extends eastward from Cupertino, changing its name to *West San Carlos Street* at its intersection with Bascom Avenue, and continues east through downtown San Jose.

Forest Avenue is a two-lane east/west roadway located just north of the project site. Forest Avenue extends east from Parkway Park on San Tomas Expressway to Bascom Avenue in San Jose, where its name changes to Naglee Avenue. Forest Avenue provides rear access to Valley Fair Mall. The signalized intersection of Forest Avenue and Winchester Boulevard will provide access to the project site.

Pruneridge Avenue is a four-lane, east-west street located north of the project site. It extends east from Wolfe Road in Cupertino, changing its name to Hedding Street at its intersection with Winchester Boulevard, and continues east into in San Jose.

Existing Transit Service

The Santa Clara Valley Transportation Authority (VTA) operates fixed route, commuter, and paratransit bus service and light rail transit service (LRT) in Santa Clara County. The existing transit facilities near the site are shown on Figure 3. Three fixed routes operate within one-quarter mile of the project site: Routes 23, 36, and 60. Detailed service descriptions of these routes are presented below. The closest bus stops are located on Winchester Boulevard near the project site. The Valley Fair Transit Center is located across Winchester Boulevard behind the Nordstrom's department store at Valley Fair Mall.

Route 23 provides bus service between downtown San Jose and the San Antonio Shopping Center in Mountain View everyday. Near the project site, Route 23 operates on Stevens Creek Boulevard, Winchester Boulevard, and Forest Avenue. Service is provided between 5:00 am and 1:00 am on weekdays on 15- to 30-minute headways. Weekend service is provided between 6:00 am and 1:00 am with headways of 15 to 30 minutes. Route 23 connects with light rail service in downtown San Jose.

Route 36 provides fixed-route service on Pruneridge Avenue, Winchester Boulevard, and Forest Avenue. The route operates between Vallco Fashion Park in Cupertino and east San Jose. Service is provided between 6:00 am and 7:00 pm on weekdays on 30- to 60-minute headways. Weekend service is provided between 8:00 am and 7:30 am on 30- to 60-minute headways. Route 36 connects with light rail service at the San Jose Civic Center.

Route 60 provides fixed-route service between the Old Ironsides LRT Station and Great America Amusement Park in Santa Clara and the Civic Center in Los Gatos every day. In the project vicinity, this route operates on Winchester Boulevard and Forest Avenue. Service is provided between 5:00 am and 11:00 pm on weekdays on 20 to 30-minute headways. Weekend service is provided between 7:00 am and 10:00 pm on 30 to 60-minute headways. Route 60 connects with Caltrain and light rail service at the Santa Clara Caltrain Station and the Old Ironsides LRT Station.

Existing Pedestrian and Bicycle Facilities

Pedestrian facilities comprise sidewalks, crosswalks, and pedestrian signals. Near the project, sidewalks are located on both sides of Winchester Boulevard, Forest Avenue, and neighborhood streets. Sidewalks in the project vicinity are in good condition and meet ADA standards. There are sidewalks leading to the northwest corner of the project site where there will be access to the park. However, at the northwest corner of the site, there is a short segment adjacent to the site where a sidewalk is currently not provided. Crosswalks, wheelchair ramps, and pedestrian signals are provided at the signalized intersections near the site.

Pedestrian access from the project site to the Valley Fair Transit Center (across Winchester Boulevard) is circuitous due to the location of existing pedestrian facilities. Pedestrians have to walk to the northern Forest Avenue/Winchester Boulevard intersection (the Forest Avenue/Winchester Boulevard intersection is offset by about 80 feet) and cross first north across Forest Avenue and then east across Winchester Boulevard using the marked crosswalks and the

pedestrian signals. The pedestrians would walk south along the east side of Winchester Boulevard and then east on Forest Avenue to the Transit Center. This path is illustrated on Figure 3.

Bicycle facilities comprise bike paths (Class I), lanes (Class II), and routes (Class III). Bike paths are paved trails that are separated from roadways. Bike lanes are lanes on roadways designated for bicycle use by striping, pavement legends, and signs. Bike routes are roadways designated for bicycle use by signs only.

In the study area, the City of Santa Clara maintains undesignated bicycle facilities along Stevens Creek Boulevard, Winchester Boulevard, and Forest Avenue. These bikeways are not marked with striping or signs and assume the shared use of the roadways with motor vehicles. Stevens Creek Boulevard and Winchester Boulevard are rated for cyclists to use with 'extreme caution' and Forest Avenue is rated as cyclists 'alert'. No designated bicycle facilities are provided within a quarter mile of the project site.

Existing Traffic Volumes

Intersections were analyzed under weekday AM and PM peak-hour traffic conditions. Peak conditions usually occur during the morning and evening commute periods from 7:00 am to 9:00 am and from 4:00 pm to 6:00 pm, respectively. Available existing peak-hour traffic counts were obtained from the Cities of Santa Clara and San Jose. New peak-hour traffic counts were conducted in May[3], September and October 2004, August 2005 to supplement this information. The new intersection counts are included in Appendix A.

Figure 4 presents the existing AM and PM peak-hour turning movement volumes for each of the key intersections. The existing intersection lane configurations and traffic control devices are illustrated on Figure 5.

Level of Service Methodologies

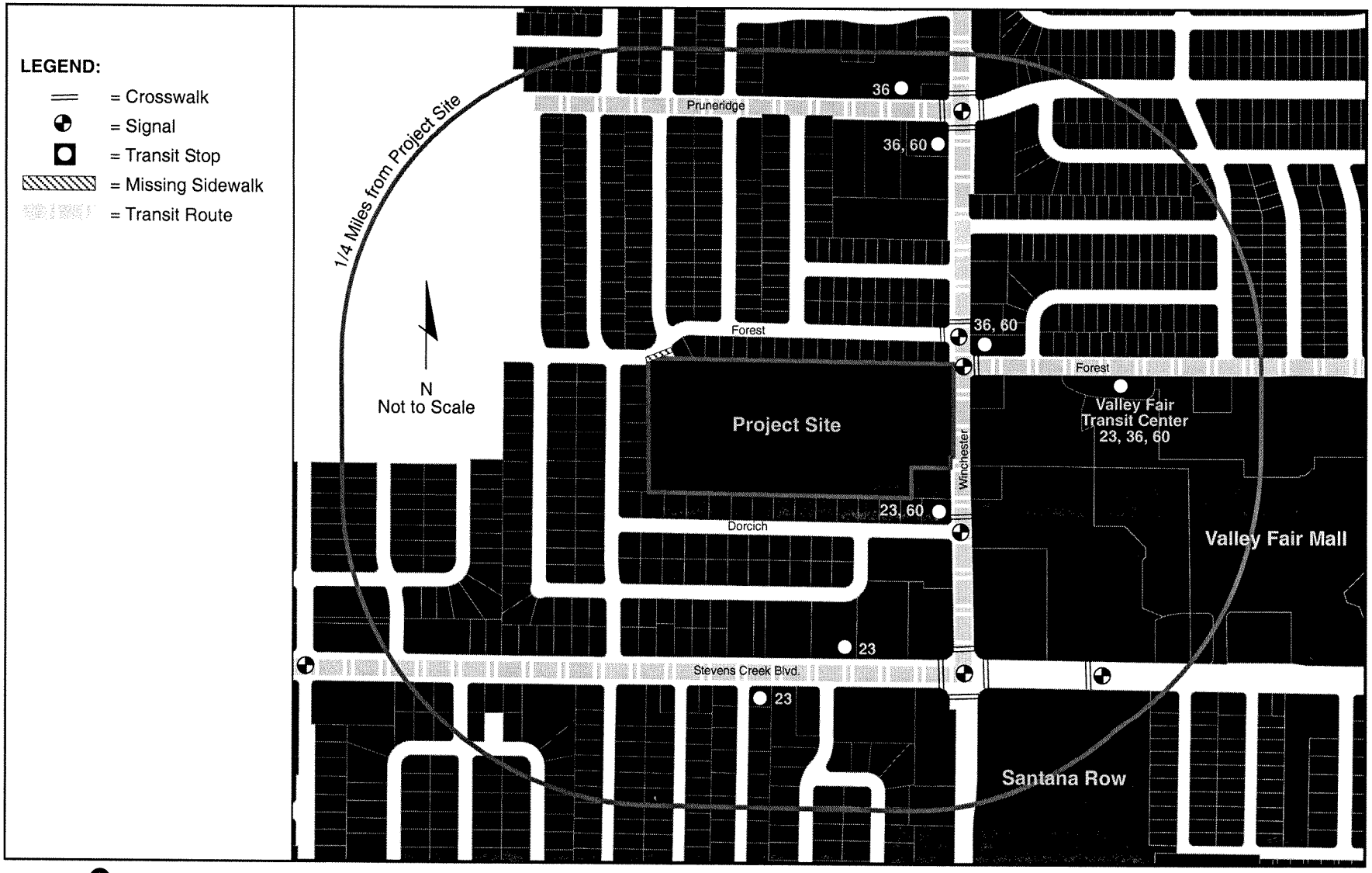
The operations of the intersections and freeway segments were evaluated using Level of Service (LOS) calculations. *Level of Service* is a qualitative description of traffic flow based on such factors as speed, travel time, delay, and freedom to maneuver. Six levels are defined from LOS A, as the best operating conditions, to LOS F, or the worst operating conditions. LOS E represents "at-capacity" operations. When volumes exceed capacity, stop-and-go conditions result, and operations are designated as LOS F.

Signalized Intersections

The level of service methodology approved by the VTA, and adopted by the Cities of Santa Clara and San Jose, evaluates an intersection's operation based on the average control delay calculated using methods described in Chapter 16 of the 2000 *Highway Capacity Manual (HCM)* with adjusted saturation flow rates to reflect local (Santa Clara County) conditions. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration.

Figure 3 – Transit and Pedestrian Facilities

[3] Traffic counts were completed before area public schools began summer vacation.



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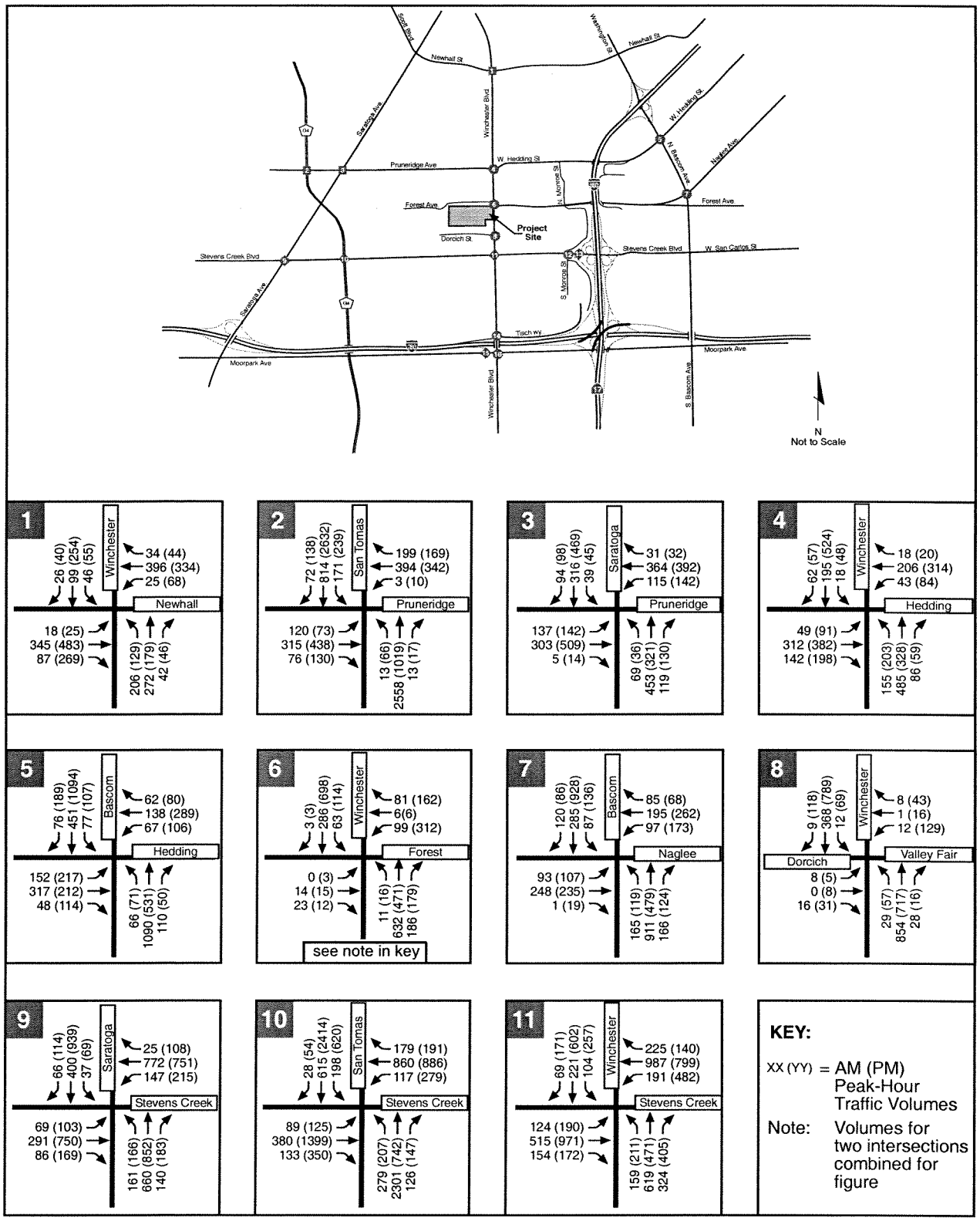
TRANSIT AND PEDESTRIAN FACILITIES

Figure 3



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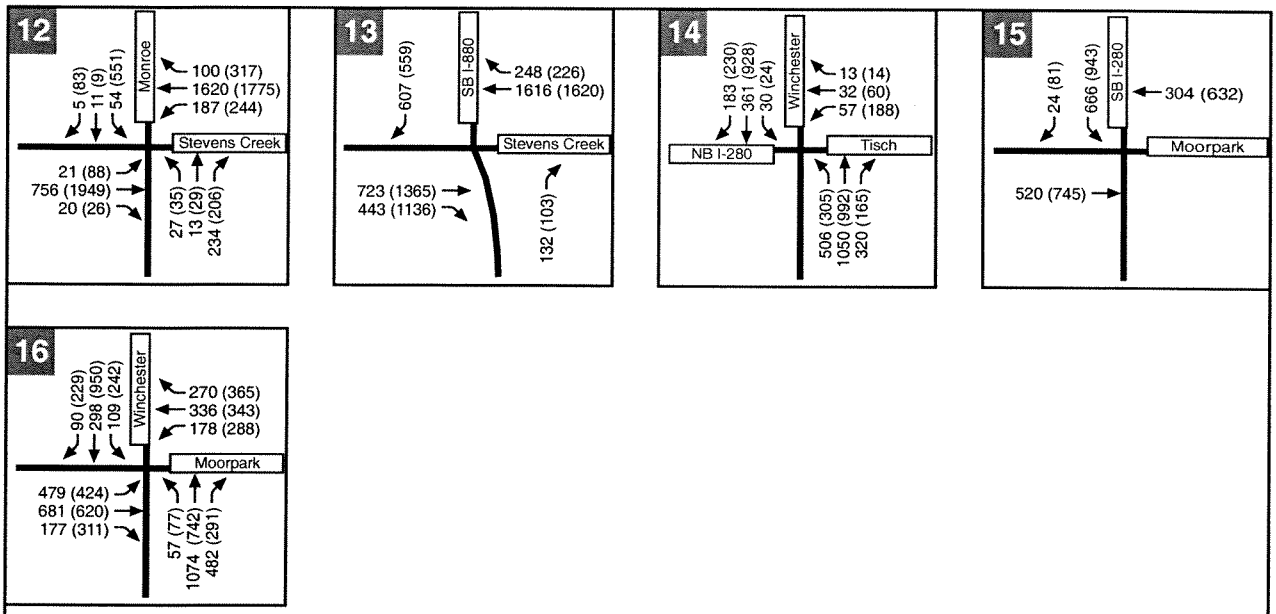
EXISTING PEAK-HOUR INTERSECTION TRAFFIC VOLUMES

Figure 4



KEY:

XX (YY) = AM (PM) Peak-Hour Traffic Volumes

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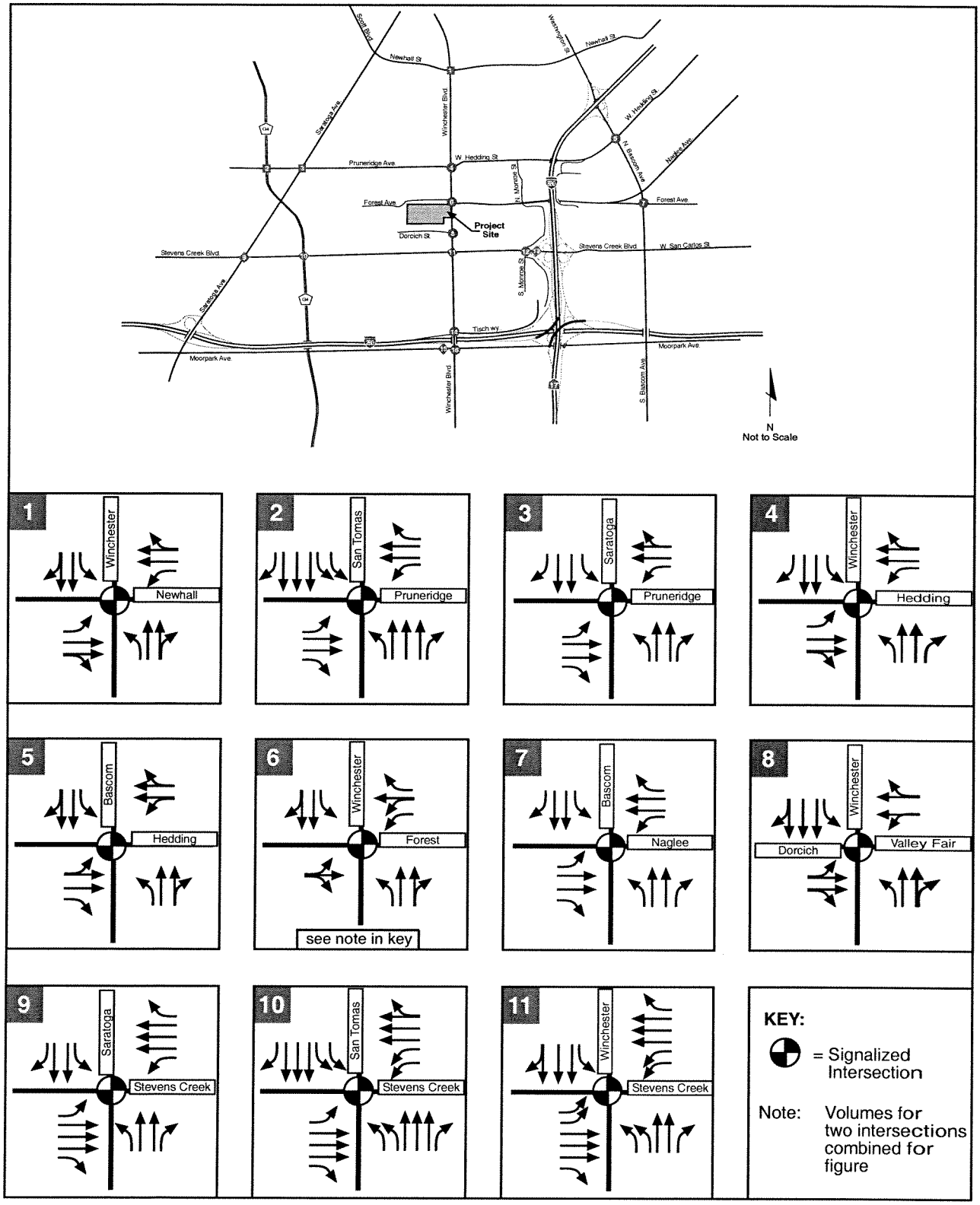
EXISTING PEAK-HOUR INTERSECTION TRAFFIC VOLUMES

Figure 4 (Cont'd)



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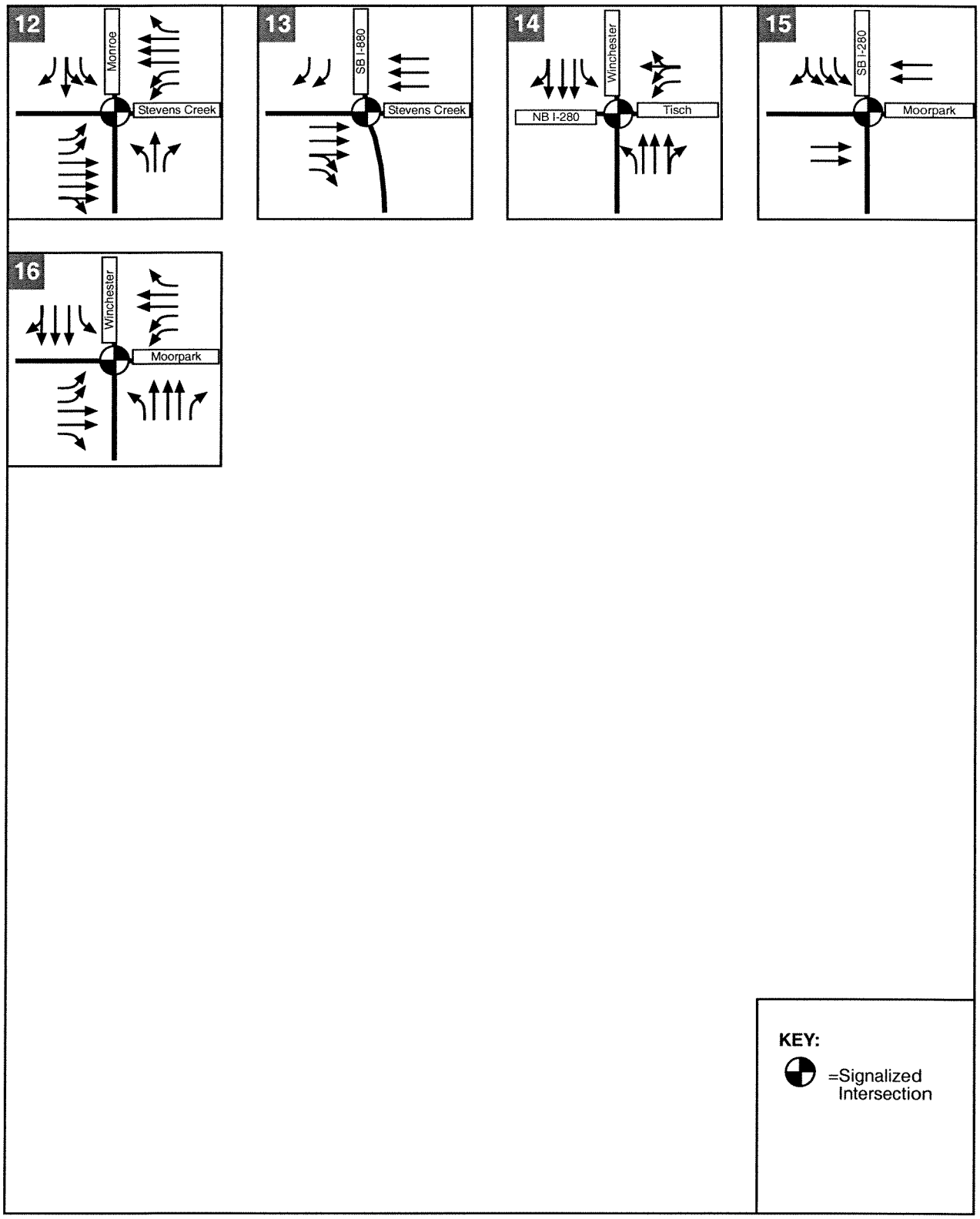
EXISTING LANE CONFIGURATIONS

Figure 5



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EXISTING LANE CONFIGURATIONS

Figure 5 (Cont'd)

The average control delay for signalized intersections is calculated using the TRAFFIX analysis software and is correlated to a level of service designation as shown in Table 1.

Table 1

Signalized Intersection Level of Service Definitions

Level of Service	Description	Average Control Delay Per Vehicle (Seconds)
A	Operations with very low delay occurring with favorable progression and/or short cycle length.	≤ 10.0
B+ B B-	Operations with low delay occurring with good progression and/or short cycle lengths.	10.1 to 12.0 12.1 to 18.0 18.1 to 20.0
C+ C C-	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	20.1 to 23.0 23.1 to 32.0 32.1 to 35.0
D+ D D-	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, and high V/C ratios. Many vehicles stop and individual cycle failures are noticeable.	35.1 to 39.0 39.1 to 51.0 51.1 to 55.0
E+ E E-	Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences.	55.1 to 60.0 60.1 to 75.0 75.1 to 80.0
F	Operations with delays unacceptable to most drivers occurring due to over-saturation, poor progression, or very long cycle lengths.	> 80.0

Source: VTA's CMP *Transportation Impact Analysis Guidelines*, June 2003.

Both the City of Santa Clara and Santa Clara County have established a minimum acceptable operating level of LOS D for non-CMP intersections and LOS E for CMP-designated intersections. Both of the key intersections under City jurisdiction are local (non-CMP) intersections. Santa Clara County strives for LOS D operation at non-CMP locations and LOS E at CMP-designated intersections. Only the San Tomas Expressway/Stevens Creek Boulevard is included in the CMP network. The City of San Jose's LOS standard for all intersections (including designated CMP intersections) is LOS D. The VTA's minimum acceptable level for a designated CMP intersection is LOS E.

Freeway Segments

The study freeway segments are located in Santa Clara County and freeway segment levels of service were analyzed according to the VTA guidelines, which is based on the 2000 HCM method. Freeway LOS is calculated based on the density of traffic flow, or the number of passenger cars per mile per lane. The level of service criteria are shown in Table 2.

Table 2
Density-Based Freeway Level of Service Criteria

Level of Service	Density (vehicles/mile/lane)	Speed (miles/hour)
A	density ≤ 11	speed ≥ 67.0
B	11.0 < density ≤ 18.0	66.5 ≤ speed < 67.0
C	18.0 < density ≤ 26.0	66.0 ≤ speed < 66.5
D	26.0 < density ≤ 46.0	46.0 ≤ speed < 66.0
E	46.0 < density ≤ 58.0	35.0 ≤ speed < 46.0
F	density > 58.0	speed < 58.0

Source: *Traffic LOS Guidelines* (VTA Congestion Management Program Guidelines, June 2003)

Existing Levels of Service

The peak-hour turning movement volumes and the existing lane configurations were used to calculate the AM and PM peak-hour levels of service for each of the 16 study intersections. The results of the existing LOS analysis are presented in Table 3 and the corresponding calculation sheets are contained in Appendix B. The reported delays and levels of service represent operations for the intersections as a whole. Particular vehicle movements may operate at better or worse conditions.

City of Santa Clara Intersections

The results of the LOS calculations indicate that the two key intersections located within Santa Clara are operating at acceptable levels (LOS D or better) according to City of Santa Clara standards.

City of San Jose Intersections

The results of the LOS calculations indicate that all of the 12 intersections controlled by the City of San Jose currently operate at an acceptable level.

Santa Clara County Intersections

The results of the LOS calculations shows the intersection of Pruneridge Avenue and San Tomas Expressway operates acceptably. The intersection of Stevens Creek Boulevard and San Tomas Expressway is currently operating at LOS E+ during the AM and LOS F during the PM peak hour.

CMP Intersections

Five of the key intersections are designated CMP intersections. Four of the five intersections are currently operating at acceptable levels based on the CMP standard of LOS E or better. Only the intersection of Stevens Creek Boulevard and San Tomas Expressway operates unacceptably (LOS F) at during the PM peak hour.

Table 3

Existing Intersection Levels of Service

Intersection (Jurisdiction)	Peak Hour	Count Date	Average Intersection Delay [1]	LOS[2]
1. Newhall Street and Winchester Boulevard (CSC)	AM	5/11/2004	19.0	B-
	PM	5/11/2004	17.8	B
2. Pruneridge Avenue and San Tomas Expressway (SCC)	AM	5/11/2004	41.8	D
	PM	5/11/2004	43.7	D
3. Pruneridge Avenue and Saratoga Avenue (CSC)	AM	8/30/2005	23.5	C
	PM	8/30/2005	26.3	C
4. Pruneridge Avenue/Hedding Street and Winchester Boulevard (CSJ)	AM	5/13/2004	32.6	C-
	PM	5/13/2004	36.7	D+
5. Hedding Street and Bascom Avenue (CSJ)	AM	5/13/2004	35.3	D+
	PM	5/13/2004	38.0	D+
6. Forest Avenue and Winchester Boulevard (CSJ)	AM	8/30/2005	19.9	B-
	PM	8/30/2005	25.8	C
7. Forest Avenue and Naglee Avenue (CSJ)	AM	8/30/2005	35.6	D+
	PM	8/30/2005	43.3	D
8. Dorcich Street and Winchester Boulevard (CSJ)	AM	8/30/2005	9.3	A
	PM	8/30/2005	14.4	B
9. Stevens Creek Boulevard and Saratoga Avenue (CSJ/CMP)	AM	5/12/2004	32.9	C-
	PM	9/29/2004	35.0	C-
10. Stevens Creek Boulevard and San Tomas Expressway (SCC/CMP)	AM	8/30/2005	**56.2**	**E+**
	PM	9/30/2004	**83.2**	**F**
11. Stevens Creek Boulevard and Winchester Boulevard (CSJ/CMP)	AM	5/11/2004	33.3	C-
	PM	10/14/2004	41.7	D
12. Stevens Creek Boulevard and Monroe Street (CSJ)	AM	5/12/2004	26.2	C
	PM	5/12/2004	35.7	D+
13. Stevens Creek Boulevard and Southbound I-880 Off-Ramp (CSJ/CMP)	AM	5/11/2004	20.2	C+
	PM	10/05/2004	20.3	C+
14. Tisch Way/Northbound I-280 On-ramp and Winchester Boulevard (CSJ)	AM	8/30/2005	16.5	B
	PM	8/30/2005	24.2	C
15. Moorpark Avenue and Southbound I-280 Off-Ramp (CSJ/CMP)	AM	6/22/2004	19.5	B-
	PM	9/29/2004	23.9	C
16. Moorpark Avenue and Winchester Boulevard (CSJ)	AM	5/12/2004	37.5	D+
	PM	5/12/2004	40.8	D

Notes:
1 Whole intersection weighted average control delay expressed in seconds per vehicle.
2 LOS = Level of service.

CSC = City of Santa Clara intersection
SCC = Santa Clara County intersection
CSJ = City of San Jose intersection
CMP = Designated CMP intersection

Unacceptable operations are highlighted in **bold** type.

Existing Freeway Segment Levels of Service

Table 4 contains the existing freeway segment levels of service based on the segment densities reported in the VTA's *2002 CMP Monitoring and Conformance Report*. Based on the monitored freeway segment densities, the following freeway segments are operating at an unacceptable level of service (LOS F) under Existing Conditions:

- Northbound I-280 - Winchester Boulevard to Saratoga Avenue (AM peak/mixed-flow lanes)
- Northbound I-280 – Meridian Avenue to I-880 (AM peak/mixed-flow and HOV lanes)
- Southbound I-280 – I-880 to Meridian Avenue (PM peak/mixed-flow lanes)
- Northbound I-880 – Bascom Avenue to The Alameda (AM peak hour)
- Northbound I-880 – Stevens Creek Boulevard to Bascom Avenue (AM peak hour)
- Southbound I-880 – Bascom Avenue to Stevens Creek Boulevard (PM peak hour)
- Southbound I-880 – Stevens Creek Boulevard to I-280 (PM peak hour)
- Southbound SR 17 – I-280 to Hamilton Avenue (PM peak hour)

The remaining freeway segments are operating at LOS E or better, which is the CMP minimum acceptable operating standard for freeways and regional roadways.

Field Observations

Field observations of the key study intersections were conducted on several days in June 2003 and May 2004 to verify calculated operations and to identify locations with existing queuing problems. In general, the observations indicated that the study intersections are operating at or near the calculated levels of service.

Vehicle flows on the north-south roadways were noted to be heavier in the northbound direction during the morning commute period and in the southbound direction during the evening commute period. On the east-west roadways, the westbound volumes were heavier during the morning commute period while eastbound traffic flows were generally heavier during the evening commute period. Around the Valley Fair and Santana Row retail centers, PM peak-period traffic volumes were heavy yet more balanced, with less directionality.

Ramp meters control the northbound I-280 on-ramp from Winchester Boulevard and the northbound I-880 on-ramp from Stevens Creek Boulevard during the morning commute period. During the evening commute period, the northbound I-280 on-ramp from Winchester Boulevard and the southbound I-880 on-ramp from Stevens Creek Boulevard are metered. The vehicles queued behind the ramp meter on the Winchester Boulevard on-ramp consistently fill the ramp, at times extending onto the adjacent surface streets, during both the AM and PM peak hours. The Stevens Creek Boulevard on-ramp to northbound I-880 was observed to have sufficient storage when the ramp meters are operational during the morning commute period. The queue from the Stevens Creek Boulevard on-ramp to southbound I-880 was observed to back onto eastbound Stevens Creek Boulevard during the PM peak hour.

Traffic conditions along Stevens Creek Boulevard between I-880 and Winchester Boulevard can be congested at certain times of the week and year (especially, weekends and holidays) due to traffic associated with the Valley Fair and Santana Row retail developments. This congestion can cause vehicles to queue back from Stevens Creek Boulevard to northbound I-280 via the

northbound I-880/SR 17 off-ramp. Queuing at this location was not observed during the AM and PM peak-period field observations.

Table 4

Existing Freeway Segment Levels of Service [1]

Freeway	Segment	Direction & Lane Type	Peak Hour	No. of Lanes	Volume	Average Speed	Density	LOS[2]
I-280	Winchester to Saratoga	**NB/WB MF**	**AM**	**3**	**5,940**	**33**	**60**	**F**
		NB/WB HOV	AM	1	2,050	64	32	D
		NB/WB MF	PM	3	6,270	41	51	E
		NB/WB HOV	PM	1	740	67	11	A
		SB/EB MF	AM	3	6,300	42	50	E
		SB/EB HOV	AM	1	1,010	67	15	B
		SB/EB MF	PM	3	6,320	43	49	E
		SB/EB HOV	PM	1	2,170	62	35	D
I-280	Meridian to I-880	**NB/WB MF**	**AM**	**4**	**4,220**	**10**	**114**	**F**
		NB/WB HOV	AM	1	2,050	36	57	E
		NB/WB MF	PM	4	6,590	66	27	D
		NB/WB HOV	PM	1	200	67	3	A
		SB/EB MF	AM	4	6,970	65	29	D
		SB/EB HOV	AM	1	1,450	66	22	C
		SB/EB MF	**PM**	**4**	**6,890**	**27**	**69**	**F**
		SB/EB HOV	PM	1	2,170	62	35	D
I-880	Bascom to The Alameda	**NB**	**AM**	**3**	**5,760**	**30**	**64**	**F**
		NB	PM	3	5,150	66	26	C
		SB	AM	3	5,350	66	27	D
		SB	PM	3	5,860	31	63	E
I-880	Stevens Creek to Bascom	**NB**	**AM**	**3**	**4,900**	**19**	**86**	**F**
		NB	PM	3	4,950	66	25	C
		SB	AM	3	6,610	58	38	D
		SB	PM	3	6,270	41	51	E
I-880	I-280 to Stevens Creek	NB	**AM**	**3**	**5,860**	**61**	**32**	**F**
		NB	PM	3	3,420	67	17	B
		SB	AM	3	4,550	66	23	C
		SB	PM	3	6,050	65	31	D
SR 17	I-280 to Hamilton	NB	AM	3	6,280	66	28	D
		NB	PM	3.4	6,630	65	30	D
		SB	AM	3	4,750	66	24	C
		SB	PM	3	6,430	63	34	D

Notes:
1 Source of lanes, volumes, and density: VTA's *2002 VTA CMP Database* (April 2003).
2 LOS is based on density.

MF = Mixed-Flow Lanes
HOV = High-Occupancy Vehicle Lane

Unacceptable operating levels are indicated in **bold**.

Recent physical improvements to the intersection of Winchester Boulevard and Moorpark Avenue, as well as the segment of Winchester Boulevard between the northbound I-280 on-ramp and Moorpark Avenue, have improved operations in this area. However, due to the queue of vehicles on the northbound I-280 on-ramp when the ramp meter is operational, the northbound left-turn pocket storage length at the Winchester Boulevard intersection with northbound I-280/Tisch Way is only marginally sufficient to accommodate the existing peak-hour queues.

Pedestrians were observed using the pedestrian and transit facilities near the project site. The Valley Fair Transit Center was heavily used during the evening peak hour. No bicyclists were observed in the project vicinity.

3. BACKGROUND CONDITIONS

This chapter discusses the operations of the key intersections under Background Conditions. For the intersection level of service analysis, this scenario included existing traffic volumes plus traffic from approved but not yet constructed developments. Background Conditions form the basis against which impacts of the proposed project are identified.

Background Traffic Volumes

The traffic volumes for Background Conditions were estimated by adding existing volumes and traffic estimates for approved but not yet constructed projects in the study area. Approved trip inventories (ATIs) were obtained from the City of Santa Clara and the City of San Jose. The ATI data are included in Appendix C.

The City of San Jose also uses historical (2000/2001) counts as a baseline under Background Conditions to account for the increase in office space vacancy caused by the economic downturn. Trips from approved projects are added to these historical turning movement volumes to represent Background Conditions. The existing (2004/2005) volumes were compared to the older volumes the City of San Jose uses under Background Conditions. In some instances, the existing (2004/2005) volumes were higher than the 2000/2001 volumes. Therefore, in those instances the existing volumes were used throughout all scenarios as a conservative estimate of traffic.

Trips from the approved projects were added to existing traffic volumes, and the resulting background traffic volumes are shown on Figure 6. Volume summary worksheets showing the source of background traffic volumes are included in Appendix C.

Background Roadway Improvements

No changes to any of the study intersections that would increase capacity are planned and fully funded at this time. Thus, no roadway improvements were assumed under this scenario.

Background Intersection Levels of Service

Levels of service were calculated for the study intersections using the background traffic volumes with the existing lane configurations (see Figure 6). Table 5 presents the LOS results under Background Conditions and the corresponding LOS calculation sheets are included in Appendix B.

<u>City of Santa Clara Intersections</u>

With the addition of traffic associated with approved developments, both of the City of Santa Clara intersections are projected to operate at LOS B or C.

<u>City of San Jose Intersections</u>

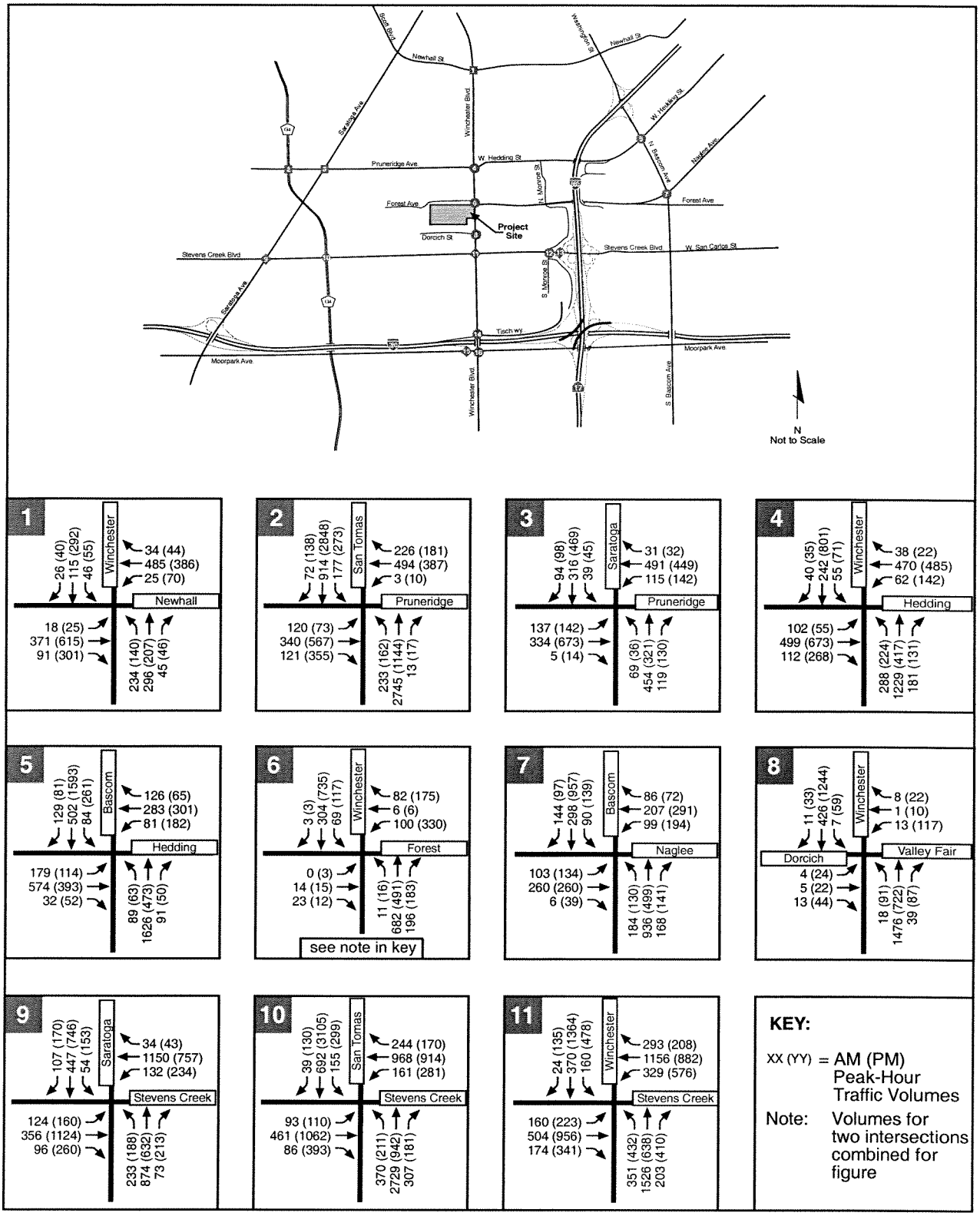
Similar to Existing Conditions, all of the local San Jose intersections are projected to operate at LOS D or better (i.e., acceptable operating levels) except the Stevens Creek Boulevard and Monroe Street intersection which degrades to LOS E during the PM peak hour.

Santa Clara County Intersections

The addition of traffic from approved projects is expected to degrade both San Tomas Expressway intersections to unacceptable levels. The Pruneridge Avenue location is expected to operate at LOS E during the PM peak hour, and the Stevens Creek Boulevard location is expected to degrade to LOS F during both peak hours.

CMP Intersections

With the addition of traffic associated with already approved developments, one designated CMP intersection is projected to deteriorate to an unacceptable operating level. The intersection of Stevens Creek Boulevard and San Tomas Expressway is projected to operate at LOS F during both peak hours. The remaining key CMP intersections are projected to operate at LOS D or better under Background Conditions.



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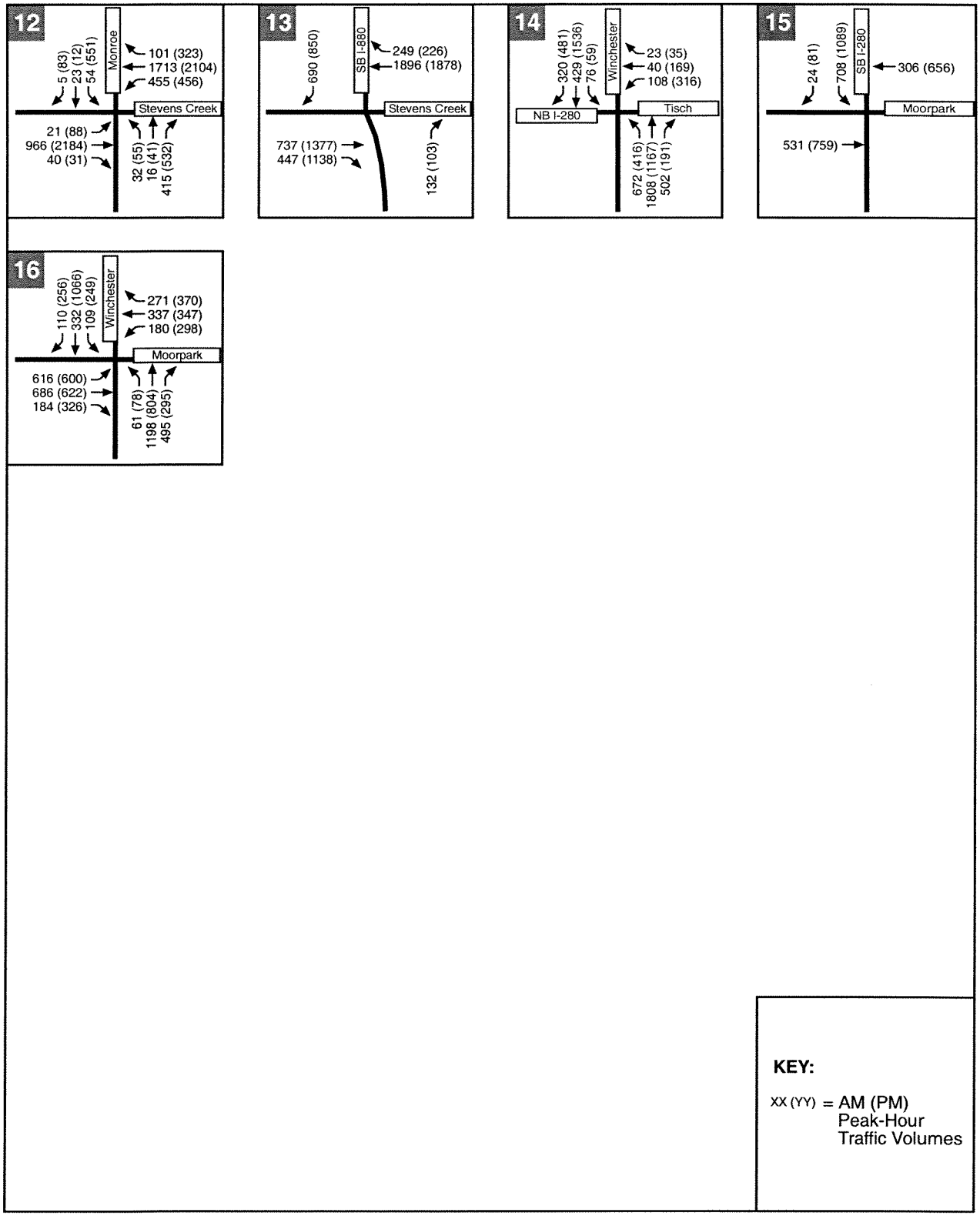
BACKGROUND PEAK-HOUR INTERSECTION TRAFFIC VOLUMES

Figure 6



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BACKGROUND PEAK-HOUR INTERSECTION TRAFFIC VOLUMES

Figure 6 (Cont'd)

Table 5

Background Intersection Levels of Service

Intersection (Jurisdiction)	Peak Hour	Average Intersection Delay [1]	LOS[2]
1. Newhall Street and Winchester Boulevard (CSC)	AM	19.3	B-
	PM	18.1	B-
2. Pruneridge Avenue and San Tomas Expressway (SCC)	AM	52.6	D-
	PM	**60.7**	**E**
3. Pruneridge Avenue and Saratoga Avenue (CSC)	AM	23.6	C
	PM	29.1	C
4. Pruneridge Avenue/Hedding Street and Winchester Boulevard (CSJ)	AM	35.4	D+
	PM	38.2	D+
5. Hedding Street and Bascom Avenue (CSJ)	AM	53.2	D-
	PM	44.3	D
6. Forest Avenue and Winchester Boulevard (CSJ)	AM	19.9	B-
	PM	26.3	C
7. Forest Avenue and Naglee Avenue (CSJ)	AM	36.3	D+
	PM	39.4	D
8. Dorcich Street and Winchester Boulevard (CSJ)	AM	8.9	A
	PM	13.8	B
9. Stevens Creek Boulevard and Saratoga Avenue (CSJ/CMP)	AM	37.0	D+
	PM	38.3	D+
10. Stevens Creek Boulevard and San Tomas Expressway (SCC/CMP)	AM	**89.3**	**F**
	PM	**93.2**	**F**
11. Stevens Creek Boulevard and Winchester Boulevard (CSJ/CMP)	AM	42.2	D
	PM	49.6	D
12. Stevens Creek Boulevard and Monroe Street (CSJ)	AM	36.3	D+
	PM	**62.1**	**E**
13. Stevens Creek Boulevard and Southbound I-880 Off-Ramp (CSJ/CMP)	AM	21.3	C+
	PM	25.4	C
14. Tisch Way/Northbound I-280 On-ramp and Winchester Boulevard (CSJ)	AM	18.2	B-
	PM	34.9	C-
15. Moorpark Avenue and Southbound I-280 Off-Ramp (CSJ/CMP)	AM	19.6	B-
	PM	24.5	C
16. Moorpark Avenue and Winchester Boulevard (CSJ)	AM	38.6	D+
	PM	41.8	D

Notes:
1 Whole intersection weighted average control delay expressed in seconds per vehicle.
2 LOS = Level of service.
CSC = City of Santa Clara intersection
SCC = Santa Clara County intersection
CSJ = City of San Jose intersection
CMP = Designated CMP intersection

Unacceptable operations are highlighted in **bold** type.

4. PROJECT CONDITIONS

The impacts of the proposed project on the surrounding transportation system are discussed in this chapter. First, the methodology used to estimate the amount of traffic generated by the project is described. Then, the distribution of project traffic to the surrounding roadway system is discussed. The operations of the study intersections are analyzed under Project Conditions (background volumes plus project-generated traffic) with level of service calculations. Project impacts are then identified by comparing the LOS results under Project Conditions to those under Background Conditions.

Other issues addressed in this chapter include potential impacts to non-automobile travel modes, and issues regarding on-site circulation, site access, and parking.

Project Traffic Volumes

The amount of traffic associated with the proposed project was estimated using a three-step process: (1) trip generation, (2) trip distribution, and (3) trip assignment. In the first step, the amounts of traffic entering and exiting the project site were estimated. In the second step, the directions the trips use to approach and depart from the site were projected. The trips were assigned to specific street segments and intersection turning movements in the third step. The results of this process are described in the following sections.

Trip Generation

The amount of traffic generated by the proposed development was estimated based on rates in *Trip Generation* published by the Institute of Transportation Engineers (Sixth Edition, 1997). This document includes trip rates for various land uses and is a standard tool used for estimating traffic volumes. Additional information on daily trip generation of senior housing developments was obtained from the ITE website. Observations of a City of Santa Clara park were conducted to provide supplemental PM peak-hour data for the park use. The trip generation rates are presented in Table 6.

The proposed project includes 120 single family detached units[4], 165 senior apartments, and a one-acre park. The appropriate trip generation rates were applied to the number of units of each land use type. The resulting trip generation estimates are presented in Table 6. The project is estimated to generate 2,159 daily trips, 121 AM peak hour trips (36 inbound/85 outbound), and 170 PM peak hour trips (106 inbound/64 outbound).

[4] The site plan dated May 18, 2004 includes 110 single-family homes. This report contains the slightly more conservative analysis of 120 single-family homes.

Table 6

Project Trip Generation Estimates

Use	Size	Daily Rate [4]	Daily Trips	AM Peak Hour				PM Peak Hour			
				Rate[4]	In	Out	Total	Rate[4]	In	Out	Total
Single Family Detached [1]	120 du [5]	10.22	1,226	0.78	23	70	93	1.06	81	46	127
Senior Housing [2]	165 du	5.64	931	0.17	13	15	28	0.25	24	18	42
Park [3]	1 acre	1.59	2	n/a	0	0	0	n/a	1	0	1
Total			**2,159**		**36**	**85**	**121**		**106**	**64**	**170**

Notes:
1 Daily, AM and PM trip rates are based on Single Family Detached (Land Use Code 210) from *Trip Generation* (ITE, 6th edition, 1997).
2 AM and PM trip rates are based on Retirement Community (Land Use Code 250) from *Trip Generation* (ITE, 6th edition, 1997). Daily rates are based on "Senior Housing Trip Generation and Parking Demand Characteristics" by Stephen B. Corcoran, P.E. (ITE 66th Annual Meeting, 1996)
3 Trip generation based on City Park (Land Use Code 411 from *Trip Generation* (ITE, 6th edition, 1997). PM peak-hour trip generation estimates were developed based on observations at a local (Santa Clara) park.
4 Rates are per dwelling unit (for residential uses) or per acre (for the park).
5 The site plan dated May 18, 2004 includes 110 single-family homes. This report contains the slightly more conservative analysis of 120 single-family homes.

Trip Distribution

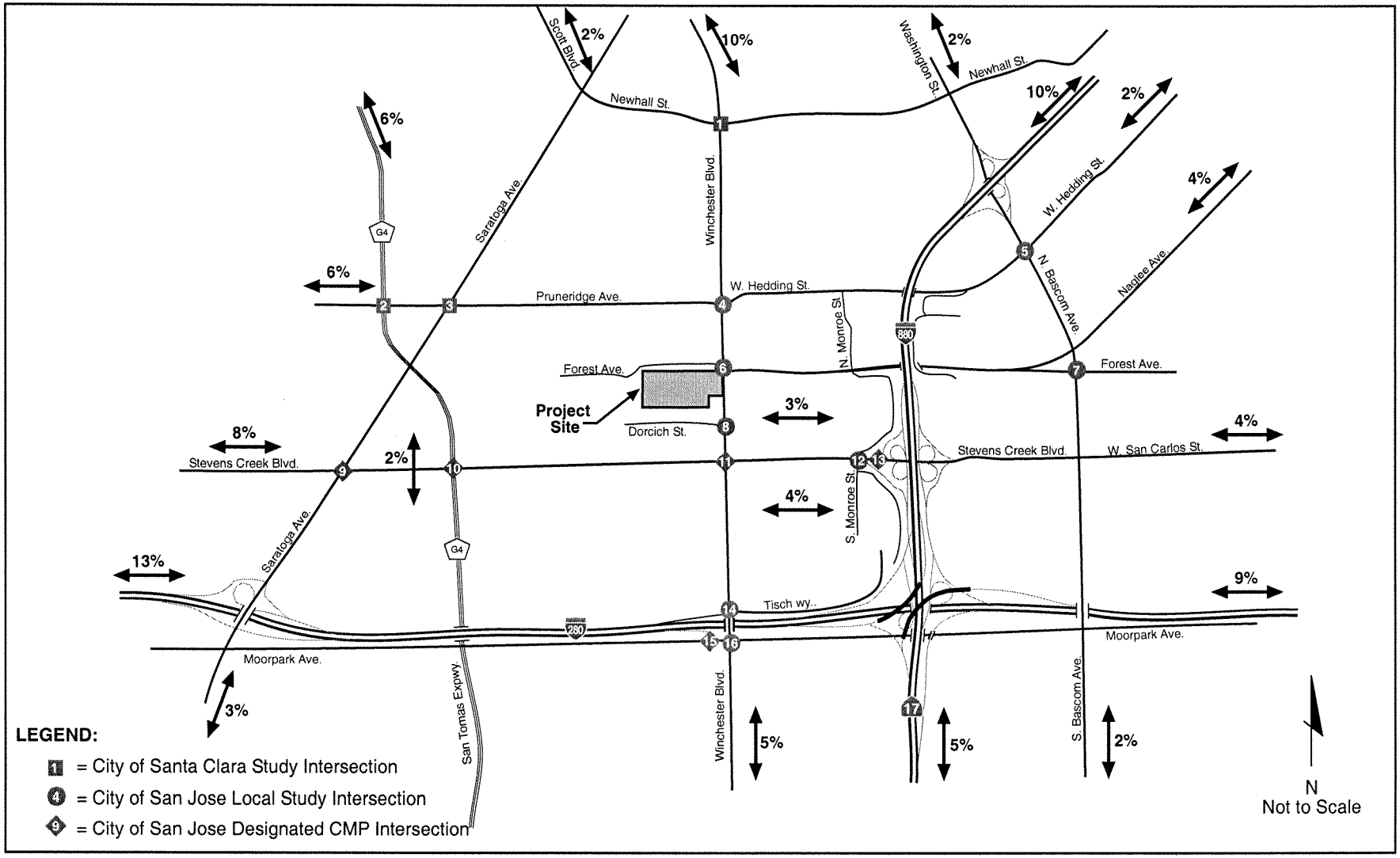
The trip distribution pattern for the project was estimated based on relative locations of complementary uses (such as jobs, shopping, and schools) and existing travel patterns in the area. The trip distribution pattern for the proposed project is illustrated on Figure 7.

Trip Assignment

Trips generated by the proposed project were assigned to the roadway system based on the directions of approach and departure described above. Drivers approaching the site from areas to the west or departing from the site to these areas will primarily use Stevens Creek Boulevard and Pruneridge Avenue. However, some drivers may use neighborhood streets because of an actual or perceived shorter travel time. Based on the neighborhood analysis conducted for the project site[5], project trips were assigned assuming that 40 to 50 percent of the project traffic approaching or departing from the site via Stevens Creek Boulevard would use Dorcich Avenue, Henry Avenue, and Forest Avenue. Project trips approaching the project site from the west on Pruneridge Avenue were assigned assuming 40 percent of the trips would use Henry Avenue and Forest Avenue.

Project-generated trips for the AM and PM peak hours are shown on Figure 8. Project trips were added to background traffic volumes to estimate volumes under Project Conditions as shown on Figure 9.

[5] Neighborhood analysis prepared by Fehr & Peers Associates, April 23, 2004.



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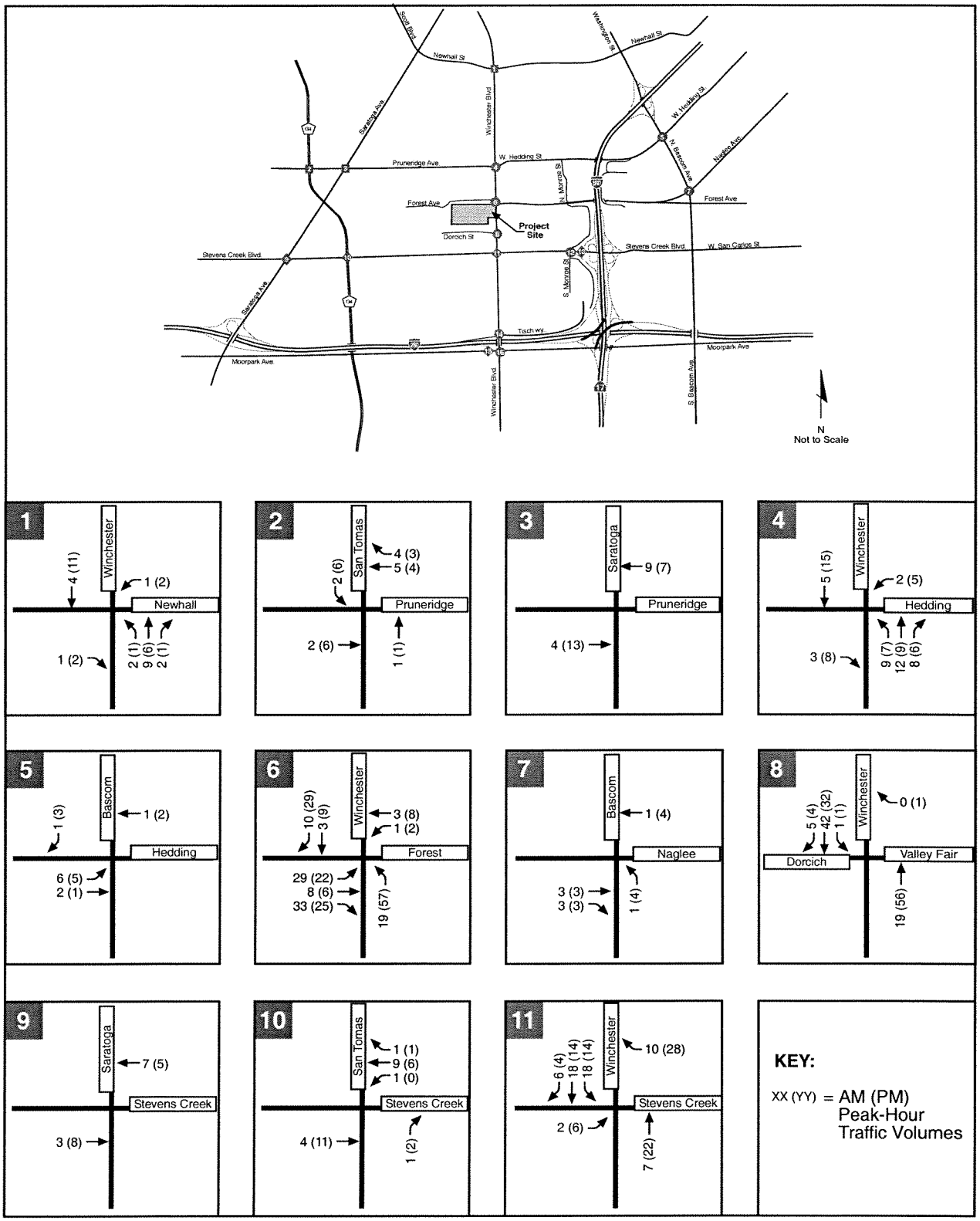
TRIP DISTRIBUTION PATTERN

Figure 7



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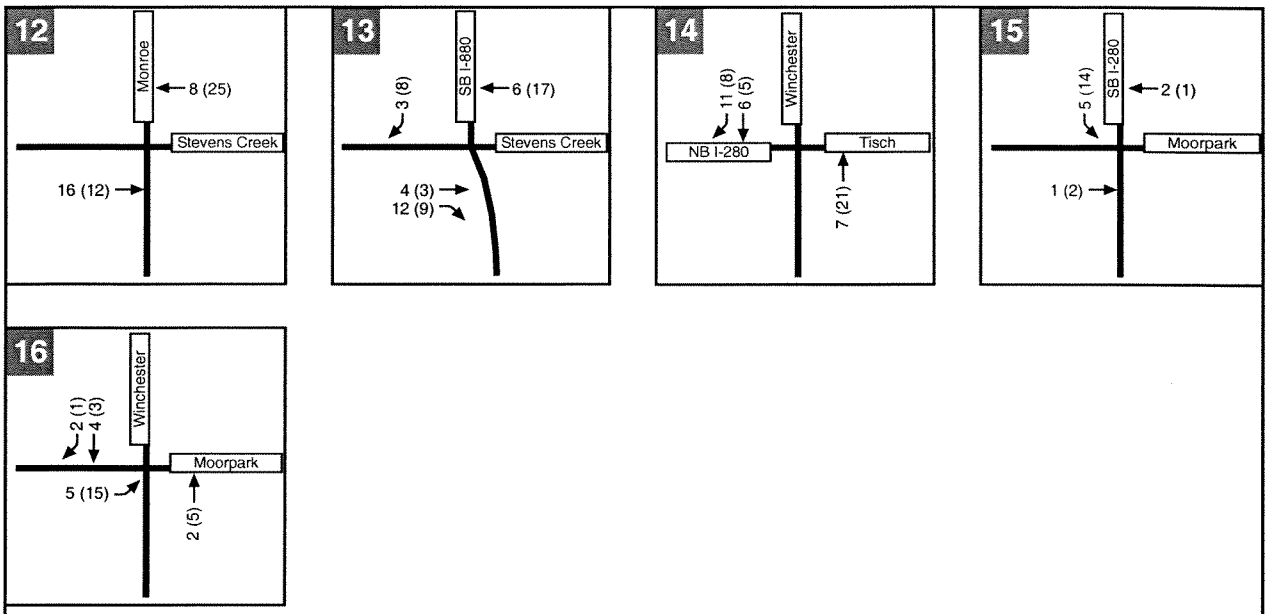
TRIP ASSIGNMENT
Figure 8



KEY:

XX (YY) = AM (PM) Peak-Hour Traffic Volumes

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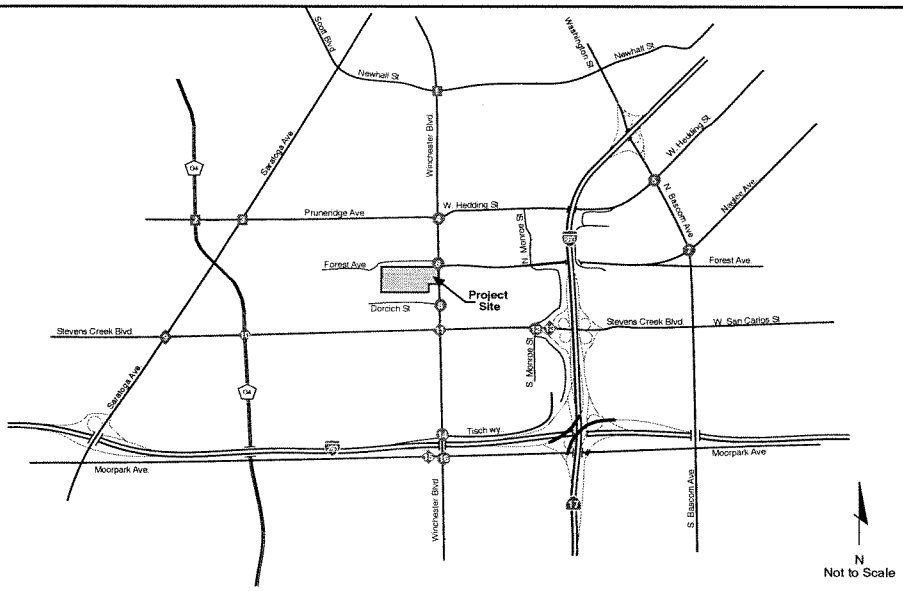
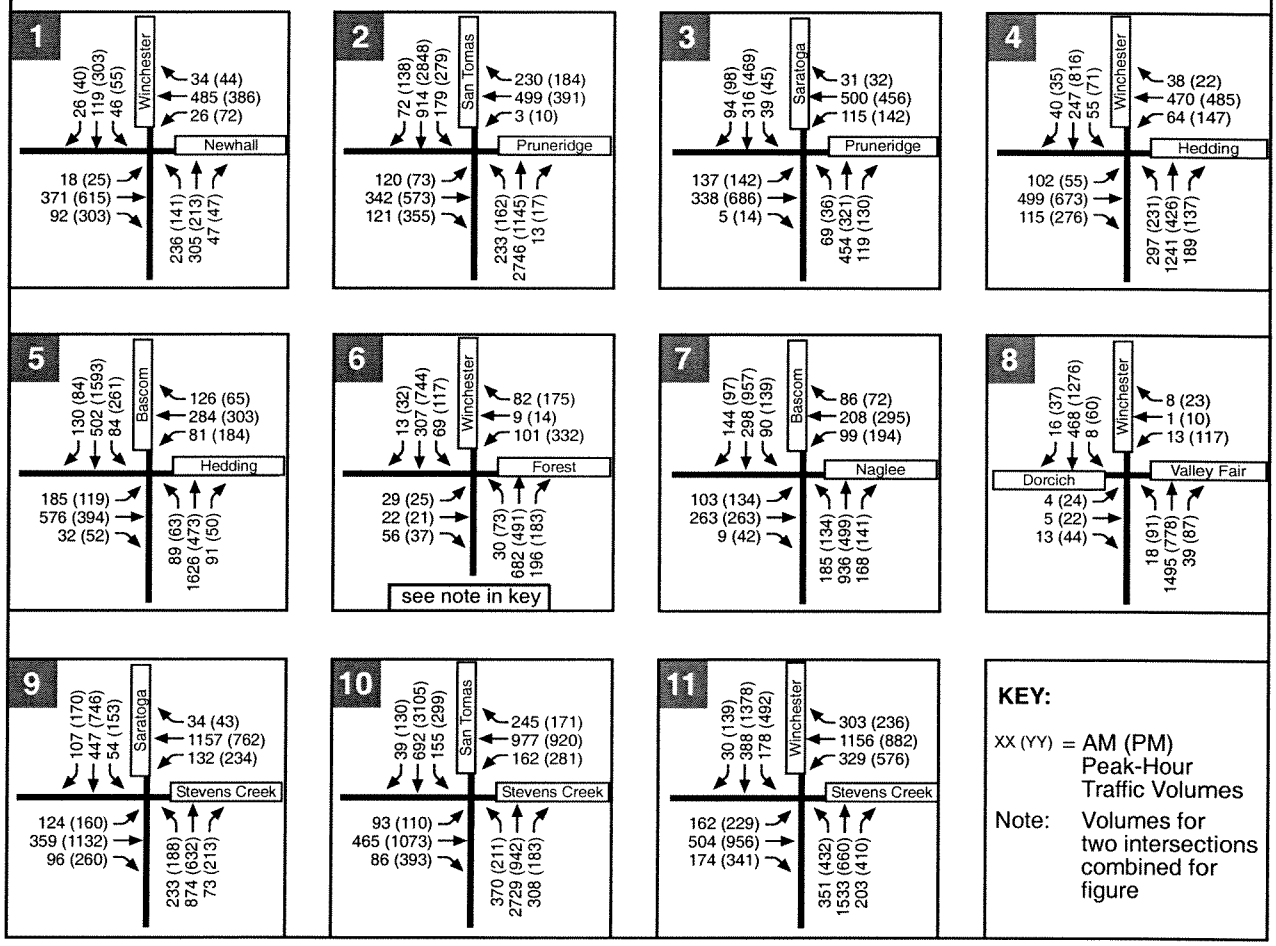
TRIP ASSIGNMENT
Figure 8 (Cont'd)





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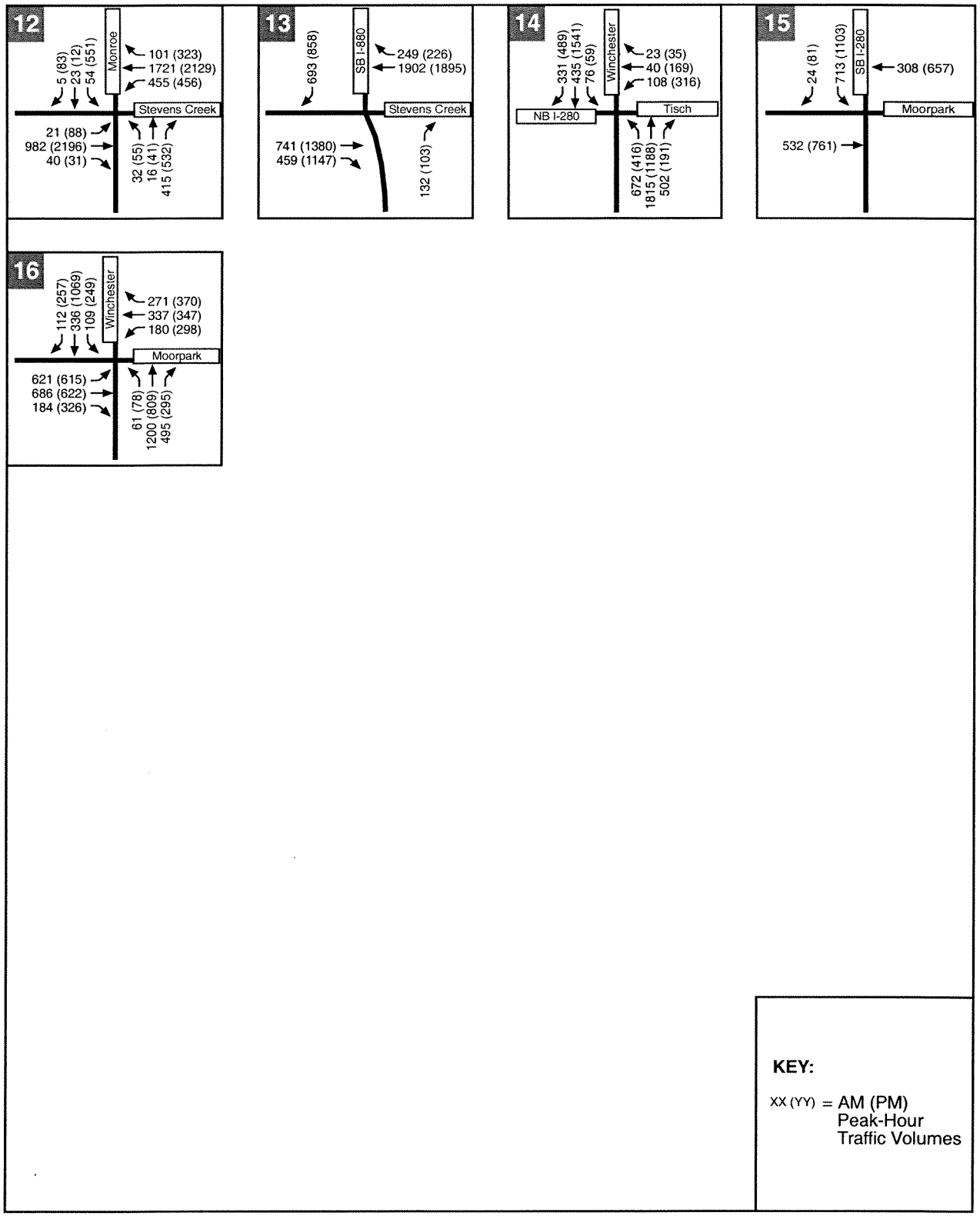
BACKGROUND PLUS PROJECT PEAK-HOUR INTERSECTION TRAFFIC VOLUMES

Figure 9



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BACKGROUND PLUS PROJECT PEAK-HOUR INTERSECTION TRAFFIC VOLUMES

Figure 9 (Cont'd)

Project Intersection Levels of Service

Intersection level of service calculations were conducted to evaluate intersection operations under Project Conditions. The results of the LOS analysis for Background and Project Conditions are summarized in Table 7. The corresponding LOS calculation sheets are included in Appendix B.

City of Santa Clara Intersections

Both of the City of Santa Clara intersections are projected to operate at LOS B or C, which are considered acceptable operating levels based on the City's standard.

City of San Jose Intersections

The local City of San Jose intersections are projected to continue to operate at similar levels of service as under Background Conditions.

Santa Clara County Intersections

The addition of project traffic will not change the operating level of the expressway intersections, but both locations are projected to operate at an unacceptable level under this scenario. These intersections were also projected to operate at an unacceptable level under Background Conditions.

CMP Intersections

With the addition of traffic associated with the project, the intersection of Stevens Creek Boulevard and San Tomas Expressway is projected to continue to operate at LOS F, an unacceptable level, during both peak hours. The remaining key CMP intersections are projected to operate at LOS D or better under Project Conditions.

Intersection Impacts

Three sets of intersection impact criteria were used to address the different types of intersections evaluated in this analysis: (1) non-CMP intersections located within the City of Santa Clara or under the jurisdiction of Santa Clara County; (2) intersections located within the City of San Jose; and (3) designated CMP intersections. The impact criteria and the resulting project impacts are presented in the following sections.

City of Santa Clara and Santa Clara County Non-CMP Intersections

Impacts at non-CMP signalized intersections are defined to occur in these jurisdictions when the addition of project traffic causes:

1. Intersection operations to change from an acceptable level (LOS D or better) under Background Conditions to an unacceptable level (LOS E or F); or

2. Exacerbation of unacceptable operations (LOS E or F) by increasing the critical delay by four or more seconds and increasing the volume-to-capacity (V/C) ratio by 0.01 or more; or

Table 7

Background and Project Intersection Levels of Service

Intersection (Jurisdiction)	Peak Hour	Background Delay[1]	Background LOS[2]	Project Delay[1]	Project LOS[2]	Δ in Crit. Delay	Δ in Crit. V/C
1. Newhall Street and Winchester Boulevard (CSC)	AM	19.3	B-	19.3	B-	0.0	+0.003
	PM	18.1	B-	18.2	B-	+0.2	+0.006
2. Pruneridge Avenue and San Tomas Expressway (SCC)	AM	52.6	D-	52.9	D-	+0.5	+0.002
	PM	60.7	E	61.1	E	+0.5	+0.002
3. Pruneridge Avenue and Saratoga Avenue (CSC)	AM	23.6	C	23.6	C	0.0	+0.003
	PM	29.1	C	29.0	C	0.0	+0.004
4. Pruneridge Avenue/Hedding Street and Winchester Boulevard (CSJ)	AM	35.4	D+	35.5	D+	+0.1	+0.006
	PM	38.2	D+	38.7	D+	+0.8	+0.014
5. Hedding Street and Bascom Avenue (CSJ)	AM	53.2	D-	53.6	D-	+2.2	+0.003
	PM	44.3	D	44.6	D	-0.8	+0.003
6. Forest Avenue and Winchester Boulevard (CSJ)	AM	19.9	B-	23.2	C	+6.0	+0.047
	PM	26.3	C	27.7	C	+2.5	+0.086
7. Forest Avenue and Naglee Avenue (CSJ)	AM	36.3	D+	36.4	D+	+0.1	+0.001
	PM	39.4	D	39.6	D	+0.3	+0.003
8. Dorcich Street and Winchester Boulevard (CSJ)	AM	8.9	A	9.1	A	+0.1	+0.006
	PM	13.8	B	13.6	B	-0.2	+0.007
9. Stevens Creek Boulevard and Saratoga Avenue (CSJ/CMP)	AM	37.0	D+	37.0	D+	0.0	+0.001
	PM	38.3	D+	38.3	D+	0.0	+0.002
10. Stevens Creek Boulevard and San Tomas Expressway (SCC/CMP)	AM	89.3	F	89.8	F	+0.8	+0.002
	PM	93.2	F	93.8	F	0.0	+0.000
11. Stevens Creek Boulevard and Winchester Boulevard (CSJ/CMP)	AM	42.2	D	43.9	D	+1.4	+0.014
	PM	49.6	D	50.2	D	+1.7	+0.015
12. Stevens Creek Boulevard and Monroe Street (CSJ)	AM	36.3	D+	36.3	D+	0.0	+0.002
	PM	62.1	E	62.7	E	+0.4	+0.002
13. Stevens Creek Boulevard and Southbound I-880 Off-Ramp (CSJ/CMP)	AM	21.3	C+	21.3	C+	0.0	+0.002
	PM	25.4	C	25.5	C	+0.1	+0.006
14. Tisch Way/Northbound I-280 On-ramp and Winchester Boulevard (CSJ)	AM	18.2	B-	18.2	B-	+0.4	+0.007
	PM	34.9	C-	34.9	C-	+0.1	+0.002
15. Moorpark Avenue and Southbound I-280 Off-Ramp (CSJ/CMP)	AM	19.6	B-	19.6	B-	+0.1	+0.001
	PM	24.5	C	24.6	C	+0.2	+0.004
16. Moorpark Avenue and Winchester Boulevard (CSJ)	AM	38.6	D+	38.6	D+	0.0	+0.002
	PM	41.8	D	41.9	D	+0.2	+0.006

Notes:
1 Whole intersection weighted average control delay expressed in seconds per vehicle.
2 LOS = Level of service.

CSC = City of Santa Clara intersection
SCC = Santa Clara County intersection
CSJ = City of San Jose intersection
CMP = Designated CMP intersection

3. An increase in the V/C ratio by 0.01 or more when the change in critical delay is negative at an intersection projected to operate unacceptably under Background and Project Conditions.

Based on these criteria, the project has no significant impact on the two City of Santa Clara intersections. The Newhall Street/Winchester Boulevard and Pruneridge Avenue/Saratoga Avenue intersections are projected to continue to operate at LOS B or C during both peak hours.

The Pruneridge Avenue/San Tomas Expressway intersection (under County jurisdiction) is projected to operate at LOS E during the PM peak hour; however, the addition of project traffic to this intersection does not satisfy criterion Number 2 above. Similarly, Stevens Creek Boulevard/San Tomas Expressway will operate at LOS F for each peak period, but does not satisfy criterion Number 2.

City of San Jose Intersections

Significant traffic impacts at signalized intersections located within the City of San Jose (CMP and local intersections) are defined to occur when the addition of project traffic causes:

1. Operations to deteriorate from LOS D or better under Background Conditions to LOS E or F under Project Conditions; or

2. Exacerbation of unacceptable operations (LOS E or F) by increasing the critical delay by four seconds or more and increasing the volume-to-capacity (V/C) ratio by 0.01 or more; or

3. An increase in the V/C ratio by 0.01 or more when the change in critical delay is negative at an intersection projected to operate unacceptably under Background and Project Conditions.

Based on these criteria, the project has no significant impacts on the 12 local City of San Jose intersections. Most of the City of San Jose intersections are projected to continue operation at LOS D or better during both peak hours. However, Stevens Creek Boulevard/Monroe Street will operate at LOS E during the PM peak hour.

CMP Intersections

For CMP intersections, the VTA, City of Santa Clara, and Santa Clara County define significant traffic impacts to occur when the addition of project traffic causes:

1. Operations to deteriorate from LOS E or better under Background Conditions to LOS F under Project Conditions; or

2. Exacerbation of unacceptable operations (LOS F) by increasing the critical delay by four seconds or more and increasing the volume-to-capacity (V/C) ratio by 0.01 or more; or

3. An increase in the V/C ratio by 0.01 or more when the change in critical delay is negative at an intersection projected to operate unacceptably under Background and Project Conditions.

Based on these criteria, the proposed development will not have a significant impact on the five CMP intersections. The Stevens Creek Boulevard/San Tomas Expressway intersection is projected to operate at LOS F during both peak hours; however, the addition of project traffic to this intersection does not satisfy criterion Number 2 above. The remaining CMP intersections are projected to operate at LOS E or better during both peak hours.

Freeway Impacts

Freeway segment operations were analyzed according to VTA guidelines. Detailed level of service analysis is required for those segments to which the proposed project will add traffic equal to or greater than one percent of the segment's capacity. The study freeway segments were evaluated to determine if a significant amount of project traffic would be added during the AM and PM peak hours. A capacity of 2,300 vehicles per hour per lane (vphpl) was used in this analysis. Table 8 presents the capacities for each freeway segment, the estimated number of trips added to each segment by the project, and whether or not the freeway segment must be evaluated in greater detail.

The results presented in Table 8 show that the project is estimated to add traffic equivalent to less than one percent of each freeway segment's capacity and therefore, would not have a significant impact on any of the freeway segments.

Vehicular Site Access and On-Site Circulation

This section addresses vehicular site access and the on-site circulation system. The conceptual site plan for the development is shown on Figure 2.

Site Access

Access to the project site will be provided via two driveways on Winchester Boulevard. One proposed driveway would provide full-access to the site via the signalized intersection Winchester Boulevard and Forest Avenue. The site driveway would form the west leg of the southern portion of this offset intersection. The second driveway would be a right turn-in, right turn-out only driveway and would be located south of the full access driveway, primarily serving the senior housing development. The number of driveways is considered sufficient to serve project-generated traffic during the peak hour.

Winchester Boulevard has an offset intersection with Forest Avenue, with the west leg located approximately 80 feet north of the east leg. The main site driveway would be located at the southern intersection across from Forest Avenue (east). There is currently a driveway cut at this location that served the agricultural research center that is no longer being used. The main site driveway would need to be incorporated into the Winchester Boulevard/Forest Avenue intersection in order to provide full access (i.e. allow both left turns and right turns) for vehicles entering and exiting the site. Providing full access to the project site would require signal and striping modifications, including the conversion of the shared northbound through/left-turn lane on Winchester Boulevard at the site driveway to an exclusive northbound left-turn lane.

This intersection is projected to operate at an acceptable level of service using the adopted method for analyzing this offset intersection as a single intersection (obtained from the City of Santa Clara and the City of San Jose TRAFFIX databases). A SYNCHRO/SimTraffic analysis, which analyzes the combined operations of adjacent intersections, was also conducted and

Table 8

Freeway Segment Analysis

Freeway Segment	Direction & Lane Type	Peak Hour	No. of Lanes [1]	Capacity [2]	1% of Capacity	Project Trips	Requires Analysis?
I-280 Winchester to Saratoga	NB MF	AM	3	6,900	69	11	No
	NB HOV	AM	1	1,800	18	0	No
	NB MF	PM	3	6,900	69	8	No
	NB HOV	PM	1	1,800	18	0	No
	SB MF	AM	3	6,900	69	5	No
	SB HOV	AM	1	1,800	18	0	No
	SB MF	PM	3	6,900	69	14	No
	SB HOV	PM	1	1,800	18	0	No
I-280 Meridian to I-880	NB MF	AM	4	9,200	92	3	No
	NB HOV	AM	1	1,800	18	0	No
	NB MF	PM	4	9,200	92	10	No
	NB HOV	PM	1	1,800	18	0	No
	SB MF	AM	4	9,200	92	8	No
	SB HOV	AM	1	1,800	18	0	No
	SB MF	PM	4	9,200	92	6	No
	SB HOV	PM	1	1,800	18	0	No
I-880 Bascom to The Alameda	NB	AM	3	6,900	69	8	No
	NB	PM	3	6,900	69	7	No
	SB	AM	3	6,900	69	4	No
	SB	PM	3	6,900	69	11	No
I-880 Stevens Creek to Bascom	NB	AM	3	6,900	69	2	No
	NB	PM	3	6,900	69	2	No
	SB	AM	3	6,900	69	3	No
	SB	PM	3	6,900	69	8	No
I-880 Stevens Creek to I-280	NB	AM	3	6,900	69	5	No
	NB	PM	3	6,900	69	15	No
	SB	AM	3	6,900	69	12	No
	SB	PM	3	6,900	69	9	No
SR-17 I-280 to Hamilton	NB	AM	4	9,200	78	2	No
	NB	PM	4	9,200	78	5	No
	SB	AM	3	6,900	69	4	No
	SB	PM	3	6,900	69	3	No

Notes:
1 Source of lanes, volumes, and density: VTA's *2002 VTA CMP Database* (April 2003).
2 Capacity is based on 2,300 vehicles per hour per lane (vphpl) for mixed flow lanes and 1,800 vphpl for HOV lanes.

MF = Mixed-Flow Lanes
HOV = HOV Lane

showed that the intersection would operate acceptably at LOS B and C in the AM and PM peak hours, respectively (see Appendix for LOS worksheets). However, the addition of the project driveway as a new leg could cause potential safety problems at this intersection due to driver confusion with the shared left-turn/through lanes on Winchester Boulevard. The recommended solution is to remove the traffic signal control of the Forest Avenue (west) intersection with Winchester Boulevard and restrict that intersection to right-turns only (see Figure 10). The project driveway could then be accommodated at the Winchester Boulevard/Forest Avenue (east) intersection in a more typical configuration with fewer conflicting turning movements.

With this modification, all of the existing traffic that is currently turning left at the Winchester Boulevard/Forest Avenue (west) intersection (18 AM peak-hour and 19 PM peak-hour vehicles) will be redirected to other routes. These vehicles were reassigned to the intersections of Winchester Boulevard with Pruneridge Avenue/Hedding Street and Winchester Boulevard with Dorcich Avenue. Levels of service for Winchester Boulevard at Pruneridge Avenue, at Forest Avenue, and at Dorcich Avenue were recalculated with the revised traffic volumes and geometries. The results indicate that all three intersections would operate at acceptable levels. Similar to Project Conditions without the modification, the Winchester Boulevard intersection with Pruneridge Avenue/Hedding Street would continue to operate at LOS D. The intersections of Winchester Boulevard at Forest Avenue (east) and at Dorcich Avenue are projected to operate at LOS B and C.

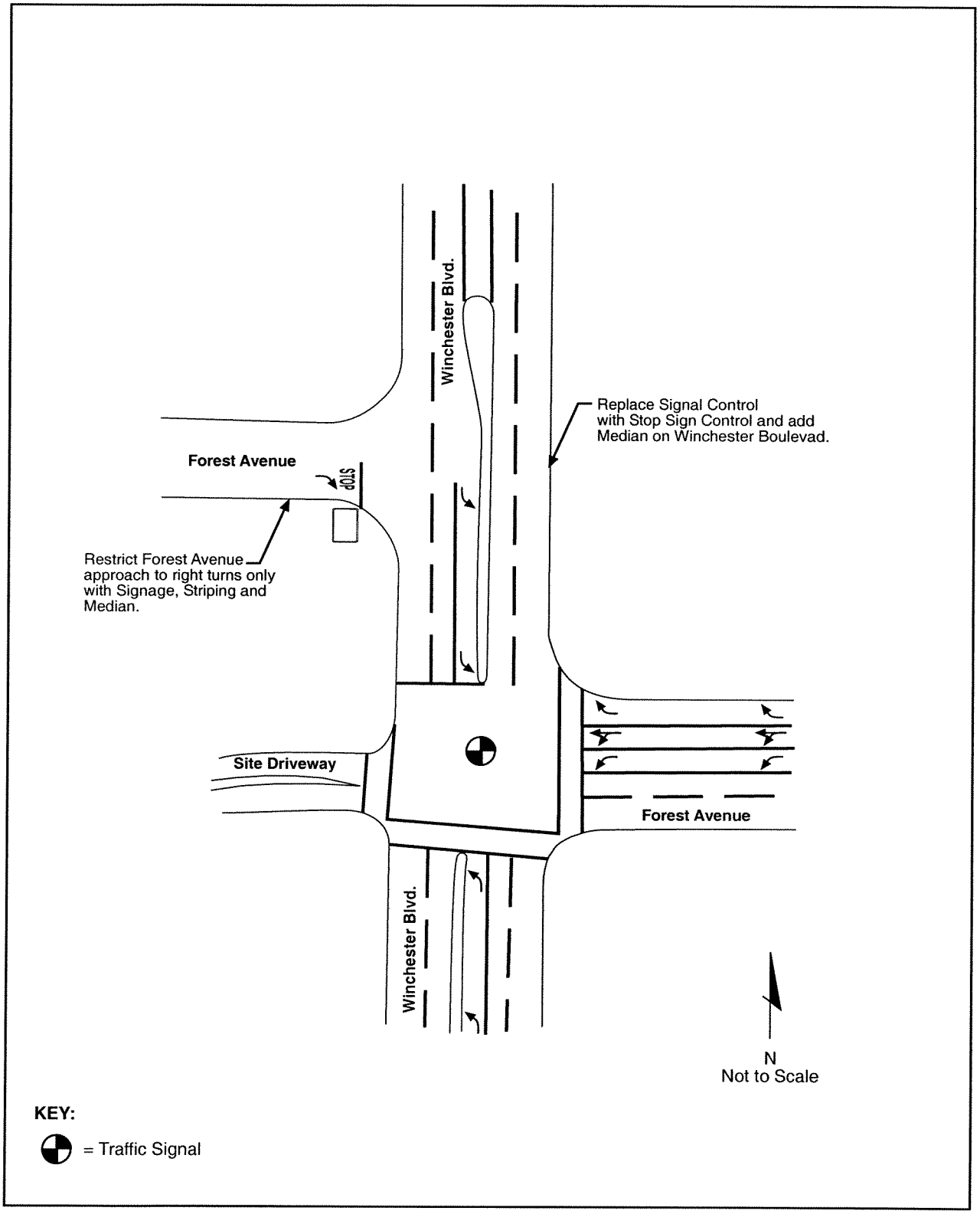
Emergency access to the site will be provided via both Winchester Boulevard driveways. In addition, a secondary emergency vehicle access will be provided through the park to the single-family homes. The design of this vehicular access pathway will be developed in consultation with City Fire Department staff. Based on the proposed plan, emergency vehicle access is considered adequate.

<u>On-Site Circulation</u>

The vehicular circulation within the single-family housing portion and the senior housing portion of the site was reviewed. The site plan shows a new street that begins at the main driveway and provides access around the perimeter of the rear portion of the site. The units within this perimeter are accessed by private alleys oriented in a north/south direction that connect to the perimeter street. This configuration is considered adequate to accommodate project generated traffic.

The circulation aisle provided for the senior housing portion also is located on the perimeter of the housing units. The aisle connects with the new street that serves the rear portion of the site at two locations. This circulation aisle provides access to the underground parking for the senior housing units. The proposed on-site circulation is adequate to serve the number and type of housing units.

Sidewalks and pedestrian paths are planned throughout the development providing pedestrian connections within the site, to Winchester Boulevard, and to the park. It is recommended that, the crosswalk located at Lot 34 be raised to slow vehicular traffic along the main entry road.



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CONCEPTUAL SITE ACCESS DESIGN AND WINCHESTER/FOREST INTERSECTION MODIFICATION

Figure 10

Parking

The City of Santa Clara's Zoning Ordinance requires a parking supply of two garage spaces for every single family dwelling and one garage and one uncovered space for multi-family dwellings. The City's Zoning Ordinance does not have a parking requirement specifically for senior housing. City staff has indicated that for the senior housing a parking rate of one parking space per unit is an appropriate rate but will require a variance.

Research was conducted to determine an appropriate parking supply rate for the senior housing. The ITE website contains the paper "Senior Housing Trip Generation and Parking Demand Characteristics" by Stephen B. Corcoran, P.E. This paper includes survey results from six locations, which included congregate care facilities as well as senior housing for independent individuals. The survey yielded a parking demand range of 0.214 to 0.579 vehicles per unit/bed. Based on the high end of this range, a supply rate of 0.70 spaces per dwelling unit (the peak demand rate plus 20 to 25 percent) would provide an adequate supply.

The proposed single-family units will provide garage and driveway parking. In order to meet City requirements, two-car garages will be provided for each unit as part of the project. The proposed 165-unit senior housing development will provide 165 parking spaces or 1.0 spaces/unit, with handicapped parking spaces provided as required by State standards. As noted above, a parking supply of 116 spaces (165 units x 0.70 spaces per unit) would be adequate based on surveys of existing senior housing complexes.

Pedestrian, Bicycle and Transit Impacts

According to VTA criteria, the project would result in a significant impact to bicycles, pedestrians or transit if the project conflicts with an existing or planned facility/service or adds demand to one of these modes that is not adequately accommodated by appropriate existing facilities or services.

The project site is located across Winchester Boulevard from the Valley Fair Transit Center and a shopping center that includes the Valley Fair Mall and a Safeway. The proposed residential project will add pedestrian demand across Winchester Boulevard, and therefore pedestrian connections and amenities should be included as part of the site access design. These amenities include marked crosswalks, curb cuts, and pedestrian signal heads. Signal timing at the Winchester Boulevard and Forest Avenue intersection should include an appropriate pedestrian crossing time for seniors.

The access to circulation facilities within the proposed park should include sidewalks that meet ADA standards, curb cuts, and signage. If the proposed park is to be shared with the adjacent existing residential neighborhood, adequate pedestrian access should be provided from Forest Avenue at the northwest corner of the site. Bicycle parking should be located in a high visibility area in order to encourage bicycle travel and discourage vandalism. The VTA's *Bicycle Technical Guidelines* recommends providing one Class I bicycle parking space per every 30 park employees and one Class II parking space per 9 park users during peak daylight times of the peak season. Class I bicycle parking includes bike lockers or a secure room with key access for regular bicycle commuters. Class II bicycle parking is a bike rack to which the frame and at least one wheel can be secured with a user-provided U-lock or padlock and cable. The City of Santa Clara Parks and Recreation Department will make the final determination on the number of Class I and Class II facilities at the park.

For the senior apartments, the VTA's *Bicycle Technical* Guidelines recommend providing one Class I bicycle parking space per 30 units plus one Class II space per thirty units. For the proposed project, the recommended bicycle parking is six Class I spaces and six Class II spaces.

The VTA was contacted to obtain load factors for Bus Routes 23, 36, and 60, which directly serve the project site. Existing ridership information on these routes is contained in Table 9. All of these routes have load factors of 0.68 or less. Therefore, they have sufficient capacity to accommodate transit riders generated by the proposed project.

The project sponsor should coordinate with the VTA on the appropriate amenities that should be included at all transit stops adjacent to the project site frontage. These amenities may include, but are not limited to, bus shelters, turnouts (to maintain traffic flow), and benches.

Table 9

Existing Load Factors

Bus Route	Direction	Peak Load	Capacity	Load Factor
23	Eastbound	24	38	0.63
23	Westbound	26	38	0.68
36	Eastbound	7	38	0.18
36	Westbound	9	38	0.24
60	Eastbound	16	38	0.42
60	Westbound	15	38	0.39

Source: VTA staff, July 1, 2003

5. CUMULATIVE CONDITIONS

This chapter presents the results of the level of service calculations under Cumulative Conditions. Cumulative Conditions are defined as Project Conditions plus traffic associated with reasonably foreseeable future projects.

Cumulative Traffic Estimates

Cumulative traffic volumes include existing volumes that are increased by an annual growth factor through the project's completion date, plus traffic generated by approved and pending developments in the project study area, plus traffic generated by the proposed project. A list of pending developments was developed based on: (1) information in the City of Santa Clara TRAFFIX database; (2) direction from City of Santa Clara staff; and (3) information obtained from the City of San Jose website. A list of the developments is included in Appendix C. Traffic associated with the pending developments was obtained from the City of Santa Clara TRAFFIX database or estimated using standard traffic engineering practice.

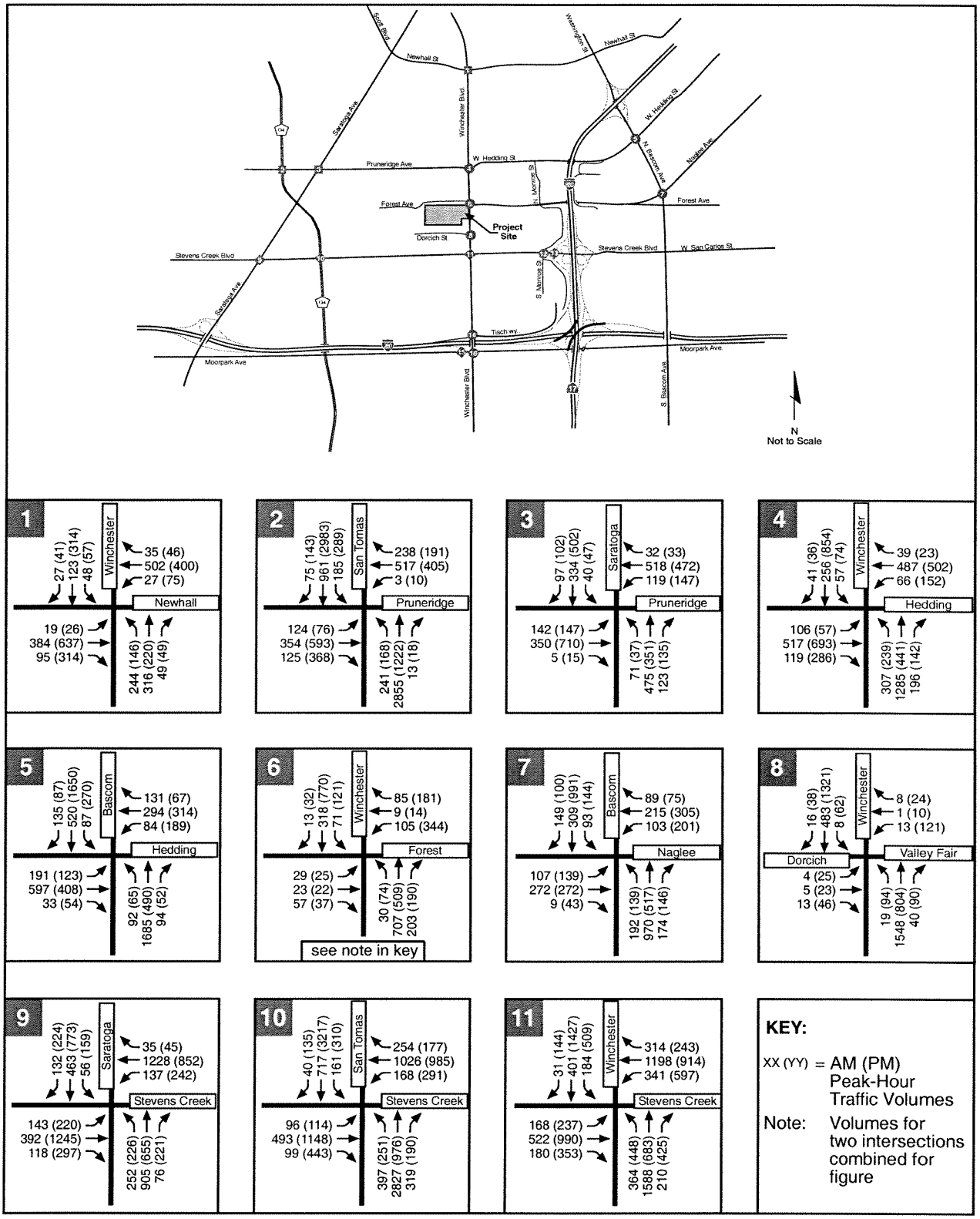
Cumulative volumes were estimated by first expanding existing AM and PM peak-hour traffic volumes by an annual growth rate of 1.2 percent per year. This growth rate represents traffic from future developments in nearby Santa Clara and San Jose, as well as through traffic from adjacent jurisdictions, and was established in consultation with City of Santa Clara staff. The growth rate was applied for a three-year time period (the expected completion date of the project). Traffic from approved and pending developments and project-generated volumes were added to the expanded existing volumes to obtain traffic volumes representing Cumulative Conditions. The resulting traffic volumes are shown on Figure 11.

Cumulative Intersection Levels of Service

Operations were evaluated with level of service calculations for all of the study intersections, and the results are summarized in Table 10. The calculation worksheets are included in Appendix B. As shown in Table 10, four intersections are projected to operate at unacceptable levels under Cumulative Conditions:

- Pruneridge Avenue and San Tomas Expressway (AM and PM peak hours)
- Hedding Street and Bascom Avenue (AM peak hour)
- Stevens Creek Boulevard and San Tomas Expressway (AM and PM peak hours)
- Stevens Creek Boulevard and Monroe Street (PM peak hour)

The first intersection, Pruneridge Avenue and San Tomas Expressway, is projected to operate at LOS E during the AM peak hour and LOS E during the PM peak hour, unacceptable levels based on the County of Santa Clara standard. This intersection was also projected to operate at unacceptable levels under Background and Project Conditions during the PM peak hour. However, the addition of cumulative traffic causes this intersection to degrade to an unacceptable level of service during the AM peak hour. The addition of a second eastbound left-turn lane would provide acceptable operations (LOS D) during the AM peak hour. Based on preliminary field measurements, the addition of a second eastbound left-turn lane can be accommodated within the existing right-of-way. Further analysis is required to determine the feasibility of this improvement. The project would contribute 0.25 percent of the cumulative traffic at this intersection during the AM peak hour.



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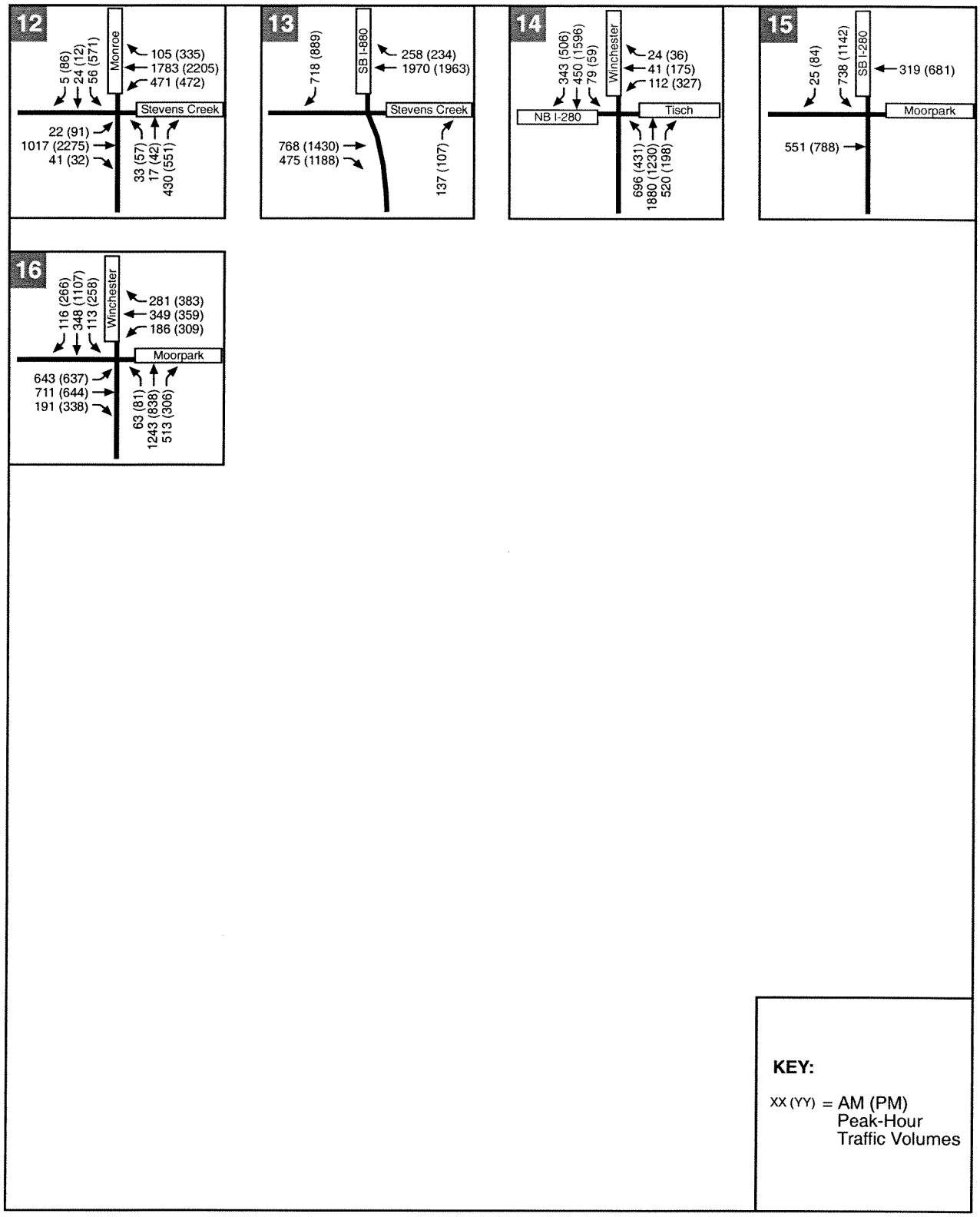
CUMULATIVE PROJECT PEAK-HOUR INTERSECTION TRAFFIC VOLUMES

Figure 11



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CUMULATIVE PROJECT PEAK-HOUR INTERSECTION TRAFFIC VOLUMES

Figure 11 (Cont'd)

feasibility of this improvement. The fair project would contribute 0.25 percent of the cumulative traffic at this intersection during the AM peak hour.

The Stevens Creek Boulevard/San Tomas Expressway intersection is projected to operate at LOS F under Cumulative Conditions during both peak hours. This intersection was also operating at unacceptable levels based on the County's standard under Existing through Project Conditions and at unacceptable levels based on the CMP standard under Background and Project Conditions. This intersection operates essentially the same with and without the proposed project under Cumulative Conditions. The proposed project will add up to 20 peak-hour trips to this intersection and cause an increase of 0.002 in the V/C ratio and up to 0.8 seconds in critical delay. The increase in critical delay and critical volume-to-capacity is less than four seconds and one percent, respectively and would not exceed any applicable thresholds.

Under Cumulative Conditions, the intersection of Stevens Creek Boulevard and Monroe Street is projected to operate at LOS E, an unacceptable level based on the City of San Jose standard, during the PM peak hour. This intersection was also projected to operate unacceptably under Background and Project Conditions. The proposed project is projected to cause an increase of 0.002 in the V/C ratio and 0.4 seconds in critical delay under Cumulative Conditions. The increase in critical delay and critical volume-to-capacity is less than four seconds and one percent, respectively and would not exceed any applicable thresholds

Table 10

Cumulative Intersection Levels of Service

Intersection (Jurisdiction)	Peak Hour	Average Intersection Delay [1]	LOS[2]
1. Newhall Street and Winchester Boulevard (CSC)	AM	19.4	B-
	PM	18.4	B-
2. Pruneridge Avenue and San Tomas Expressway (SCC)	AM	**57.2**	**E+**
	PM	**67.9**	**E**
3. Pruneridge Avenue and Saratoga Avenue (CSC)	AM	23.7	C
	PM	26.3	C
4. Pruneridge Avenue/Hedding Street and Winchester Boulevard (CSJ)	AM	34.2	C-
	PM	39.7	D
5. Hedding Street and Bascom Avenue (CSJ)	AM	**58.8**	**E+**
	PM	47.1	D
6. Forest Avenue and Winchester Boulevard (CSJ)	AM	23.2	C
	PM	28.3	C
7. Forest Avenue and Naglee Avenue (CSJ)	AM	36.7	D+
	PM	39.9	D
8. Dorcich Street and Winchester Boulevard (CSJ)	AM	9.3	A
	PM	13.7	B
9. Stevens Creek Boulevard and Saratoga Avenue (CSJ/CMP)	AM	38.6	D+
	PM	40.0	D
10. Stevens Creek Boulevard and San Tomas Expressway (SCC/CMP)	AM	**99.5**	**F**
	PM	**>100**	**F**
11. Stevens Creek Boulevard and Winchester Boulevard (CSJ/CMP)	AM	45.9	D
	PM	52.4	D-
12. Stevens Creek Boulevard and Monroe Street (CSJ)	AM	36.9	D+
	PM	**70.5**	**E**
13. Stevens Creek Boulevard and Southbound I-880 Off-Ramp (CSJ/CMP)	AM	21.7	C+
	PM	26.0	C
14. Tisch Way/Northbound I-280 On-ramp and Winchester Boulevard (CSJ)	AM	18.7	B-
	PM	36.6	D+
15. Moorpark Avenue and Southbound I-280 Off-Ramp (CSJ/CMP)	AM	19.8	B-
	PM	24.8	C
16. Moorpark Avenue and Winchester Boulevard (CSJ)	AM	36.1	D+
	PM	42.7	D

Notes:
1 Whole intersection weighted average control delay expressed in seconds per vehicle.
2 LOS = Level of service. .

CSC = City of Santa Clara intersection
CSJ = City of San Jose intersection
CMP = Designated CMP intersection

Unacceptable operations are highlighted in **bold** type.

The Hedding Street and Bascom Avenue intersection is projected to deteriorate to LOS E during the AM peak hour under Cumulative Conditions. This intersection is projected to operate acceptably through Project Conditions. Therefore, the addition of cumulative traffic causes this intersection to operate unacceptably. Restriping the east leg to provide one shared left-through turn lane, one through lane, and a separate right-turn lane would provide LOS D operations during the AM peak hour. Based on preliminary field measurements, this improvement could be accommodated within the existing right-of-way. Further analysis is required to determine the

6. OPTIONAL DEVELOPMENT SCENARIO CONDITIONS

This chapter presents the results of the level of service calculations for an optional development scenario. The optional development scenario includes 210 single family residential units. This scenario evaluated the project and cumulative impacts of the optional development to the transportation system. Impacts are identified by comparing the LOS results under Optional Development Scenario Conditions to those under Background Conditions.

Traffic Volumes

The amount of traffic associated with the proposed project was estimated using the same three-step process as under Project Conditions: (1) trip generation, (2) trip distribution, and (3) trip assignment.

The amount of traffic generated by the proposed development was estimated based on rates in *Trip Generation* published by the Institute of Transportation Engineers (Sixth Edition, 1997). The trip generation rates are presented in Table 11.

The proposed project includes 210 single family detached units and a one-acre park. The appropriate trip generation rates were applied to the number of units of each land use type. The resulting trip generation estimates are presented in Table 11. The project is estimated to generate 2,159 daily trips, 165 AM peak hour trips (41 inbound/124 outbound), and 226 PM peak hour trips (145 inbound/81 outbound).

Table 11

Optional Development Scenario Trip Generation Estimates

Use	Size	Daily Rate [3]	Daily Trips	AM Peak Hour				PM Peak Hour			
				Rate[3]	In	Out	Total	Rate[3]	In	Out	Total
Single Family Detached [1]	210 du	10.22	2,167	0.78	41	124	165	1.07	144	81	225
Park [2]	1 acre	1.59	2	n/a	0	0	0	n/a	1	0	1
Total			**2,159**		**41**	**124**	**165**		**145**	**81**	**226**

Notes:
1 Daily, AM and PM trip rates are based on Single Family Detached (Land Use Code 210) from *Trip Generation* (ITE, 6th edition, 1997).
2 Trip generation based on City Park (Land Use Code 411) from *Trip Generation* (ITE, 6th edition, 1997). PM peak-hour trip generation estimates were developed based on observations at a local (Santa Clara) park.
3 Rates are per dwelling unit (for residential uses) or per acre (for the park).

The trip distribution pattern and trip assignment for the optional development scenario used the same methodologies described in the Project Conditions chapter.

Optional Development Intersection Levels of Service

Intersection level of service calculations were conducted to evaluate intersection operations under the Optional Development Scenario Conditions. The results of the LOS analysis for

Background and Optional Development Scenario Conditions are summarized in Table 12. The corresponding LOS calculation sheets are included in Appendix B.

City of Santa Clara Intersections

Both of the City of Santa Clara intersections are projected to operate at LOS B or C, which are considered acceptable operating levels based on the City's standard.

City of San Jose Intersections

The local City of San Jose intersections are projected to continue to operate at the same levels of service as under Background Conditions.

Santa Clara County Intersections

The addition of project traffic will not change the operating level of the expressway intersections, but both locations are projected to operate at an unacceptable level under this scenario. These intersections were also projected to operate at an unacceptable level under Background Conditions.

CMP Intersections

With the addition of traffic associated with the project, the intersection of Stevens Creek Boulevard and San Tomas Expressway is projected to continue to operate at LOS F, an unacceptable level, during both peak hours. The remaining key CMP intersections are projected to operate at LOS D or better under Project Conditions.

Optional Development Intersection Impacts

Three sets of intersection impact criteria were used to address the different types of intersections evaluated in this analysis: (1) non-CMP intersections located within the City of Santa Clara or under the jurisdiction of Santa Clara County; (2) intersections located within the City of San Jose; and (3) designated CMP intersections. The impact criteria and the resulting project impacts are presented in the following sections.

City of Santa Clara and Santa Clara County Non-CMP Intersections

Impacts at non-CMP signalized intersections are defined to occur in these jurisdictions when the addition of project traffic causes:

1. Intersection operations to change from an acceptable level (LOS D or better) under Background Conditions to an unacceptable level (LOS E or F); or

2. Exacerbation of unacceptable operations (LOS E or F) by increasing the critical delay by four or more seconds and increasing the volume-to-capacity (V/C) ratio by 0.01 or more; or

Table 12

Background and Optional Development Scenario Intersection Levels of Service

Intersection (Jurisdiction)	Peak Hour	Background		Optional Development Scenario			
		Delay[1]	LOS[2]	Delay [1]	LOS[2]	Δ in Crit. V/C	Δ in Crit. Delay
1. Newhall Street and Winchester Boulevard (CSC)	AM	19.3	B-	19.3	B-	+0.003	0.0
	PM	18.1	B-	18.3	B-	+0.009	+0.3
2. Pruneridge Avenue and San Tomas Expressway (SCC)	AM	52.6	D-	53.0	D-	+0.003	+0.7
	PM	60.7	E	61.2	E	+0.003	+0.8
3. Pruneridge Avenue and Saratoga Avenue (CSC)	AM	23.6	C	23.6	C	+0.004	0.0
	PM	29.1	C	29.0	C	+0.005	-0.1
4. Pruneridge Avenue/Hedding Street and Winchester Boulevard (CSJ)	AM	35.4	D+	35.5	D+	+0.007	+0.1
	PM	38.2	D+	38.9	D	+0.019	+1.1
5. Hedding Street and Bascom Avenue (CSJ)	AM	53.2	D-	53.8	D-	+0.004	-0.2
	PM	44.3	D	44.7	D	+0.004	+0.5
6. Forest Avenue and Winchester Boulevard (CSJ)	AM	19.9	B-	24.8	C	+0.067	+7.5
	PM	26.3	C	28.6	C	+0.115	+0.8
7. Forest Avenue and Naglee Avenue (CSJ)	AM	36.3	D+	36.5	D+	+0.001	+0.1
	PM	39.4	D	39.6	D	+0.005	+0.4
8. Dorcich Street and Winchester Boulevard (CSJ)	AM	8.9	A	9.2	A	+0.008	+0.1
	PM	13.8	B	13.5	B	+0.009	-0.3
9. Stevens Creek Boulevard and Saratoga Avenue (CSJ/CMP)	AM	37.0	D+	37.0	D+	+0.002	0.0
	PM	38.3	D+	38.3	D+	+0.002	0.0
10. Stevens Creek Boulevard and San Tomas Expressway (SCC/CMP)	AM	89.3	F	90.1	F	+0.003	+1.2
	PM	93.2	F	94.0	F	+0.000	+0.2
11. Stevens Creek Boulevard and Winchester Boulevard (CSJ/CMP)	AM	42.2	D	44.8	D	+0.020	+2.0
	PM	49.6	D	50.3	D	+0.019	+2.2
12. Stevens Creek Boulevard and Monroe Street (CSJ)	AM	36.3	D+	36.3	D+	+0.002	0.0
	PM	62.1	E	62.9	E	+0.002	+0.5
13. Stevens Creek Boulevard and Southbound I-880 Off-Ramp (CSJ/CMP)	AM	21.3	C+	21.3	C+	+0.002	0.0
	PM	25.4	C	25.6	C	+0.008	+0.2
14. Tisch Way/Northbound I-280 On-ramp and Winchester Boulevard (CSJ)	AM	18.2	B-	18.3	B-	+0.010	+0.6
	PM	34.9	C-	34.9	C-	+0.003	+0.1
15. Moorpark Avenue and Southbound I-280 Off-Ramp (CSJ/CMP)	AM	19.6	B-	19.6	B-	+0.001	+0.1
	PM	24.5	C	24.6	C	+0.005	+0.3
16. Moorpark Avenue and Winchester Boulevard (CSJ)	AM	38.6	D+	38.6	D+	+0.002	0.0
	PM	41.8	D	41.9	D	+0.008	+0.2

Notes:
1 Whole intersection weighted average control delay expressed in seconds per vehicle.
2 LOS = Level of service.

CSC = City of Santa Clara intersection
SCC = Santa Clara County intersection
CSJ = City of San Jose intersection
CMP = Designated CMP intersection

3. An increase in the V/C ratio by 0.01 or more when the change in critical delay is negative at an intersection projected to operate unacceptably under Background and Project Conditions.

Based on these criteria, the project has no significant impact on the two City of Santa Clara intersections. The Newhall Street/Winchester Boulevard and Pruneridge Avenue/Saratoga Avenue intersections are projected to continue to operate at LOS B or C during both peak hours.

The Pruneridge Avenue/San Tomas Expressway intersection (under County jurisdiction) is projected to operate at LOS E during the PM peak hour; however, the addition of project traffic to this intersection does not satisfy criterion Number 2 above.

City of San Jose Intersections

Significant traffic impacts at signalized intersections located within the City of San Jose (CMP and local intersections) are defined to occur when the addition of project traffic causes:

1. Operations to deteriorate from LOS D or better under Background Conditions to LOS E or F under Project Conditions; or

2. Exacerbation of unacceptable operations (LOS E or F) by increasing the critical delay by four seconds or more and increasing the volume-to-capacity (V/C) ratio by 0.01 or more; or

3. An increase in the V/C ratio by 0.01 or more when the change in critical delay is negative at an intersection projected to operate unacceptably under Background and Project Conditions.

Based on these criteria, the project has no significant impacts on the 12 local City of San Jose intersections. The City of San Jose intersections are projected to continue to operate at LOS D or better during both peak hours.

CMP Intersections

For CMP intersections, the VTA, City of Santa Clara, and Santa Clara County define significant traffic impacts to occur when the addition of project traffic causes:

1. Operations to deteriorate from LOS E or better under Background Conditions to LOS F under Project Conditions; or

2. Exacerbation of unacceptable operations (LOS F) by increasing the critical delay by four seconds or more and increasing the volume-to-capacity (V/C) ratio by 0.01 or more; or

3. An increase in the V/C ratio by 0.01 or more when the change in critical delay is negative at an intersection projected to operate unacceptably under Background and Project Conditions.

Based on these criteria, the proposed development will not have a significant impact on the five CMP intersections. The Stevens Creek Boulevard/San Tomas Expressway intersection is projected to operate at LOS F during both peak hours; however, the addition of project traffic to

this intersection does not satisfy criterion Number 2 above. The remaining CMP intersections are projected to operate at LOS E or better during both peak hours.

Optional Development Freeway Impacts

Freeway segment operations were analyzed according to VTA guidelines. Detailed level of service analysis is required for those segments to which the proposed project will add traffic equal to or greater than one percent of the segment's capacity. The study freeway segments were evaluated to determine if a significant amount of project traffic would be added during the AM and PM peak hours. A capacity of 2,300 vehicles per hour per lane (vphpl) was used in this analysis. Table 13 presents the capacities for each freeway segment, the estimated number of trips added to each segment by the project, and whether or not the freeway segment must be evaluated in greater detail.

The results presented in Table 13 show that the project is estimated to add traffic equivalent to less than one percent of each freeway segment's capacity and therefore, would not have a significant impact on any of the freeway segments.

Optional Development Cumulative Conditions

Cumulative traffic volumes were obtained in the same manner as outlined under Chapter 5 with the traffic generated from the optional development replaced by the original project generated traffic. These traffic volumes were used as inputs to evaluate level of service calculations for all of the study intersections. The results are summarized in Table 14. The calculation worksheets are included in Appendix B. As shown in Table 14, four intersections are projected to operate at unacceptable levels under Cumulative Conditions:

- Pruneridge Avenue and San Tomas Expressway (AM and PM peak hours)
- Hedding Street and Bascom Avenue (AM peak hour)
- Stevens Creek Boulevard and San Tomas Expressway (AM and PM peak hours)
- Stevens Creek Boulevard and Monroe Street (PM peak hour)

The first intersection, Pruneridge Avenue and San Tomas Expressway, is projected to operate at LOS E during the AM peak hour and LOS E during the PM peak hour, unacceptable levels based on the County of Santa Clara standard. This intersection was also projected to operate at unacceptable levels under Background and Project Conditions. However, the addition of cumulative traffic causes this intersection to degrade to an unacceptable level of service during the AM peak hour. The addition of a second eastbound left-turn lane would provide acceptable operations (LOS D) during the AM peak hour. Based on preliminary field measurements, the addition of a second eastbound left-turn lane can be accommodated within the existing right-of-way. Further analysis is required to determine the feasibility of this improvement. The project would contribute 0.33 percent of the cumulative traffic at this intersection during the AM peak hour.

The Hedding Street and Bascom Avenue intersection is projected to deteriorate to LOS E during the AM peak hour. This intersection is projected to operate acceptably through Project Conditions. Therefore, the addition of cumulative traffic causes this intersection to operate unacceptably. Restriping the east leg to provide one shared left-through turn lane, one through lane, and a separate right-turn lane would provide LOS D operations during the AM peak hour. Based on preliminary field measurements, this improvement could be accommodated within the

existing right-of-way. Further analysis is required to determine the feasibility of this improvement. The project would contribute 0.33 percent of the cumulative traffic at this intersection during the AM peak hour.

Table 13

Optional Development Scenario Freeway Segment Analysis

Freeway Segment	Direction & Lane Type	Peak Hour	No. of Lanes [1]	Capacity [2]	1% of Capacity	Project Trips	Requires Analysis?
I-280 Winchester to Saratoga	NB MF	AM	3	6,900	69	15	No
	NB HOV	AM	1	1,800	18	0	No
	NB MF	PM	3	6,900	69	11	No
	NB HOV	PM	1	1,800	18	0	No
	SB MF	AM	3	6,900	69	7	No
	SB HOV	AM	1	1,800	18	0	No
	SB MF	PM	3	6,900	69	19	No
	SB HOV	PM	1	1,800	18	0	No
I-280 Meridian to I-880	NB MF	AM	3.7	8,510	92	4	No
	NB HOV	AM	1	1,800	18	0	No
	NB MF	PM	3.7	8,510	92	13	No
	NB HOV	PM	1	1,800	18	0	No
	SB MF	AM	3.7	8,510	92	11	No
	SB HOV	AM	1	1,800	18	0	No
	SB MF	PM	3.7	8,510	92	8	No
	SB HOV	PM	1	1,800	18	0	No
I-880 Bascom to The Alameda	NB	AM	3	6,900	69	11	No
	NB	PM	3	6,900	69	9	No
	SB	AM	3	6,900	69	5	No
	SB	PM	3	6,900	69	15	No
I-880 Stevens Creek to Bascom	NB	AM	3	6,900	69	3	No
	NB	PM	3	6,900	69	3	No
	SB	AM	3	6,900	69	4	No
	SB	PM	3	6,900	69	11	No
I-880 Stevens Creek to I-280	NB	AM	3	6,900	69	7	No
	NB	PM	3	6,900	69	20	No
	SB	AM	3	6,900	69	16	No
	SB	PM	3	6,900	69	12	No
SR-17 I-280 to Hamilton	NB	AM	3.4	7,820	78	3	No
	NB	PM	3.4	7,820	78	7	No
	SB	AM	3	6,900	69	5	No
	SB	PM	3	6,900	69	4	No

Notes:
1 Source of lanes, volumes, and density: VTA's *2002 VTA CMP Database* (April 2003).
2 Capacity is based on 2,300 vehicles per hour per lane.

MF = Mixed-Flow Lanes
HOV = HOV Lane

Table 14

Optional Development Scenario Cumulative Intersection Levels of Service

Intersection (Jurisdiction)	Peak Hour	Average Intersection Delay [1]	LOS[2]
1. Newhall Street and Winchester Boulevard (CSC)	AM	19.4	B-
	PM	18.5	B-
2. Pruneridge Avenue and San Tomas Expressway (SCC)	AM	**57.4**	**E+**
	PM	**68.0**	**E**
3. Pruneridge Avenue and Saratoga Avenue (CSC)	AM	23.7	C
	PM	26.3	C
4. Pruneridge Avenue/Hedding Street and Winchester Boulevard (CSJ)	AM	34.2	C-
	PM	39.9	D
5. Hedding Street and Bascom Avenue (CSJ)	AM	**59.0**	**E+**
	PM	47.2	D
6. Forest Avenue and Winchester Boulevard (CSJ)	AM	24.7	C
	PM	29.2	C
7. Forest Avenue and Naglee Avenue (CSJ)	AM	36.8	D+
	PM	39.9	D
8. Dorcich Street and Winchester Boulevard (CSJ)	AM	9.4	A
	PM	13.6	B
9. Stevens Creek Boulevard and Saratoga Avenue (CSJ/CMP)	AM	38.6	D+
	PM	40.0	D
10. Stevens Creek Boulevard and San Tomas Expressway (SCC/CMP)	AM	**99.7**	**F**
	PM	**>100**	**F**
11. Stevens Creek Boulevard and Winchester Boulevard (CSJ/CMP)	AM	46.9	D
	PM	52.6	D-
12. Stevens Creek Boulevard and Monroe Street (CSJ)	AM	**36.9**	D+
	PM	**70.8**	**E**
13. Stevens Creek Boulevard and Southbound I-880 Off-Ramp (CSJ/CMP)	AM	21.7	C+
	PM	26.1	C
14. Tisch Way/Northbound I-280 On-ramp and Winchester Boulevard (CSJ)	AM	18.7	B-
	PM	36.6	D+
15. Moorpark Avenue and Southbound I-280 Off-Ramp (CSJ/CMP)	AM	19.8	B-
	PM	24.8	C
16. Moorpark Avenue and Winchester Boulevard (CSJ)	AM	36.1	D+
	PM	42.8	D

Notes:
1 Whole intersection weighted average control delay expressed in seconds per vehicle.
2 LOS = Level of service. .

CSC = City of Santa Clara intersection
CSJ = City of San Jose intersection
CMP = Designated CMP intersection

Unacceptable operations are highlighted in **bold** type.

The Stevens Creek Boulevard/San Tomas Expressway intersection is projected to operate at LOS F under Cumulative Conditions during both peak hours. This intersection was also operating at unacceptable levels based on the County's under Existing through Project Conditions and at unacceptable level based on the CMP standard under Background and Project Conditions. These intersections operate essentially the same with and without the proposed project under Cumulative Conditions. The proposed project will add up to 28 peak-

hour trips to this intersection and cause an increase of up to 0.003 in the V/C ratio and up to 1.5 seconds in critical delay. The addition of cumulative traffic causes this intersection to operate unacceptably. Santa Clara County in its Comprehensive Expressway Planning Study (date) identified providing an interchange at this intersection to improve operations. It should be noted that this improvement is not funded at this time and no date of implementation was identified. The project would contribute 0.30 percent of the cumulative traffic at this intersection during each of the AM and PM peak hours.

Under Cumulative Conditions, the intersection of Stevens Creek Boulevard and Monroe Street is projected to deteriorate from LOS D under Background and Project Conditions to LOS E, an unacceptable level based on the City of San Jose standard, during the PM peak hour. This intersection is projected to operate unacceptably under Background and Project Conditions. The proposed project is projected to cause an increase of 0.001 in the V/C ratio and 0.5 seconds in critical delay under Cumulative Conditions. Providing a separate overlap phase for the northbound right-turns would provide LOS D operations during the PM peak hour. Based on preliminary field measurements, this improvement could be accommodated within the existing right-of-way. Further analysis is required to determine the final feasibility of this improvement. The project would contribute 0.73 percent of the cumulative traffic at this intersection during the PM peak hour.

7. CONCLUSIONS

The traffic impacts of the proposed 120 single-family homes, 165 senior apartments, and a one-acre park in Santa Clara project were evaluated following the guidelines of the City of Santa Clara, the City of San Jose, and the Santa Clara Valley Transportation Authority (VTA). The analysis evaluated the operations of sixteen signalized intersections and six freeway segments under four scenarios (Existing, Background, Project, and Cumulative Conditions).

The project is estimated to generate 2,159 daily trips, 121 AM peak-hour trips (36 inbound/85 outbound), and 170 PM peak-hour trips (106 inbound/64 outbound).The results of the analysis of peak-hour traffic operations under Project Conditions showed that the proposed project would not have a significant project impact on any of the study intersections or freeway segments.

Under Cumulative Conditions, two study intersections are projected to deteriorate from an acceptable to an unacceptable operating level: San Tomas Expressway/Pruneridge Avenue and Bascom Avenue/Hedding Street. The Pruneridge Avenue and San Tomas Expressway intersection, is projected to operate at LOS E during the AM peak hour and LOS E during the PM peak hour. The addition of cumulative traffic causes this intersection to degrade to an unacceptable level of service during the AM peak hour. The addition of a second eastbound left-turn lane would provide acceptable operations (LOS D) during the AM peak hour. Based on preliminary field measurements, the addition of a second eastbound left-turn lane can be accommodated within the existing right-of-way. Further analysis is required to determine the feasibility of this improvement. The project would contribute 0.25 percent of the cumulative traffic at this intersection during the AM peak hour.

Hedding Street and Bascom Avenue is projected to deteriorate to LOS E during the AM peak hour. This intersection is projected to operate acceptably through Project Conditions. Therefore, the addition of cumulative traffic causes this intersection to operate unacceptably. The restriping of the east leg to provide one shared left-through turn lane, one through lane, and a separate right-turn lane would provide LOS D operations during the AM peak hour. Based on preliminary field measurements, this improvement could be accommodated within the existing right-of-way. Further analysis is required to determine the feasibility of this improvement. The fair project would contribute 0.25 percent of the cumulative traffic at this intersection during the AM peak hour.

Access to the project site will be provided via two driveways on Winchester Boulevard. One proposed driveway would provide full-access to the site via the signalized intersection Winchester Boulevard and Forest Avenue. The second driveway would be right turn-in, right turn-out only and would be located south of the full access driveway. The number of driveways is considered sufficient to serve project-generated traffic during the peak hour. However, recommendations were made to modify the Winchester Boulevard/Forest Avenue intersection and the site driveway to address potential operational and safety issues at this intersection.

To mitigate the potential pedestrian impact, pedestrian phasing, curb cuts, and marked crosswalks are recommended for the intersection of Winchester Boulevard and Forest Avenue at the project driveway. Bicycle parking should be provided for the both the park and the senior housing uses as recommended by VTA guidelines.

The project sponsor should coordinate with the VTA on the appropriate amenities that should be included at all transit stops adjacent to the project site frontage. These amenities may include, but are not limited to, bus shelters, turnouts (to maintain traffic flow), and benches.

Emergency access to the project site will be provided via both driveways on Winchester Boulevard. A secondary emergency access location is planned through the park to the single-family homes. The design of this vehicular access pathway should be developed in consultation with City Fire Department staff.

The proposed vehicular circulation within the single-family housing portion is adequate to serve the number and type of housing units. Sidewalks and pedestrian paths are planned throughout the single-family housing development providing pedestrian connections within the site, to Winchester Boulevard and to the park. It is recommended that, the crosswalk at Lot 34 be a raised crosswalk. If the proposed park is to be shared with the adjacent existing residential neighborhood, adequate pedestrian access should be provided from Forest Avenue at the northwest corner of the site.

TECHNICAL APPENDICES

APPENDIX A

TRAFFIC COUNTS

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

File Name : 1AMFINAL
Site Code : 00000001
Start Date : 05/11/2004
Page No : 1

Groups Printed- Unshifted

	WINCHESTER BLVD Southbound				NEWHALL ST Westbound				WINCHESTER BLVD Northbound				NEWHALL ST Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:00 AM	9	16	2	27	7	55	4	66	22	34	2	58	2	51	8	61	212
07:15 AM	12	29	3	44	5	55	12	72	39	30	1	70	1	70	11	82	268
07:30 AM	13	17	4	34	3	63	7	73	47	53	3	103	1	89	22	112	322
07:45 AM	10	25	11	46	5	98	15	118	43	87	9	139	7	82	23	112	415
Total	44	87	20	151	20	271	38	329	151	204	15	370	11	292	64	367	1217
08:00 AM	9	34	7	50	6	127	7	140	57	67	14	138	7	86	21	114	442
08:15 AM	14	23	4	41	11	108	5	124	59	65	16	140	3	88	21	112	417
08:30 AM	10	18	5	33	5	67	14	86	40	60	11	111	2	63	17	82	312
08:45 AM	13	19	4	36	6	79	9	94	46	65	16	127	3	69	22	94	351
Total	46	94	20	160	28	381	35	444	202	257	57	516	15	306	81	402	1522
Grand Total	90	181	40	311	48	652	73	773	353	461	72	886	26	598	145	769	2739
Apprch %	28.9	58.2	12.9		6.2	84.3	9.4		39.8	52.0	8.1		3.4	77.8	18.9		
Total %	3.3	6.6	1.5	11.4	1.8	23.8	2.7	28.2	12.9	16.8	2.6	32.3	0.9	21.8	5.3	28.1	

	WINCHESTER BLVD Southbound				NEWHALL ST Westbound				WINCHESTER BLVD Northbound				NEWHALL ST Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection	07:30 AM																
Volume	45	99	26	171	25	396	34	455	206	272	42	520	18	345	87	450	1596
Percent	26.9	57.9	15.2		5.5	87.0	7.5		39.6	52.3	8.1		4.0	76.7	19.3		
08:00 Volume	9	34	7	50	6	127	7	140	57	67	14	138	7	86	21	114	442
Peak Factor																	0.903
High Int.	08:00 AM				08:00 AM				08:15 AM				08:00 AM				
Volume	9	34	7	50	6	127	7	140	59	65	16	140	7	86	21	114	
Peak Factor				0.855				0.813				0.929				0.987	

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

File Name : 1PMFINAL
Site Code : 00000001
Start Date : 05/11/2004
Page No : 1

Groups Printed- Unshifted

	WINCHESTER BLVD Southbound				NEWHALL ST Westbound				WINCHESTER BLVD Northbound				NEWHALL ST Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	11	43	14	0	68	4	70	7	0	81	33	58	7	0	98	3	91	45	0	139	386
04:15 PM	12	41	6	0	59	13	81	9	0	103	33	38	13	0	84	2	79	44	0	125	371
04:30 PM	13	52	6	0	71	11	80	6	0	97	22	47	7	0	76	5	98	43	0	146	390
04:45 PM	12	46	9	0	67	9	91	6	0	106	47	42	8	0	97	8	79	55	0	142	412
Total	48	182	35	0	265	37	322	28	0	387	135	185	35	0	355	18	347	187	0	552	1559
05:00 PM	13	54	5	0	72	15	102	15	0	132	34	42	15	0	91	3	112	75	0	190	485
05:15 PM	18	68	7	0	93	17	72	9	0	98	34	41	10	0	85	4	148	51	0	203	479
05:30 PM	17	65	13	0	95	17	78	12	0	107	34	55	9	0	98	6	123	78	0	207	507
05:45 PM	7	67	15	0	89	19	82	8	0	109	27	41	12	0	80	12	100	65	0	177	455
Total	55	254	40	0	349	68	334	44	0	446	129	179	46	0	354	25	483	269	0	777	1926
Grand Total	103	436	75	0	614	105	656	72	0	833	264	364	81	0	709	43	830	456	0	1329	3485
Apprch %	16.8	71.0	12.2	0.0		12.6	78.8	8.6	0.0		37.2	51.3	11.4	0.0		3.2	62.5	34.3	0.0		
Total %	3.0	12.5	2.2	0.0	17.6	3.0	18.8	2.1	0.0	23.9	7.6	10.4	2.3	0.0	20.3	1.2	23.8	13.1	0.0	38.1	

	WINCHESTER BLVD Southbound				NEWHALL ST Westbound				WINCHESTER BLVD Northbound				NEWHALL ST Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	05:00 PM																
Volume	55	254	40	0	349	68	334	44	0	446	129	179	46	0	354	25	483	269	0	777	1926
Percent	15.8	72.8	11.5	0.0		15.2	74.9	9.9	0.0		36.4	50.6	13.0	0.0		3.2	62.2	34.6	0.0		
05:30 Volume	17	65	13	0	95	17	78	12	0	107	34	55	9	0	98	6	123	78	0	207	507
Peak Factor																					0.950
High Int.	05:30 PM					05:00 PM					05:30 PM					05:30 PM					
Volume	17	65	13	0	95	15	102	15	0	132	34	55	9	0	98	6	123	78	0	207	
Peak Factor					0.918					0.845					0.903					0.888	

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	SAN TOMAS EXPWY Southbound				PRUNERIDGE AVE Westbound				SAN TOMAS EXPWY Northbound				PRUNERIDGE AVE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:00 AM	9	104	12	125	0	48	41	89	9	431	2	442	11	34	11	56	712
07:15 AM	21	129	20	170	0	50	37	87	9	529	1	539	23	47	11	81	877
07:30 AM	26	190	16	232	1	46	49	96	17	666	2	685	24	57	10	91	1104
07:45 AM	42	204	11	257	0	113	64	177	23	683	2	708	30	73	21	124	1266
Total	98	627	59	784	1	257	191	449	58	2309	7	2374	88	211	53	352	3959
08:00 AM	42	180	22	244	1	103	47	151	31	580	4	615	22	103	17	142	1152
08:15 AM	41	209	16	266	2	93	43	138	20	666	3	689	30	73	21	124	1217
08:30 AM	46	221	23	290	0	85	45	130	20	629	4	653	38	66	17	121	1194
08:45 AM	32	211	17	260	1	89	36	126	20	535	3	558	41	76	27	144	1088
Total	161	821	78	1060	4	370	171	545	91	2410	14	2515	131	318	82	531	4651
Grand Total	259	1448	137	1844	5	627	362	994	149	4719	21	4889	219	529	135	883	8610
Apprch %	14.0	78.5	7.4		0.5	63.1	36.4		3.0	96.5	0.4		24.8	59.9	15.3		
Total %	3.0	16.8	1.6	21.4	0.1	7.3	4.2	11.5	1.7	54.8	0.2	56.8	2.5	6.1	1.6	10.3	

	SAN TOMAS EXPWY Southbound				PRUNERIDGE AVE Westbound				SAN TOMAS EXPWY Northbound				PRUNERIDGE AVE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection	07:45 AM																
Volume	171	814	72	1057	3	394	199	596	94	2558	13	2665	120	315	76	511	4829
Percent	16.2	77.0	6.8		0.5	66.1	33.4		3.5	96.0	0.5		23.5	61.6	14.9		
07:45 Volume	42	204	11	257	0	113	64	177	23	683	2	708	30	73	21	124	1266
Peak Factor																	0.954
High Int.	08:30 AM				07:45 AM				07:45 AM				08:00 AM				
Volume	46	221	23	290	0	113	64	177	23	683	2	708	22	103	17	142	
Peak Factor				0.911				0.842				0.941				0.900	

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	SAN TOMAS EXPWY Southbound				PRUNERIDGE AVE Westbound				SAN TOMAS EXPWY Northbound				PRUNERIDGE AVE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	57	532	21	610	2	52	33	87	10	174	4	188	14	71	13	98	983
04:15 PM	54	479	26	559	4	73	44	121	19	256	2	287	16	90	25	131	1098
04:30 PM	59	506	23	590	0	72	37	109	22	224	4	250	16	97	33	146	1095
04:45 PM	53	572	25	650	2	79	49	130	18	221	3	242	21	109	35	165	1187
Total	223	2091	95	2409	8	276	163	447	69	865	13	967	67	367	106	540	4363
05:00 PM	59	656	34	749	1	62	42	105	14	252	7	273	20	110	30	160	1287
05:15 PM	68	649	41	758	4	108	51	163	16	258	2	276	19	109	21	149	1346
05:30 PM	65	699	33	797	2	73	39	114	19	262	5	286	20	119	46	185	1382
05:45 PM	47	628	30	705	3	99	37	139	17	247	3	267	14	100	33	147	1258
Total	239	2632	138	3009	10	342	169	521	66	1019	17	1102	73	438	130	641	5273
Grand Total	462	4723	233	5418	18	618	332	968	135	1904	30	2069	140	805	236	1181	9636
Apprch %	8.5	87.2	4.3		1.9	63.8	34.3		6.5	92.0	1.4		11.9	68.2	20.0		
Total %	4.8	49.0	2.4	56.2	0.2	6.4	3.4	10.0	1.4	19.8	0.3	21.5	1.5	8.4	2.4	12.3	

	SAN TOMAS EXPWY Southbound				PRUNERIDGE AVE Westbound				SAN TOMAS EXPWY Northbound				PRUNERIDGE AVE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	05:00 PM																
Volume	239	2632	138	3009	10	342	169	521	66	1019	17	1102	73	438	130	641	5273
Percent	7.9	87.5	4.6		1.9	65.6	32.4		6.0	92.5	1.5		11.4	68.3	20.3		
05:30 Volume	65	699	33	797	2	73	39	114	19	262	5	286	20	119	46	185	1382
Peak Factor																	0.954
High Int.	05:30 PM				05:15 PM				05:30 PM				05:30 PM				
Volume	65	699	33	797	4	108	51	163	19	262	5	286	20	119	46	185	
Peak Factor				0.944				0.799				0.963				0.866	

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Start Time	SARATOGA AVE Southbound LT	TH	RT	App. Total	PRUNERIDGE AVE Westbound LT	TH	RT	App. Total	SARATOGA AVE Northbound LT	TH	RT	App. Total	PRUNERIDGE AVE Eastbound LT	TH	RT	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:00 AM	3	34	13	50	13	55	4	72	6	46	9	61	15	36	2	53	236
07:15 AM	5	49	16	70	24	70	5	99	4	63	12	79	14	29	5	48	296
07:30 AM	10	62	14	86	30	108	4	142	5	86	10	101	32	57	3	92	421
07:45 AM	5	72	21	98	24	98	7	129	9	113	13	135	35	84	5	124	486
Total	23	217	64	304	91	331	20	442	24	308	44	376	96	206	15	317	1439
08:00 AM	6	69	27	102	22	119	12	153	4	102	15	121	67	53	12	132	508
08:15 AM	5	62	17	84	32	99	6	137	7	141	20	168	36	62	13	111	500
08:30 AM	6	46	15	67	24	81	7	112	9	118	25	152	35	72	11	118	449
08:45 AM	8	42	14	64	21	68	11	100	13	105	39	157	32	83	8	123	444
Total	25	219	73	317	99	367	36	502	33	466	99	598	170	270	44	484	1901
Grand Total	48	436	137	621	190	698	56	944	57	774	143	974	266	476	59	801	3340
Apprch %	7.7	70.2	22.1		20.1	73.9	5.9		5.9	79.5	14.7		33.2	59.4	7.4		
Total %	1.4	13.1	4.1	18.6	5.7	20.9	1.7	28.3	1.7	23.2	4.3	29.2	8.0	14.3	1.8	24.0	

Start Time	SARATOGA AVE Southbound LT	TH	RT	App. Total	PRUNERIDGE AVE Westbound LT	TH	RT	App. Total	SARATOGA AVE Northbound LT	TH	RT	App. Total	PRUNERIDGE AVE Eastbound LT	TH	RT	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection	07:45 AM																
Volume	22	249	80	351	102	397	32	531	29	474	73	576	173	271	41	485	1943
Percent	6.3	70.9	22.8		19.2	74.8	6.0		5.0	82.3	12.7		35.7	55.9	8.5		
08:00 Volume	6	69	27	102	22	119	12	153	4	102	15	121	67	53	12	132	508
Peak Factor																	0.956
High Int.	08:00 AM				08:00 AM				08:15 AM				08:00 AM				
Volume	6	69	27	102	22	119	12	153	7	141	20	168	67	53	12	132	
Peak Factor				0.860				0.868				0.857				0.919	

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Start Time	SARATOGA AVE Southbound LT	TH	RT	App. Total	PRUNERIDGE AVE Westbound LT	TH	RT	App. Total	SARATOGA AVE Northbound LT	TH	RT	App. Total	PRUNERIDGE AVE Eastbound LT	TH	RT	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	5	87	17	109	28	86	8	122	8	81	38	127	39	98	6	143	501
04:15 PM	9	102	16	127	22	69	9	100	11	66	24	101	36	103	4	143	471
04:30 PM	13	83	27	123	28	102	6	136	5	86	29	120	24	101	6	131	510
04:45 PM	8	73	12	93	30	87	4	121	13	68	28	109	26	83	2	111	434
Total	35	345	72	452	108	344	27	479	37	301	119	457	125	385	18	528	1916
05:00 PM	9	145	24	178	39	109	13	161	3	94	37	134	34	140	7	181	654
05:15 PM	21	106	20	147	28	106	14	148	6	120	43	169	35	163	4	202	666
05:30 PM	8	115	22	145	25	111	8	144	10	118	31	159	41	139	3	183	631
05:45 PM	5	117	17	139	35	98	7	140	4	86	30	120	20	131	6	157	556
Total	43	483	83	609	127	424	42	593	23	418	141	582	130	573	20	723	2507
Grand Total	78	828	155	1061	235	768	69	1072	60	719	260	1039	255	958	38	1251	4423
Apprch %	7.4	78.0	14.6		21.9	71.6	6.4		5.8	69.2	25.0		20.4	76.6	3.0		
Total %	1.8	18.7	3.5	24.0	5.3	17.4	1.6	24.2	1.4	16.3	5.9	23.5	5.8	21.7	0.9	28.3	

Start Time	SARATOGA AVE Southbound LT	TH	RT	App. Total	PRUNERIDGE AVE Westbound LT	TH	RT	App. Total	SARATOGA AVE Northbound LT	TH	RT	App. Total	PRUNERIDGE AVE Eastbound LT	TH	RT	App. Total	Int. Total
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	05:00 PM																
Volume	43	483	83	609	127	424	42	593	23	418	141	582	130	573	20	723	2507
Percent	7.1	79.3	13.6		21.4	71.5	7.1		4.0	71.8	24.2		18.0	79.3	2.8		
05:15 Volume	21	106	20	147	28	106	14	148	6	120	43	169	35	163	4	202	666
Peak Factor																	0.941
High Int.	05:00 PM				05:00 PM				05:15 PM				05:15 PM				
Volume	9	145	24	178	39	109	13	161	6	120	43	169	35	163	4	202	
Peak Factor				0.855				0.921				0.861				0.895	

FROM : Traffic Data Servie PHONE NO. : 4083772998 May. 17 2004 03:07PM P7

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File Name : 3AMFINAL
Site Code : 00000003
Start Date : 05/13/2004
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Start Time	WINCHESTER BLVD Southbound Left	Thru	Right	App. Total	PRUNERIDGE AVE Westbound Left	Thru	Right	App. Total	WINCHESTER BLVD Northbound Left	Thru	Right	App. Total	HEDDING ST Eastbound Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:00 AM	8	42	10	60	7	34	3	44	15	40	9	64	2	47	11	60	228
07:15 AM	7	27	17	51	5	37	10	52	22	58	14	94	6	50	17	73	270
07:30 AM	5	36	15	56	9	41	10	60	27	74	13	114	11	86	21	118	348
07:45 AM	5	35	13	53	7	52	2	61	36	126	24	186	8	81	36	125	425
Total	25	140	55	220	28	164	25	217	100	298	60	458	27	264	85	376	1271
08:00 AM	5	41	19	65	11	54	1	66	42	114	22	178	12	84	24	120	429
08:15 AM	2	37	15	54	14	68	6	88	38	130	22	190	15	85	37	137	469
08:30 AM	4	57	16	77	9	52	3	64	31	113	16	160	5	67	34	106	407
08:45 AM	7	60	12	79	9	32	8	49	44	126	26	196	17	76	47	140	466
Total	18	195	62	275	43	206	18	267	155	485	86	726	49	312	142	503	1771
Grand Total	43	335	117	495	71	370	43	484	255	783	146	1184	76	576	227	879	3042
Apprch %	8.7	67.7	23.6		14.7	76.4	8.9		21.5	66.1	12.3		8.6	65.5	25.8		
Total %	1.4	11.0	3.8	16.3	2.3	12.2	1.4	15.9	8.4	25.7	4.8	38.9	2.5	18.9	7.5	28.9	

Start Time	WINCHESTER BLVD Southbound Left	Thru	Right	App. Total	PRUNERIDGE AVE Westbound Left	Thru	Right	App. Total	WINCHESTER BLVD Northbound Left	Thru	Right	App. Total	HEDDING ST Eastbound Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection	08:00 AM																
Volume	18	195	62	275	43	206	18	267	155	485	86	726	49	312	142	503	1771
Percent	6.5	70.9	22.5		16.1	77.2	6.7		21.3	66.8	11.8		9.7	62.0	28.2		
08:15 Volume	2	37	15	54	14	68	6	88	38	130	22	190	15	85	37	137	469
Peak Factor																	0.944
High Int.	08:45 AM				08:15 AM				08:45 AM				08:45 AM				
Volume	7	60	12	79	14	68	6	88	44	126	26	196	17	76	47	140	
Peak Factor				0.870				0.759				0.917				0.898	

FROM : Traffic Data Servie PHONE NO. : 4083772998 May. 17 2004 03:08PM P8

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File Name : 3PMFINAL
Site Code : 00000003
Start Date : 05/13/2004
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Start Time	WINCHESTER BLVD Southbound Left	Thru	Right	App. Total	HEDDING ST Westbound Left	Thru	Right	App. Total	WINCHESTER BLVD Northbound Left	Thru	Right	App. Total	PRUNERIDGE AVE Eastbound Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	12	88	16	116	9	49	12	70	43	78	15	136	16	69	37	122	444
04:15 PM	11	91	14	116	15	61	4	80	47	81	18	146	13	95	39	147	489
04:30 PM	9	102	15	126	19	68	9	96	53	81	13	147	11	86	42	139	508
04:45 PM	14	114	18	146	29	64	12	105	42	80	14	136	7	86	55	148	535
Total	46	395	63	504	72	242	37	351	185	320	60	565	47	336	173	556	1976
05:00 PM	12	107	18	137	16	70	8	94	44	82	18	144	27	103	41	171	546
05:15 PM	12	126	9	147	21	92	6	119	64	80	16	160	14	94	54	162	588
05:30 PM	19	157	19	195	21	82	2	105	53	81	10	144	27	109	52	188	632
05:45 PM	5	134	11	150	26	70	4	100	42	85	15	142	23	76	51	150	542
Total	48	524	57	629	84	314	20	418	203	328	59	590	91	382	198	671	2308
Grand Total	94	919	120	1133	156	556	57	769	388	648	119	1155	138	718	371	1227	4284
Apprch %	8.3	81.1	10.6		20.3	72.3	7.4		33.6	56.1	10.3		11.2	58.5	30.2		
Total %	2.2	21.5	2.8	26.4	3.6	13.0	1.3	18.0	9.1	15.1	2.8	27.0	3.2	16.8	8.7	28.6	

Start Time	WINCHESTER BLVD Southbound Left	Thru	Right	App. Total	HEDDING ST Westbound Left	Thru	Right	App. Total	WINCHESTER BLVD Northbound Left	Thru	Right	App. Total	PRUNERIDGE AVE Eastbound Left	Thru	Right	App. Total	Int. Total
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	05:00 PM																
Volume	48	524	57	629	84	314	20	418	203	328	59	590	91	382	198	671	2308
Percent	7.6	83.3	9.1		20.1	75.1	4.8		34.4	55.6	10.0		13.6	56.9	29.5		
05:30 Volume	19	157	19	195	21	82	2	105	53	81	10	144	27	109	52	188	632
Peak Factor																	0.913
High Int.	05:30 PM				05:15 PM				05:15 PM				05:30 PM				
Volume	19	157	19	195	21	92	6	119	64	80	16	160	27	109	52	188	
Peak Factor				0.806				0.878				0.922				0.892	

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	BASCOM AVE Southbound				HEDDING ST Westbound				BASCOM AVE Northbound				HEDDING ST Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:00 AM	5	72	14	91	9	25	11	45	5	136	8	149	26	32	12	70	355
07:15 AM	7	71	18	96	8	27	16	51	12	170	4	186	39	33	13	85	418
07:30 AM	10	100	19	129	8	46	14	68	15	247	24	286	39	64	7	110	593
07:45 AM	14	115	8	137	25	44	18	87	16	296	27	309	45	106	11	162	695
Total	36	358	59	453	50	142	59	251	48	819	63	930	149	235	43	427	2061
08:00 AM	26	101	23	150	17	41	8	66	20	317	30	367	28	72	7	107	690
08:15 AM	13	106	23	142	11	26	21	58	16	266	33	315	49	86	21	156	671
08:30 AM	24	129	22	175	14	27	15	56	14	241	20	275	30	63	9	92	598
08:45 AM	21	117	19	157	11	33	9	53	11	215	23	249	39	60	22	121	580
Total	84	453	87	624	53	127	53	233	61	1039	106	1206	146	271	59	476	2539
Grand Total	120	811	146	1077	103	269	112	484	109	1858	169	2136	295	506	102	903	4600
Apprch %	11.1	75.3	13.6		21.3	55.6	23.1		5.1	87.0	7.9		32.7	56.0	11.3		
Total %	2.6	17.6	3.2	23.4	2.2	5.8	2.4	10.5	2.4	40.4	3.7	46.4	6.4	11.0	2.2	19.6	

	BASCOM AVE Southbound				HEDDING ST Westbound				BASCOM AVE Northbound				HEDDING ST Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection	07:45 AM																
Volume	77	451	76	604	67	138	62	267	66	1090	110	1266	152	317	48	517	2654
Percent	12.7	74.7	12.6		25.1	51.7	23.2		5.2	86.1	8.7		29.4	61.3	9.3		
07:45 Volume	14	115	8	137	25	44	18	87	16	266	27	309	45	106	11	162	695
Peak Factor																	0.955
High Int.	08:30 AM				07:45 AM				08:00 AM				07:45 AM				
Volume	24	129	22	175	25	44	18	87	20	317	30	367	45	106	11	162	
Peak Factor				0.863				0.767				0.862				0.798	

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File Name : 4PMFINAL
Site Code : 00000004
Start Date : 05/13/2004
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	BASCOM AVE Southbound				HEDDING ST Westbound				BASCOM AVE Northbound				HEDDING ST Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	21	179	25	225	15	43	14	72	10	113	8	131	25	44	17	86	514
04:15 PM	18	181	26	225	10	60	18	88	22	129	20	171	28	60	21	109	593
04:30 PM	27	209	39	275	26	64	15	105	15	170	8	193	47	37	17	101	674
04:45 PM	19	170	46	235	21	50	15	86	7	140	10	157	40	50	14	104	582
Total	85	739	136	960	72	217	62	351	54	552	46	652	140	191	69	400	2363
05:00 PM	26	227	51	304	20	73	15	108	16	157	10	183	62	64	28	154	749
05:15 PM	28	311	38	377	27	82	23	132	16	142	13	171	40	43	32	115	795
05:30 PM	16	262	43	321	25	63	24	112	18	112	11	141	52	57	28	137	711
05:45 PM	37	294	57	388	34	71	18	123	21	120	16	157	63	48	26	137	805
Total	107	1094	189	1390	106	289	80	475	71	531	50	652	217	212	114	543	3060
Grand Total	192	1833	325	2360	178	506	142	826	125	1083	96	1304	357	403	183	943	5423
Apprch %	8.2	78.0	13.8		21.5	61.3	17.2		9.6	83.1	7.4		37.9	42.7	19.4		
Total %	3.5	33.8	6.0	43.3	3.3	9.3	2.6	15.2	2.3	20.0	1.8	24.0	6.6	7.4	3.4	17.4	

	BASCOM AVE Southbound				HEDDING ST Westbound				BASCOM AVE Northbound				HEDDING ST Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	05:00 PM																
Volume	107	1094	189	1390	106	289	80	475	71	531	50	652	217	212	114	543	3060
Percent	7.7	78.7	13.6		22.3	60.8	16.8		10.9	81.4	7.7		40.0	39.0	21.0		
05:45 Volume	37	294	57	388	34	71	18	123	21	120	16	157	63	48	26	137	805
Peak Factor																	0.950
High Int.	05:45 PM				05:15 PM				05:00 PM				05:00 PM				
Volume	37	294	57	388	27	82	23	132	16	157	10	183	62	64	28	154	
Peak Factor				0.896				0.900				0.891				0.881	

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File Name : 2NAMFINAL
Site Code : 00000002
Start Date : 06/03/2003
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Groups Printed- Unshifted

	WINCHESTER BLVD Southbound			WINCHESTER BLVD Northbound			FOREST AVE (NORTH) Eastbound			
Start Time	TH	RT	App. Total	LT	TH	App. Total	LT	RT	App. Total	Int. Total
Factor	1.0	1.0		1.0	1.0		1.0	1.0		
07:00 AM	56	1	57	3	111	114	1	4	5	176
07:15 AM	66	0	66	1	105	106	0	3	3	175
07:30 AM	85	1	86	2	171	173	0	12	12	271
07:45 AM	91	2	93	7	210	217	2	18	20	330
Total	298	4	302	13	597	610	3	37	40	952
08:00 AM	89	1	90	6	170	176	0	4	4	270
08:15 AM	81	0	81	1	198	199	2	7	9	289
08:30 AM	84	0	84	0	198	198	0	5	5	287
08:45 AM	116	0	116	5	151	156	0	8	8	280
Total	370	1	371	12	717	729	2	24	26	1126
Grand Total	668	5	673	25	1314	1339	5	61	66	2078
Apprch %	99.3	0.7		1.9	98.1		7.6	92.4		
Total %	32.1	0.2	32.4	1.2	63.2	64.4	0.2	2.9	3.2	

	WINCHESTER BLVD Southbound			WINCHESTER BLVD Northbound			FOREST AVE (NORTH) Eastbound			
Start Time	TH	RT	App. Total	LT	TH	App. Total	LT	RT	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1										
Intersection	07:45 AM									
Volume	345	3	348	14	776	790	4	34	38	1176
Percent	99.1	0.9		1.8	98.2		10.5	89.5		
07:45 Volume	91	2	93	7	210	217	2	18	20	330
Peak Factor										0.891
High Int.	07:45 AM			07:45 AM			07:45 AM			
Volume	91	2	93	7	210	217	2	18	20	
Peak Factor			0.935			0.910			0.475	

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File Name : 2NPMFINAL
Site Code : 00000002
Start Date : 06/03/2003
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Groups Printed- Unshifted

	WINCHESTER BLVD Southbound			WINCHESTER BLVD Northbound			FOREST AVE (NORTH) Eastbound			
Start Time	TH	RT	App. Total	LT	TH	App. Total	LT	RT	App. Total	Int. Total
Factor	1.0	1.0		1.0	1.0		1.0	1.0		
04:00 PM	135	3	138	6	139	145	1	8	9	292
04:15 PM	156	0	156	3	174	177	1	3	4	337
04:30 PM	168	0	168	2	165	167	1	8	9	344
04:45 PM	144	1	145	1	137	138	1	5	6	289
Total	603	4	607	12	615	627	4	24	28	1262
05:00 PM	196	1	197	4	163	167	1	4	5	369
05:15 PM	197	0	197	7	189	196	0	4	4	397
05:30 PM	218	2	220	3	215	218	0	4	4	442
05:45 PM	230	1	231	2	168	170	2	3	5	406
Total	841	4	845	16	735	751	3	15	18	1614
Grand Total	1444	8	1452	28	1350	1378	7	39	46	2876
Apprch %	99.4	0.6		2.0	98.0		15.2	84.8		
Total %	50.2	0.3	50.5	1.0	46.9	47.9	0.2	1.4	1.6	

	WINCHESTER BLVD Southbound			WINCHESTER BLVD Northbound			FOREST AVE (NORTH) Eastbound			
Start Time	TH	RT	App. Total	LT	TH	App. Total	LT	RT	App. Total	Int. Total
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1										
Intersection	05:00 PM									
Volume	841	4	845	16	735	751	3	15	18	1614
Percent	99.5	0.5		2.1	97.9		16.7	83.3		
05:30 Volume	218	2	220	3	215	218	0	4	4	442
Peak Factor										0.913
High Int.	05:45 PM			05:30 PM			05:00 PM			
Volume	230	1	231	3	215	218	1	4	5	
Peak Factor			0.915			0.861			0.900	

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File Name : 2SAMFINAL
Site Code : 00000002
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	WINCHESTER BLVD Southbound			FOREST AVE (SOUTH) Westbound			WINCHESTER BLVD Northbound			
Start Time	LT	TH	App. Total	LT	RT	App. Total	TH	RT	App. Total	Int. Total
Factor	1.0	1.0		1.0	1.0		1.0	1.0		
07:00 AM	4	53	57	12	20	32	97	16	113	202
07:15 AM	5	67	72	24	14	38	94	27	121	231
07:30 AM	19	80	99	25	18	43	153	28	181	323
07:45 AM	28	76	104	25	40	65	183	40	223	392
Total	56	276	332	86	92	178	527	111	638	1148
08:00 AM	9	84	93	17	40	57	140	36	176	326
08:15 AM	13	75	88	18	26	44	180	41	221	353
08:30 AM	17	76	93	26	24	50	178	47	225	368
08:45 AM	24	93	117	28	18	46	138	43	181	344
Total	63	328	391	89	108	197	636	167	803	1391
Grand Total	119	604	723	175	200	375	1163	278	1441	2539
Apprch %	16.5	83.5		46.7	53.3		80.7	19.3		
Total %	4.7	23.8	28.5	6.9	7.9	14.8	45.8	10.9	56.8	

	WINCHESTER BLVD Southbound			FOREST AVE (SOUTH) Westbound			WINCHESTER BLVD Northbound			
Start Time	LT	TH	App. Total	LT	RT	App. Total	TH	RT	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1										
Intersection	07:45 AM									
Volume	67	311	378	86	130	216	681	164	845	1439
Percent	17.7	82.3		39.8	60.2		80.6	19.4		
07:45 Volume	28	76	104	25	40	65	183	40	223	392
Peak Factor										0.918
High Int.	07:45 AM			07:45 AM			08:30 AM			
Volume	28	76	104	25	40	65	178	47	225	
Peak Factor			0.909			0.831			0.939	

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File Name : 2SPMFINAL
Site Code : 00000002
Start Date : 06/03/2003
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	WINCHESTER BLVD Southbound			FOREST AVE (SOUTH) Westbound			WINCHESTER BLVD Northbound			
Start Time	LT	TH	App. Total	LT	RT	App. Total	TH	RT	App. Total	Int. Total
Factor	1.0	1.0		1.0	1.0		1.0	1.0		
04:00 PM	26	129	155	52	38	90	112	27	139	384
04:15 PM	29	131	160	63	37	100	144	71	215	475
04:30 PM	30	136	166	87	50	137	120	57	177	480
04:45 PM	17	135	152	56	38	94	106	55	161	407
Total	102	531	633	258	163	421	482	210	692	1746
05:00 PM	31	173	204	74	42	116	119	47	166	486
05:15 PM	34	172	206	61	56	117	144	56	200	523
05:30 PM	35	192	227	75	60	135	159	50	209	571
05:45 PM	36	200	236	68	43	111	128	58	186	533
Total	136	737	873	278	201	479	550	211	761	2113
Grand Total	238	1268	1506	536	364	900	1032	421	1453	3859
Apprch %	15.8	84.2		59.6	40.4		71.0	29.0		
Total %	6.2	32.9	39.0	13.9	9.4	23.3	26.7	10.9	37.7	

	WINCHESTER BLVD Southbound			FOREST AVE (SOUTH) Westbound			WINCHESTER BLVD Northbound			
Start Time	LT	TH	App. Total	LT	RT	App. Total	TH	RT	App. Total	Int. Total
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1										
Intersection	05:00 PM									
Volume	136	737	873	278	201	479	550	211	761	2113
Percent	15.6	84.4		58.0	42.0		72.3	27.7		
05:30 Volume	35	192	227	75	60	135	159	50	209	571
Peak Factor										0.925
High Int.	05:45 PM			05:30 PM			05:30 PM			
Volume	36	200	236	75	60	135	159	50	209	
Peak Factor			0.925			0.887			0.910	

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File Name : 5AMFINAL
Site Code : 00000005
Start Date : 06/04/2003
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	BASCOM AVE Southbound				NAGLEE AVE Westbound				BASCOM AVE Northbound				FOREST AVE Eastbound				
Start Time	LT	TH	RT	App. Total	LT	TH	RT	App. Total	LT	TH	RT	App. Total	LT	TH	RT	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:00 AM	21	68	20	109	28	24	26	78	14	113	19	146	3	22	2	27	360
07:15 AM	17	49	15	81	17	36	24	77	21	154	30	205	5	29	1	35	398
07:30 AM	25	60	23	108	25	67	35	127	30	285	36	351	15	40	2	57	643
07:45 AM	35	74	51	160	17	147	15	179	34	336	48	418	19	82	2	103	860
Total	98	251	109	458	87	274	100	461	99	888	133	1120	42	173	7	222	2261
08:00 AM	33	70	32	135	43	115	31	189	13	332	25	370	30	73	3	106	800
08:15 AM	12	82	35	129	35	91	10	136	32	261	27	320	15	39	1	55	640
08:30 AM	8	75	31	114	43	85	15	143	31	142	24	197	18	35	3	56	510
08:45 AM	12	86	33	131	15	83	9	107	15	155	18	188	8	45	3	56	482
Total	65	313	131	509	136	374	65	575	91	890	94	1075	71	192	10	273	2432
Grand Total	163	564	240	967	223	648	165	1036	190	1778	227	2195	113	365	17	495	4693
Apprch %	16.9	58.3	24.8		21.5	62.5	15.9		8.7	81.0	10.3		22.8	73.7	3.4		
Total %	3.5	12.0	5.1	20.6	4.8	13.8	3.5	22.1	4.0	37.9	4.8	46.8	2.4	7.8	0.4	10.5	

	BASCOM AVE Southbound				NAGLEE AVE Westbound				BASCOM AVE Northbound				FOREST AVE Eastbound				
Start Time	LT	TH	RT	App. Total	LT	TH	RT	App. Total	LT	TH	RT	App. Total	LT	TH	RT	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection	07:30 AM																
Volume	105	286	141	532	120	420	91	631	109	1214	136	1459	79	234	8	321	2943
Percent	19.7	53.8	26.5		19.0	66.6	14.4		7.5	83.2	9.3		24.6	72.9	2.5		
07:45 Volume	35	74	51	160	17	147	15	179	34	336	48	418	19	82	2	103	860
Peak Factor																	0.856
High Int.	07:45 AM				08:00 AM				07:45 AM				08:00 AM				
Volume	35	74	51	160	43	115	31	189	34	336	48	418	30	73	3	106	
Peak Factor				0.831				0.835				0.873				0.757	

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File Name : 5PMFINAL
Site Code : 00000005
Start Date : 06/04/2003
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	BASCOM AVE Southbound				NAGLEE AVE Westbound				BASCOM AVE Northbound				FOREST AVE Eastbound				
Start Time	LT	TH	RT	App. Total	LT	TH	RT	App. Total	LT	TH	RT	App. Total	LT	TH	RT	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	29	173	29	231	30	62	20	112	43	101	43	187	42	67	7	116	646
04:15 PM	25	175	9	209	30	54	24	108	31	87	26	144	29	52	6	87	548
04:30 PM	38	171	12	221	52	58	18	128	30	109	33	172	29	66	10	105	626
04:45 PM	24	231	31	286	42	76	26	144	39	131	34	204	35	45	11	91	725
Total	116	750	81	947	154	250	88	492	143	428	136	707	135	230	34	399	2545
05:00 PM	38	242	18	298	66	95	28	189	42	118	37	197	41	52	9	102	786
05:15 PM	46	253	23	322	66	120	22	208	28	122	38	188	48	82	8	138	856
05:30 PM	67	239	20	326	66	83	17	166	21	100	31	152	35	66	8	109	753
05:45 PM	20	186	21	227	49	86	10	145	46	86	30	162	23	61	9	93	627
Total	171	920	82	1173	247	384	77	708	137	426	136	699	147	261	34	442	3022
Grand Total	287	1670	163	2120	401	634	165	1200	280	854	272	1406	282	491	68	841	5567
Apprch %	13.5	78.8	7.7		33.4	52.8	13.8		19.9	60.7	19.3		33.5	58.4	8.1		
Total %	5.2	30.0	2.9	38.1	7.2	11.4	3.0	21.6	5.0	15.3	4.9	25.3	5.1	8.8	1.2	15.1	

	BASCOM AVE Southbound				NAGLEE AVE Westbound				BASCOM AVE Northbound				FOREST AVE Eastbound				
Start Time	LT	TH	RT	App. Total	LT	TH	RT	App. Total	LT	TH	RT	App. Total	LT	TH	RT	App. Total	Int. Total
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	04:45 PM																
Volume	175	965	92	1232	240	374	93	707	130	471	140	741	159	245	36	440	3120
Percent	14.2	78.3	7.5		33.9	52.9	13.2		17.5	63.6	18.9		36.1	55.7	8.2		
05:15 Volume	46	253	23	322	66	120	22	208	28	122	38	188	48	82	8	138	856
Peak Factor																	0.911
High Int.	05:30 PM				05:15 PM				04:45 PM				05:15 PM				
Volume	67	239	20	326	66	120	22	208	39	131	34	204	48	82	8	138	
Peak Factor				0.945				0.850				0.908				0.797	

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File Name : 3AMFINAL
Site Code : 00000003
Start Date : 05/28/2003
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Start Time	WINCHESTER BLVD Southbound LT	TH	RT	App. Total	VALLEY FAIR DRIVEWAY Westbound LT	TH	RT	App. Total	WINCHESTER BLVD Northbound LT	TH	RT	App Total	DORCICH ST Eastbound LT	TH	RT	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:00 AM	0	69	1	70	4	1	0	5	6	82	6	94	1	0	4	5	174
07:15 AM	1	85	2	88	5	0	3	8	2	129	5	136	1	1	0	2	234
07:30 AM	1	79	4	84	3	0	0	3	5	157	6	168	0	0	6	6	261
07:45 AM	0	88	2	90	1	0	1	2	5	227	5	237	1	0	6	7	336
Total	2	321	9	332	13	1	4	18	18	595	22	635	3	1	16	20	1005
08:00 AM	1	89	2	92	3	0	3	6	2	218	7	227	2	0	2	4	329
08:15 AM	2	106	4	112	4	0	3	7	5	190	9	204	4	0	5	9	332
08:30 AM	8	87	1	96	1	0	2	3	4	221	6	231	0	1	3	4	334
08:45 AM	4	81	3	88	2	0	4	6	7	198	7	212	3	1	4	8	314
Total	15	363	10	388	10	0	12	22	18	827	29	874	9	2	14	25	1309
Grand Total	17	684	19	720	23	1	16	40	36	1422	51	1509	12	3	30	45	2314
Apprch %	2.4	95.0	2.6		57.5	2.5	40.0		2.4	94.2	3.4		26.7	6.7	66.7		
Total %	0.7	29.6	0.8	31.1	1.0	0.0	0.7	1.7	1.6	61.5	2.2	65.2	0.5	0.1	1.3	1.9	

Start Time	WINCHESTER BLVD Southbound LT	TH	RT	App. Total	VALLEY FAIR DRIVEWAY Westbound LT	TH	RT	App. Total	WINCHESTER BLVD Northbound LT	TH	RT	App. Total	DORCICH ST Eastbound LT	TH	RT	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection	07:45 AM																
Volume	11	370	9	390	9	0	9	18	16	856	27	899	7	1	16	24	1331
Percent	2.8	94.9	2.3		50.0	0.0	50.0		1.8	95.2	3.0		29.2	4.2	66.7		
07:45 Volume	0	88	2	90	1	0	1	2	5	227	5	237	1	0	6	7	336
Peak Factor																	0.990
High Int.	08:15 AM				08:15 AM				07:45 AM				08:15 AM				
Volume	2	106	4	112	4	0	3	7	5	227	5	237	4	0	5	9	
Peak Factor				0.871				0.643				0.948				0.667	

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File Name : 3PMFINAL
Site Code : 00000003
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Start Time	WINCHESTER BLVD Southbound LT	TH	RT	App. Total	VALLEY FAIR DRIVEWAY Westbound LT	TH	RT	App. Total	WINCHESTER BLVD Northbound LT	TH	RT	App. Total	DORCICH ST Eastbound LT	TH	RT	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	10	168	9	187	36	5	2	43	16	135	18	169	6	1	7	14	413
04:15 PM	5	179	2	186	35	0	6	41	22	157	13	192	4	2	13	19	438
04:30 PM	10	166	6	182	31	2	5	38	9	127	28	164	6	3	15	24	408
04:45 PM	23	195	4	222	36	1	5	42	14	194	30	238	7	3	13	23	525
Total	48	708	21	777	138	8	18	164	61	613	89	763	23	9	48	80	1784
05:00 PM	4	247	10	261	34	2	5	41	23	132	13	168	5	5	7	17	487
05:15 PM	18	214	7	239	39	2	5	46	11	211	12	234	5	2	8	15	534
05:30 PM	14	248	4	266	37	1	4	42	8	176	11	195	6	2	7	15	518
05:45 PM	11	217	5	233	27	3	6	36	10	160	24	194	3	3	5	11	474
Total	47	926	26	999	137	8	20	165	52	679	60	791	19	12	27	58	2013
Grand Total	95	1634	47	1776	275	16	38	329	113	1292	149	1554	42	21	75	138	3797
Apprch %	5.3	92.0	2.6		83.6	4.9	11.6		7.3	83.1	9.6		30.4	15.2	54.3		
Total %	2.5	43.0	1.2	46.8	7.2	0.4	1.0	8.7	3.0	34.0	3.9	40.9	1.1	0.6	2.0	3.6	

Start Time	WINCHESTER BLVD Southbound LT	TH	RT	App. Total	VALLEY FAIR DRIVEWAY Westbound LT	TH	RT	App. Total	WINCHESTER BLVD Northbound LT	TH	RT	App. Total	DORCICH ST Eastbound LT	TH	RT	App. Total	Int. Total
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	04:45 PM																
Volume	59	904	25	988	146	6	19	171	56	713	66	835	23	12	35	70	2064
Percent	6.0	91.5	2.5		85.4	3.5	11.1		6.7	85.4	7.9		32.9	17.1	50.0		
05:15 Volume	18	214	7	239	39	2	5	46	11	211	12	234	5	2	8	15	534
Peak Factor																	0.966
High Int.	05:30 PM				05:15 PM				04:45 PM				04:45 PM				
Volume	14	248	4	266	39	2	5	46	14	194	30	238	7	3	13	23	
Peak Factor				0.929				0.929				0.877				0.761	

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File Name : 5AMFINAL
Site Code : 00000005
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Start Time	SARATOGA AVE Southbound Left	Thru	Right	App. Total	STEVEN'S CREEK BLVD Westbound Left	Thru	Right	App. Total	SARATOGA AVE Northbound Left	Thru	Right	App. Total	STEVEN'S CREEK BLVD Eastbound Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:00 AM	5	88	14	107	33	97	4	134	28	79	11	118	7	18	11	36	395
07:15 AM	4	97	15	116	25	171	3	199	23	103	26	152	17	43	19	79	546
07:30 AM	5	85	11	101	27	182	8	217	23	124	24	171	15	65	30	110	599
07:45 AM	7	118	12	137	41	179	5	225	27	171	22	220	11	59	25	95	677
Total	21	388	52	461	126	629	20	775	101	477	83	661	50	185	85	320	2217
08:00 AM	11	108	20	139	41	214	4	259	35	163	32	230	16	55	25	96	724
08:15 AM	4	100	14	118	33	218	12	263	36	145	27	208	12	74	17	103	692
08:30 AM	7	86	13	106	51	188	8	247	34	183	35	252	21	93	19	133	738
08:45 AM	15	106	19	140	22	152	1	175	56	169	46	271	20	69	25	114	700
Total	37	400	66	503	147	772	25	944	161	660	140	961	69	291	86	446	2854
Grand Total	58	788	118	964	273	1401	45	1719	262	1137	223	1622	119	476	171	766	5071
Apprch %	6.0	81.7	12.2		15.9	81.5	2.6		16.2	70.1	13.7		15.5	62.1	22.3		
Total %	1.1	15.5	2.3	19.0	5.4	27.6	0.9	33.9	5.2	22.4	4.4	32.0	2.3	9.4	3.4	15.1	

Start Time	SARATOGA AVE Southbound Left	Thru	Right	App. Total	STEVEN'S CREEK BLVD Westbound Left	Thru	Right	App. Total	SARATOGA AVE Northbound Left	Thru	Right	App. Total	STEVEN'S CREEK BLVD Eastbound Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection	08:00 AM																
Volume	37	400	66	503	147	772	25	944	161	660	140	961	69	291	86	446	2854
Percent	7.4	79.5	13.1		15.6	81.8	2.6		16.8	68.7	14.6		15.5	65.2	19.3		
08:30 Volume	7	86	13	106	51	188	8	247	34	183	35	252	21	93	19	133	738
Peak Factor																	0.967
High Int.	08:45 AM				08:15 AM				08:45 AM				08:30 AM				
Volume	15	106	19	140	33	218	12	263	56	169	46	271	21	93	19	133	
Peak Factor				0.898				0.897				0.867				0.838	

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Start Time	SARATOGA AVE Southbound Left	Thru	Right	App. Total	STEVEN'S CREEK BLVD Westbound Left	Thru	Right	App. Total	SARATOGA AVE Northbound Left	Thru	Right	App. Total	STEVEN'S CREEK BLVD Eastbound Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	30	127	33	190	49	131	5	185	29	135	79	243	29	185	55	269	887
04:15 PM	30	128	19	177	26	124	1	151	48	106	65	219	26	143	17	186	733
04:30 PM	22	110	17	149	58	140	9	207	36	120	60	215	19	155	32	206	777
04:45 PM	28	144	18	190	47	138	8	193	33	137	75	245	18	156	36	210	838
Total	110	509	87	706	180	533	23	736	145	498	279	922	92	639	140	871	3235
05:00 PM	24	142	32	198	45	143	10	198	30	124	73	227	28	145	44	217	840
05:15 PM	28	166	27	221	39	121	10	170	37	134	66	237	27	168	41	236	864
05:30 PM	23	131	27	181	59	153	13	225	45	135	74	254	32	178	57	267	927
05:45 PM	28	176	28	232	56	137	8	201	54	171	75	300	25	162	46	233	966
Total	103	615	114	832	199	554	41	794	166	564	288	1018	112	653	188	953	3597
Grand Total	213	1124	201	1538	379	1087	64	1530	311	1062	567	1940	204	1292	328	1824	6832
Apprch %	13.8	73.1	13.1		24.8	71.0	4.2		16.0	54.7	29.2		11.2	70.8	18.0		
Total %	3.1	16.5	2.9	22.5	5.5	15.9	0.9	22.4	4.6	15.5	8.3	28.4	3.0	18.9	4.8	26.7	

Start Time	SARATOGA AVE Southbound Left	Thru	Right	App. Total	STEVEN'S CREEK BLVD Westbound Left	Thru	Right	App. Total	SARATOGA AVE Northbound Left	Thru	Right	App. Total	STEVEN'S CREEK BLVD Eastbound Left	Thru	Right	App. Total	Int. Total
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	05:00 PM																
Volume	103	615	114	832	199	554	41	794	166	564	288	1018	112	653	188	953	3597
Percent	12.4	73.9	13.7		25.1	69.8	5.2		16.3	55.4	28.3		11.8	68.5	19.7		
05:45 Volume	28	176	28	232	56	137	8	201	54	171	75	300	25	162	46	233	966
Peak Factor																	0.931
High Int.	05:45 PM				05:30 PM				05:45 PM				05:30 PM				
Volume	28	176	28	232	59	153	13	225	54	171	75	300	32	178	57	267	
Peak Factor				0.897				0.882				0.848				0.892	

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File Name : 6AMFINAL
Site Code : 00000006
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Start Time	SAN TOMAS EXPWY Southbound Left	Thru	Right	App. Total	STEVEN'S CREEK BLVD. Westbound Left	Thru	Right	App. Total	SAN TOMAS EXPWY Northbound Left	Thru	Right	App. Total	STEVEN'S CREEK BLVD. Eastbound Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:00 AM	11	83	7	101	12	84	33	129	41	321	24	386	12	50	12	74	690
07:15 AM	17	110	9	136	32	149	40	221	53	466	29	548	14	48	13	75	980
07:30 AM	18	146	15	177	40	180	39	259	39	609	48	696	17	62	17	96	1228
07:45 AM	36	156	11	203	40	213	51	304	86	581	48	715	17	88	16	121	1343
Total	80	495	42	617	124	626	163	913	219	1977	149	2345	60	248	58	366	4241
08:00 AM	20	133	12	165	38	187	45	270	86	547	48	681	24	89	28	141	1237
08:15 AM	33	163	20	216	38	172	43	253	63	557	52	672	18	111	19	148	1289
08:30 AM	23	167	19	209	21	125	29	175	50	573	61	684	24	86	19	129	1197
08:45 AM	32	191	16	239	22	114	52	188	72	475	57	604	16	124	16	156	1187
Total	108	654	67	829	119	598	169	886	251	2152	218	2621	82	410	82	574	4910
Grand Total	188	1149	109	1446	243	1224	332	1799	470	4129	367	4966	142	658	140	940	9151
Apprch %	13.0	79.5	7.5		13.5	68.0	18.5		9.5	83.1	7.4		15.1	70.0	14.9		
Total %	2.1	12.6	1.2	15.8	2.7	13.4	3.6	19.7	5.1	45.1	4.0	54.3	1.6	7.2	1.5	10.3	

Start Time	SAN TOMAS EXPWY Southbound Left	Thru	Right	App. Total	STEVEN'S CREEK BLVD. Westbound Left	Thru	Right	App. Total	SAN TOMAS EXPWY Northbound Left	Thru	Right	App. Total	STEVEN'S CREEK BLVD. Eastbound Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection	07:30 AM																
Volume	105	598	58	761	156	752	178	1086	254	2294	196	2744	76	350	80	506	5097
Percent	13.8	78.6	7.6		14.4	69.2	16.4		9.3	83.6	7.1		15.0	69.2	15.8		
07:45 Volume	36	156	11	203	40	213	51	304	86	581	48	715	17	88	16	121	1343
Peak Factor																	0.949
High Int.	08:15 AM				07:45 AM				07:45 AM				08:15 AM				
Volume	33	163	20	216	40	213	51	304	86	581	48	715	18	111	19	148	
Peak Factor				0.881				0.893				0.969				0.855	

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File Name : 7AMFINAL
Site Code : 00000007
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Start Time	WINCHESTER BLVD Southbound Left	Thru	Right	App. Total	STEVEN'S CREEK BLVD Westbound Left	Thru	Right	App. Total	WINCHESTER BLVD Northbound Left	Thru	Right	App. Total	STEVEN'S CREEK BLVD Eastbound Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:00 AM	27	54	15	96	31	161	20	212	35	44	39	118	8	69	11	88	514
07:15 AM	16	47	16	78	41	199	24	264	29	60	48	137	16	78	21	115	594
07:30 AM	32	57	6	95	30	250	49	329	30	107	45	182	19	125	38	182	788
07:45 AM	29	51	16	96	38	258	61	357	70	174	43	287	34	142	40	216	956
Total	103	209	53	385	140	868	154	1162	164	385	175	724	77	414	110	601	2852
08:00 AM	28	59	22	109	45	258	55	358	31	152	76	259	27	125	40	192	918
08:15 AM	28	68	14	110	56	246	44	346	23	148	106	277	26	110	35	171	904
08:30 AM	19	43	17	79	52	225	65	342	35	145	99	279	37	138	39	214	914
08:45 AM	34	51	25	110	46	155	50	251	38	108	71	217	42	146	40	228	806
Total	109	221	78	408	199	884	214	1297	127	553	352	1032	132	519	154	805	3542
Grand Total	212	430	131	773	339	1752	368	2459	291	938	527	1756	209	933	264	1406	6394
Apprch %	27.4	55.6	16.9		13.8	71.2	15.0		16.6	53.4	30.0		14.9	66.4	18.8		
Total %	3.3	6.7	2.0	12.1	5.3	27.4	5.8	38.5	4.6	14.7	8.2	27.5	3.3	14.6	4.1	22.0	

Start Time	WINCHESTER BLVD Southbound Left	Thru	Right	App. Total	STEVEN'S CREEK BLVD Westbound Left	Thru	Right	App. Total	WINCHESTER BLVD Northbound Left	Thru	Right	App. Total	STEVEN'S CREEK BLVD Eastbound Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection	07:45 AM																
Volume	104	221	69	394	191	987	225	1403	159	619	324	1102	124	515	154	793	3692
Percent	26.4	56.1	17.5		13.6	70.3	16.0		14.4	56.2	29.4		15.6	64.9	19.4		
07:45 Volume	29	51	16	96	38	258	61	357	70	174	43	287	34	142	40	216	956
Peak Factor																	0.965
High Int.	08:15 AM				08:00 AM				07:45 AM				07:45 AM				
Volume	28	68	14	110	45	258	55	358	70	174	43	287	34	142	40	216	
Peak Factor				0.895				0.980				0.960				0.918	

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File Name : 7PMFINAL
Site Code : 00000007
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Start Time	WINCHESTER BLVD Southbound Left	Thru	Right	App. Total	STEVEN'S CREEK BLVD Westbound Left	Thru	Right	App. Total	WINCHESTER BLVD Northbound Left	Thru	Right	App. Total	STEVEN'S CREEK BLVD Eastbound Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	57	116	46	219	121	187	31	339	54	110	91	255	51	250	81	382	1195
04:15 PM	56	122	37	215	104	202	38	344	51	144	125	320	36	194	42	272	1151
04:30 PM	66	126	32	224	113	228	27	368	53	110	117	280	57	267	65	389	1261
04:45 PM	60	148	46	254	101	177	48	326	61	127	105	293	61	231	44	336	1209
Total	239	512	161	912	439	794	144	1377	219	491	438	1148	205	942	232	1379	4816
05:00 PM	67	162	49	278	159	228	43	430	54	125	105	284	65	257	62	384	1376
05:15 PM	75	152	50	277	131	227	30	388	36	119	97	252	66	272	78	416	1333
05:30 PM	64	172	41	277	119	197	29	345	60	124	92	276	58	259	67	384	1282
05:45 PM	62	156	34	252	127	235	33	395	69	142	97	308	46	264	57	367	1322
Total	268	642	174	1084	536	887	135	1558	219	510	391	1120	235	1052	264	1551	5313
Grand Total	507	1154	335	1996	975	1681	279	2935	438	1001	829	2268	440	1994	496	2930	10129
Apprch %	25.4	57.8	16.8		33.2	57.3	9.5		19.3	44.1	36.6		15.0	68.1	16.9		
Total %	5.0	11.4	3.3	19.7	9.6	16.6	2.8	29.0	4.3	9.9	8.2	22.4	4.3	19.7	4.9	28.9	

Start Time	WINCHESTER BLVD Southbound Left	Thru	Right	App. Total	STEVEN'S CREEK BLVD Westbound Left	Thru	Right	App. Total	WINCHESTER BLVD Northbound Left	Thru	Right	App. Total	STEVEN'S CREEK BLVD Eastbound Left	Thru	Right	App. Total	Int. Total
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	05:00 PM																
Volume	268	642	174	1084	536	887	135	1558	219	510	391	1120	235	1052	264	1551	5313
Percent	24.7	59.2	16.1		34.4	56.9	8.7		19.6	45.5	34.9		15.2	67.8	17.0		
05:00 Volume	67	162	49	278	159	228	43	430	54	125	105	284	65	257	62	384	1376
Peak Factor																	0.965
High Int.	05:00 PM				05:00 PM				05:45 PM				05:15 PM				
Volume	67	162	49	278	159	228	43	430	69	142	97	308	66	272	78	416	
Peak Factor				0.975				0.906				0.909				0.932	

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Site Code : 00000008
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Start Time	MALL DRIVEWAY Southbound Left	Thru	Right	App. Total	STEVEN'S CREEK BLVD Westbound Left	Thru	Right	App. Total	MONROE ST Northbound Left	Thru	Right	App. Total	STEVEN'S CREEK BLVD Eastbound Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:00 AM	6	0	0	6	36	250	16	302	2	3	31	36	1	139	2	142	486
07:15 AM	8	0	1	9	46	274	13	333	6	0	47	53	0	139	5	144	539
07:30 AM	16	0	0	16	26	356	12	394	9	2	65	76	3	191	4	198	684
07:45 AM	14	0	1	15	49	437	31	517	4	2	72	78	9	227	4	240	850
Total	44	0	2	46	157	1317	72	1546	21	7	215	243	13	696	15	724	2559
08:00 AM	8	1	3	12	40	446	30	516	11	5	57	73	5	171	5	181	782
08:15 AM	20	6	0	26	44	333	22	399	4	5	53	62	4	167	3	174	661
08:30 AM	12	4	1	17	54	404	17	475	8	1	52	61	3	191	8	202	755
08:45 AM	10	0	2	12	37	338	36	411	2	8	62	72	0	206	3	209	704
Total	50	11	6	67	175	1522	104	1801	25	19	224	268	12	735	19	766	2902
Grand Total	94	11	8	113	332	2839	176	3347	46	26	439	511	25	1431	34	1490	5461
Apprch %	83.2	9.7	7.1		9.9	84.8	5.3		9.0	5.1	85.9		1.7	96.0	2.3		
Total %	1.7	0.2	0.1	2.1	6.1	52.0	3.2	61.3	0.8	0.5	8.0	9.4	0.5	26.2	0.6	27.3	

Start Time	MALL DRIVEWAY Southbound Left	Thru	Right	App. Total	STEVEN'S CREEK BLVD Westbound Left	Thru	Right	App. Total	MONROE ST Northbound Left	Thru	Right	App. Total	STEVEN'S CREEK BLVD Eastbound Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection	07:45 AM																
Volume	54	11	5	70	167	1620	100	1907	27	13	234	274	21	756	20	797	3048
Percent	77.1	15.7	7.1		9.8	85.0	5.2		9.9	4.7	85.4		2.6	94.9	2.5		
07:45 Volume	14	0	1	15	49	437	31	517	4	2	72	78	9	227	4	240	850
Peak Factor																	0.896
High Int.	08:15 AM				07:45 AM				07:45 AM				07:45 AM				
Volume	20	6	0	26	49	437	31	517	4	2	72	78	9	227	4	240	
Peak Factor				0.673				0.922				0.878				0.830	

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	MALL DRIVEWAY Southbound				STEVEN'S CREEK BLVD Westbound				MONROE ST Northbound				STEVEN'S CREEK BLVD Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	91	2	13	106	39	382	56	477	7	3	62	72	13	539	5	557	1212
04:15 PM	132	2	27	161	64	460	74	598	7	4	38	49	24	481	4	509	1317
04:30 PM	105	4	13	122	25	470	81	576	6	6	66	78	30	195	3	228	1004
04:45 PM	130	1	15	146	69	420	108	597	9	3	42	54	23	499	6	528	1325
Total	458	9	68	535	197	1732	319	2248	29	16	208	253	90	1714	18	1822	4858
05:00 PM	201	1	25	227	53	440	69	562	8	8	60	76	21	480	6	507	1372
05:15 PM	101	0	25	126	53	448	67	568	6	13	38	57	23	508	6	537	1288
05:30 PM	119	7	18	144	69	467	73	609	12	5	66	83	21	462	8	491	1327
05:45 PM	89	2	31	122	50	485	70	605	8	6	45	60	26	445	7	478	1265
Total	510	10	99	619	225	1840	279	2344	34	32	210	276	91	1895	27	2013	5252
Grand Total	968	19	167	1154	422	3572	598	4592	63	48	418	529	181	3609	45	3835	10110
Apprch %	83.9	1.6	14.5		9.2	77.8	13.0		11.9	9.1	79.0		4.7	94.1	1.2		
Total %	9.6	0.2	1.7	11.4	4.2	35.3	5.9	45.4	0.6	0.5	4.1	5.2	1.8	35.7	0.4	37.9	

	MALL DRIVEWAY Southbound				STEVEN'S CREEK BLVD Westbound				MONROE ST Northbound				STEVEN'S CREEK BLVD Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	04:45 PM																
Volume	551	9	83	643	244	1775	317	2336	35	29	206	270	88	1949	26	2063	5312
Percent	85.7	1.4	12.9		10.4	76.0	13.6		13.0	10.7	76.3		4.3	94.5	1.3		
05:00 Volume	201	1	25	227	53	440	69	562	8	8	60	76	21	480	6	507	1372
Peak Factor																	0.968
High Int.	05:00 PM				05:30 PM				05:30 PM				05:15 PM				
Volume	201	1	25	227	69	467	73	609	12	5	66	83	23	508	6	537	
Peak Factor				0.708				0.959				0.813				0.960	

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	SB I-880 TO WB STEVEN'S CREEK BLVD Southbound		STEVEN'S CREEK BLVD Westbound			SB I-880 TO EB STEVEN'S CREEK BLVD Northbound		STEVEN'S CREEK BLVD Eastbound			
Start Time	Right	App. Total	Thru	Right	App. Total	Right	App. Total	Thru	Right	App. Total	Int. Total
Factor	1.0		1.0	1.0		1.0		1.0	1.0		
07:00 AM	83	83	206	37	243	34	34	123	89	212	572
07:15 AM	103	103	241	28	269	25	25	123	91	214	611
07:30 AM	129	129	346	31	377	32	32	210	127	337	875
07:45 AM	134	134	410	104	514	41	41	174	98	272	961
Total	449	449	1203	200	1403	132	132	630	405	1035	3019
08:00 AM	177	177	408	71	479	40	40	173	133	306	1002
08:15 AM	163	163	437	28	465	33	33	166	99	265	926
08:30 AM	133	133	361	45	406	18	18	210	113	323	880
08:45 AM	116	116	369	50	419	42	42	179	106	285	862
Total	589	589	1575	194	1769	133	133	728	451	1179	3670
Grand Total	1038	1038	2778	394	3172	265	265	1358	856	2214	6689
Apprch %	100.0		87.6	12.4		100.0		61.3	38.7		
Total %	15.5	15.5	41.5	5.9	47.4	4.0	4.0	20.3	12.8	33.1	

	SB I-880 TO WB STEVEN'S CREEK BLVD Southbound		STEVEN'S CREEK BLVD Westbound			SB I-880 TO EB STEVEN'S CREEK BLVD Northbound		STEVEN'S CREEK BLVD Eastbound			
Start Time	Right	App. Total	Thru	Right	App. Total	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1											
Intersection	07:45 AM										
Volume	607	607	1616	248	1864	132	132	723	443	1166	3769
Percent	100.0		86.7	13.3		100.0		62.0	38.0		
08:00 Volume	177	177	408	71	479	40	40	173	133	306	1002
Peak Factor											0.940
High Int.	08:00 AM		07:45 AM			07:45 AM		08:30 AM			
Volume	177	177	410	104	514	41	41	210	113	323	
Peak Factor		0.857			0.907		0.805			0.902	

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	SB I-880 TO WB STEVEN'S CREEK BLVD Southbound		STEVEN'S CREEK BLVD Westbound			SB I-880 TO EB STEVEN'S CREEK BLVD Northbound		STEVEN'S CREEK BLVD Eastbound			
Start Time	Right	App. Total	Thru	Right	App. Total	Right	App. Total	Thru	Right	App. Total	Int. Total
Factor	1.0		1.0	1.0		1.0		1.0	1.0		
04:00 PM	169	169	398	71	469	35	35	358	333	691	1364
04:15 PM	146	146	427	71	498	28	28	313	277	590	1262
04:30 PM	156	156	401	85	486	18	18	311	305	616	1276
04:45 PM	170	170	446	72	518	35	35	315	314	629	1352
Total	641	641	1672	299	1971	116	116	1297	1229	2526	5254
05:00 PM	177	177	421	111	532	33	33	374	317	691	1433
05:15 PM	216	216	411	67	478	38	38	363	319	682	1414
05:30 PM	191	191	457	71	528	29	29	326	291	617	1365
05:45 PM	222	222	460	75	535	22	22	330	295	625	1404
Total	806	806	1749	324	2073	122	122	1393	1222	2615	5616
Grand Total	1447	1447	3421	623	4044	238	238	2690	2451	5141	10870
Apprch %	100.0		84.6	15.4		100.0		52.3	47.7		
Total %	13.3	13.3	31.5	5.7	37.2	2.2	2.2	24.7	22.5	47.3	

	SB I-880 TO WB STEVEN'S CREEK BLVD Southbound		STEVEN'S CREEK BLVD Westbound			SB I-880 TO EB STEVEN'S CREEK BLVD Northbound		STEVEN'S CREEK BLVD Eastbound			
Start Time	Right	App. Total	Thru	Right	App. Total	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1											
Intersection	05:00 PM										
Volume	806	806	1749	324	2073	122	122	1393	1222	2615	5616
Percent	100.0		84.4	15.6		100.0		53.3	46.7		
05:00 Volume	177	177	421	111	532	33	33	374	317	691	1433
Peak Factor											0.980
High Int.	05:45 PM		05:45 PM			05:15 PM		05:00 PM			
Volume	222	222	460	75	535	38	38	374	317	691	
Peak Factor		0.908			0.969		0.803			0.946	

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	WINCHESTER BLVD Southbound				TISH WAY Westbound				WINCHESTER BLVD Northbound				
Start Time	LT	TH	RT	App. Total	LT	TH	RT	App. Total	LT	TH	RT	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:00 AM	4	28	42	74	8	10	2	20	155	141	36	332	426
07:15 AM	2	67	38	107	15	6	1	22	144	125	59	328	457
07:30 AM	3	77	40	120	9	10	2	21	164	218	92	474	615
07:45 AM	11	103	30	144	30	4	0	34	172	225	16	413	591
Total	20	275	150	445	62	30	5	97	635	709	203	1547	2089
08:00 AM	5	124	31	160	26	6	2	34	138	261	46	445	639
08:15 AM	9	97	27	133	33	20	1	54	163	255	68	486	673
08:30 AM	19	117	32	168	27	12	6	45	130	239	84	453	666
08:45 AM	18	111	29	158	22	18	10	50	122	171	75	368	576
Total	51	449	119	619	108	56	19	183	553	926	273	1752	2554
Grand Total	71	724	269	1064	170	86	24	280	1188	1635	476	3299	4643
Apprch %	6.7	68.0	25.3		60.7	30.7	8.6		36.0	49.6	14.4		
Total %	1.5	15.6	5.8	22.9	3.7	1.9	0.5	6.0	25.6	35.2	10.3	71.1	

	WINCHESTER BLVD Southbound				TISH WAY Westbound				WINCHESTER BLVD Northbound				
Start Time	LT	TH	RT	App. Total	LT	TH	RT	App. Total	LT	TH	RT	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1													
Intersection	07:45 AM												
Volume	44	441	120	605	116	42	9	167	603	980	214	1797	2569
Percent	7.3	72.9	19.8		69.5	25.1	5.4		33.6	54.5	11.9		
08:15 Volume	9	97	27	133	33	20	1	54	163	255	68	486	673
Peak Factor													0.954
High Int.	08:30 AM				08:15 AM				08:15 AM				
Volume	19	117	32	168	33	20	1	54	163	255	68	486	
Peak Factor				0.900				0.773				0.924	

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	WINCHESTER BLVD Southbound				TISH WAY Westbound				WINCHESTER BLVD Northbound				
Start Time	LT	TH	RT	App. Total	LT	TH	RT	App. Total	LT	TH	RT	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	13	184	48	245	54	35	2	91	103	223	22	348	684
04:15 PM	7	186	58	251	19	18	6	43	92	269	41	402	696
04:30 PM	11	210	67	288	32	16	4	52	85	240	47	372	712
04:45 PM	7	244	77	328	89	13	2	104	113	253	31	397	829
Total	38	824	250	1112	194	82	14	290	393	985	141	1519	2921
05:00 PM	5	226	74	305	114	13	7	134	109	258	45	412	851
05:15 PM	7	285	68	360	57	13	3	73	118	257	34	409	842
05:30 PM	13	261	84	358	70	13	8	91	111	304	49	464	913
05:45 PM	9	324	99	432	139	16	5	160	83	285	42	410	1002
Total	34	1096	325	1455	380	55	23	458	421	1104	170	1695	3608
Grand Total	72	1920	575	2567	574	137	37	748	814	2089	311	3214	6529
Apprch %	2.8	74.8	22.4		76.7	18.3	4.9		25.3	65.0	9.7		
Total %	1.1	29.4	8.8	39.3	8.8	2.1	0.6	11.6	12.5	32.0	4.8	49.2	

	WINCHESTER BLVD Southbound				TISH WAY Westbound				WINCHESTER BLVD Northbound				
Start Time	LT	TH	RT	App. Total	LT	TH	RT	App. Total	LT	TH	RT	App. Total	Int. Total
Hour From 04:00 PM to 05:45 PM - Peak 1 of 1													
Intersection	05:00 PM												
Volume	34	1096	325	1455	380	55	23	458	421	1104	170	1695	3608
Percent	2.3	75.3	22.3		83.0	12.0	5.0		24.8	65.1	10.0		
05:45 Volume	9	324	99	432	139	16	5	160	83	285	42	410	1002
Peak Factor													0.900
High Int.	05:45 PM				05:45 PM				05:30 PM				
Volume	9	324	99	432	139	16	5	160	111	304	49	464	
Peak Factor				0.842				0.716				0.913	

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	SB I-280 OFFRAMP Southbound			MOORPARK AVE Westbound		MOORPARK AVE Eastbound		
Start Time	Left	Right	App. Total	Thru	App. Total	Thru	App. Total	Int. Total
Factor	1.0	1.0		1.0		1.0		
07:00 AM	83	4	87	32	32	78	78	197
07:15 AM	97	2	99	48	48	107	107	254
07:30 AM	125	4	129	75	75	135	135	339
07:45 AM	193	3	196	84	84	145	145	425
Total	498	13	511	239	239	465	465	1215
08:00 AM	127	10	137	65	65	123	123	325
08:15 AM	196	5	201	70	70	112	112	383
08:30 AM	150	6	156	85	85	140	140	381
08:45 AM	191	5	196	66	66	147	147	409
Total	664	26	690	286	286	522	522	1498
Grand Total	1162	39	1201	525	525	987	987	2713
Apprch %	96.8	3.2		100.0		100.0		
Total %	42.8	1.4	44.3	19.4	19.4	36.4	36.4	

	SB I-280 OFFRAMP Southbound			MOORPARK AVE Westbound		MOORPARK AVE Eastbound		
Start Time	Left	Right	App. Total	Thru	App. Total	Thru	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1								
Intersection	07:45 AM							
Volume	666	24	690	304	304	520	520	1514
Percent	96.5	3.5		100.0		100.0		
07:45 Volume	193	3	196	84	84	145	145	425
Peak Factor								0.891
High Int.	08:15 AM			08:30 AM		07:45 AM		
Volume	196	5	201	85	85	145	145	
Peak Factor			0.858		0.894		0.897	

FROM : Traffic Data Servie PHONE NO. : 4083772998 Jun. 18 2004 11:04AM P4

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W/O WINCHESTER

Groups Printed- Group 1

	SB I-280 OFFRAMP Southbound			MOORPARK AVE Westbound		MOORPARK AVE Eastbound		
Start Time	Left	Right	App. Total	Thru	App. Total	Thru	App. Total	Int. Total
Factor	1.0	1.0		1.0		1.0		
04:00 PM	219	22	241	124	124	125	125	490
04:15 PM	238	18	256	123	123	140	140	519
04:30 PM	223	22	245	155	155	145	145	545
04:45 PM	223	12	235	152	152	152	152	549
Total	903	74	977	564	564	562	562	2103
05:00 PM	233	24	257	175	175	144	144	576
05:15 PM	230	31	261	150	150	148	148	559
05:30 PM	238	16	254	137	137	163	163	554
05:45 PM	245	26	271	143	143	157	157	571
Total	946	97	1043	605	605	612	612	2260
Grand Total	1849	171	2020	1169	1169	1174	1174	4363
Apprch %	91.5	8.5		100.0		100.0		
Total %	42.4	3.9	46.3	26.8	26.8	26.9	26.9	

	SB I-280 OFFRAMP Southbound			MOORPARK AVE Westbound		MOORPARK AVE Eastbound		
Start Time	Left	Right	App. Total	Thru	App. Total	Thru	App. Total	Int. Total
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1								
Intersection	05:00 PM							
Volume	946	97	1043	605	605	612	612	2260
Percent	90.7	9.3		100.0		100.0		
05:00 Volume	233	24	257	175	175	144	144	576
Peak Factor								0.983
High Int.	05:45 PM			05:00 PM		05:30 PM		
Volume	245	26	271	175	175	163	163	
Peak Factor			0.962		0.864		0.939	

FROM : Traffic Data Servie PHONE NO. : 4083772998 May. 17 2004 03:14PM P20

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	WINCHESTER BLVD Southbound				MOORPARK AVE Westbound				WINCHESTER BLVD Northbound				MOORPARK AVE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:00 AM	4	47	4	55	28	47	64	139	12	175	67	254	72	76	29	177	625
07:15 AM	22	55	9	86	24	48	70	142	10	216	69	295	94	93	40	227	750
07:30 AM	20	68	15	103	44	72	76	192	11	249	87	347	108	134	37	279	921
07:45 AM	37	93	25	155	30	83	79	192	12	272	112	396	117	201	32	350	1093
Total	83	263	53	399	126	250	289	665	45	912	335	1292	391	504	138	1033	3389
08:00 AM	22	77	36	135	57	110	73	240	17	274	106	397	103	168	32	303	1075
08:15 AM	25	64	18	107	60	76	67	203	9	256	118	383	128	167	60	355	1048
08:30 AM	25	64	11	100	31	67	51	149	19	272	146	437	131	145	53	329	1015
08:45 AM	21	93	12	126	39	58	55	152	10	237	88	335	147	154	57	358	971
Total	93	298	77	468	187	311	246	744	55	1039	458	1552	509	634	202	1345	4109
Grand Total	176	561	130	867	313	561	535	1409	100	1951	793	2844	900	1138	340	2378	7498
Apprch %	20.3	64.7	15.0		22.2	39.8	38.0		3.5	68.6	27.9		37.8	47.9	14.3		
Total %	2.3	7.5	1.7	11.6	4.2	7.5	7.1	18.8	1.3	26.0	10.6	37.9	12.0	15.2	4.5	31.7	

	WINCHESTER BLVD Southbound				MOORPARK AVE Westbound				WINCHESTER BLVD Northbound				MOORPARK AVE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection	07:45 AM																
Volume	109	298	90	497	178	336	270	784	57	1074	482	1613	479	681	177	1337	4231
Percent	21.9	60.0	18.1		22.7	42.9	34.4		3.5	66.6	29.9		35.8	50.9	13.2		
07:45 Volume	37	93	25	155	30	83	79	192	12	272	112	396	117	201	32	350	1093
Peak Factor																	0.968
High Int.	07:45 AM				08:00 AM				08:30 AM				08:15 AM				
Volume	37	93	25	155	57	110	73	240	19	272	146	437	128	167	60	355	
Peak Factor				0.802				0.817				0.923				0.942	

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	WINCHESTER BLVD Southbound				MOORPARK AVE Westbound				WINCHESTER BLVD Northbound				MOORPARK AVE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	42	167	36	265	66	62	70	198	20	157	83	260	87	173	73	333	1056
04:15 PM	27	177	38	242	62	55	55	172	18	145	72	235	133	161	92	386	1035
04:30 PM	60	229	73	362	83	76	79	238	31	171	91	293	86	105	74	265	1158
04:45 PM	49	192	46	287	62	83	89	234	24	173	63	260	113	144	78	335	1116
Total	178	785	193	1156	273	276	293	842	93	646	309	1048	419	583	317	1319	4365
05:00 PM	37	191	21	249	69	96	109	274	17	162	66	265	113	179	81	373	1161
05:15 PM	60	236	27	323	73	88	92	253	22	190	80	292	131	171	97	399	1267
05:30 PM	79	281	91	451	75	99	80	254	18	178	59	255	70	149	80	299	1259
05:45 PM	66	242	90	398	71	60	84	215	20	192	86	298	110	121	53	284	1195
Total	242	950	229	1421	288	343	365	996	77	742	291	1110	424	620	311	1355	4882
Grand Total	420	1735	422	2577	561	619	658	1838	170	1388	600	2158	843	1203	628	2674	9247
Apprch %	16.3	67.3	16.4		30.5	33.7	35.8		7.9	64.3	27.8		31.5	45.0	23.5		
Total %	4.5	18.8	4.6	27.9	6.1	6.7	7.1	19.9	1.8	15.0	6.5	23.3	9.1	13.0	6.8	28.9	

	WINCHESTER BLVD Southbound				MOORPARK AVE Westbound				WINCHESTER BLVD Northbound				MOORPARK AVE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	05:00 PM																
Volume	242	950	229	1421	288	343	365	996	77	742	291	1110	424	620	311	1355	4882
Percent	17.0	66.9	16.1		28.9	34.4	36.6		6.9	66.8	26.2		31.3	45.8	23.0		
05:15 Volume	60	236	27	323	73	88	92	253	22	190	80	292	131	171	97	399	1267
Peak Factor																	0.963
High Int.	05:30 PM				05:00 PM				05:45 PM				05:15 PM				
Volume	79	281	91	451	69	96	109	274	20	192	86	298	131	171	97	399	
Peak Factor				0.788				0.909				0.931				0.849	

APPENDIX B

LEVEL OF SERVICE CALCULATIONS SHEETS

BAREC 120 SFD + 165 Sr
June 2004

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

Intersection		AM Existing				AM Bckgrnd				AM Project						AM Cumul			
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#1	Winchester/Newhall	B-	19.0	0.327	18.5	B-	19.3	0.379	18.8	B-	19.3	0.382	+0.003	18.9	+0.0	B-	19.4	0.394	19.0
#2	San Tomas/Pruneridge	D	41.8	0.856	44.3	D-	52.6	0.931	54.0	D-	52.9	0.933	+0.002	54.5	+0.5	E+	56.8	0.966	60.7
#3	Saratoga/Pruneridge	C	23.5	0.419	24.0	C	23.5	0.460	24.1	C	23.5	0.463	+0.003	24.1	+0.0	C	23.7	0.480	24.3
#4	Winchester/Hedding	C-	32.6	0.317	28.1	C-	34.9	0.612	28.5	D+	35.0	0.618	+0.006	28.7	+0.1	C-	33.9	0.639	29.2
#5	Bascom/Hedding	D+	35.3	0.623	31.9	D	50.9	0.912	50.9	D-	51.3	0.915	+0.003	51.3	+0.4	E+	55.5	0.948	56.8
#6	Winchester/Forest	B-	19.9	0.383	14.2	C+	20.0	0.403	17.5	C+	21.0	0.449	+0.046	19.9	+2.4	C+	21.0	0.463	20.4
#7	Bascom/Forest	D+	37.3	0.585	33.5	D+	38.1	0.592	34.1	D+	38.4	0.593	+0.000	34.1	+0.0	D	39.2	0.614	34.6
#8	Winchester/Dorcich	A	9.1	0.279	5.7	A	8.9	0.457	6.1	A	9.1	0.463	+0.006	6.2	+0.1	A	9.3	0.479	6.4
#9	Saratoga/Stevens Creek	C-	32.9	0.411	30.2	D+	36.6	0.585	33.8	D+	36.7	0.586	+0.001	33.8	+0.0	D+	38.1	0.622	34.9
#10	San Tomas/Stevens Creek	E+	56.5	0.949	60.3	F	86.7	1.096	106.7	F	87.3	1.098	+0.002	107.6	+0.8	F	95.6	1.141	122.2
#11	Winchester/Stevens Creek	C-	33.3	0.481	34.9	D	42.1	0.819	43.0	D	43.7	0.833	+0.014	44.3	+1.3	D	45.5	0.861	46.3
#12	Monroe/Stevens Creek	C	26.2	0.490	24.3	D+	36.3	0.623	32.5	D+	36.3	0.625	+0.002	32.5	+0.0	D+	36.5	0.642	33.2
#13	SB I-880/Stevens Creek	C+	20.2	0.500	20.2	C+	21.0	0.574	21.0	C+	21.0	0.576	+0.002	21.0	+0.0	C+	21.4	0.594	21.4
#14	Winchester/I-280 NB	B-	19.7	0.547	28.1	B-	18.2	0.680	29.0	B-	18.2	0.687	+0.007	29.5	+0.4	B-	18.6	0.708	30.1
#15	I-280 SB/Moorpark	B-	19.5	0.302	21.1	B-	19.6	0.311	22.0	B-	19.6	0.312	+0.001	22.1	+0.1	B-	19.7	0.323	22.2
#16	Winchester/Moorpark	D+	37.5	0.579	39.7	D+	38.5	0.629	40.5	D+	38.6	0.631	+0.002	40.5	+0.0	D+	36.0	0.656	37.4

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BAREC 120 units + 165 Sr units
June 2004

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

Intersection		PM Existing				PM Bckgrnd				PM Project						PM Cumul			
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#1	Winchester/Newhall	B	17.8	0.465	18.4	B-	18.1	0.538	18.8	B-	18.2	0.544	+0.006	18.9	+0.2	B-	18.4	0.561	19.2
#2	San Tomas/Pruneridge	D	43.7	0.793	43.9	E	60.7	0.940	71.4	E	61.1	0.941	+0.002	72.0	+0.5	E	66.8	0.978	82.1
#3	Saratoga/Pruneridge	C	27.7	0.423	25.1	C	27.3	0.474	24.7	C	27.2	0.478	+0.004	24.6	-0.0	C	27.0	0.498	25.0
#4	Winchester/Hedding	D+	36.7	0.510	38.4	D+	38.4	0.746	44.1	D+	38.9	0.761	+0.014	44.9	+0.8	D	39.8	0.784	46.1
#5	Bascom/Hedding	D+	38.0	0.709	35.6	D	42.8	0.836	35.0	D	43.0	0.840	+0.003	38.5	+3.5	D	45.1	0.870	44.0
#6	Winchester/Forest	C+	21.5	0.482	26.3	C+	21.6	0.493	22.1	C+	23.0	0.531	+0.038	23.1	+0.9	C	23.2	0.548	23.4
#7	Bascom/Forest	D	41.8	0.580	40.4	D	42.7	0.599	41.6	D	42.8	0.602	+0.003	41.9	+0.3	D	43.3	0.623	42.5
#8	Winchester/Dorcich	B	14.4	0.358	16.5	B	13.8	0.379	14.4	B	13.6	0.386	+0.007	14.2	-0.2	B	13.7	0.399	14.3
#9	Saratoga/Stevens Creek	D+	35.1	0.539	40.5	D+	38.1	0.696	42.8	D+	38.1	0.698	+0.002	42.8	+0.0	D	39.7	0.756	45.0
#10	San Tomas/Stevens Creek	E	62.0	0.955	63.4	F	88.8	1.088	100.1	F	89.3	1.090	+0.002	101.2	+1.0	F	105.4	1.148	122.1
#11	Winchester/Stevens Creek	D	42.7	0.705	49.6	D	49.6	0.871	61.2	D	50.2	0.886	+0.015	62.9	+1.7	D-	52.2	0.916	66.8
#12	Monroe/Stevens Creek	D+	35.7	0.675	37.3	E	61.8	0.990	74.4	E	62.4	0.992	+0.002	74.8	+0.4	E	67.4	1.016	81.0
#13	SB I-880/Stevens Creek	C	24.7	0.589	24.7	C	28.8	0.719	28.8	C	28.9	0.725	+0.006	28.9	+0.2	C	29.6	0.746	29.6
#14	Winchester/I-280 NB	C	30.1	0.693	39.2	C-	34.8	0.857	44.3	C-	34.7	0.859	+0.002	44.4	+0.1	D+	36.1	0.886	46.5
#15	I-280 SB/Moorpark	C	24.2	0.430	29.7	C	24.5	0.464	31.7	C	24.5	0.468	+0.004	31.8	+0.2	C	24.7	0.483	32.0
#16	Winchester/Moorpark	D	40.8	0.574	46.8	D	41.9	0.616	47.7	D	42.0	0.622	+0.006	47.8	+0.1	D	42.6	0.641	48.3

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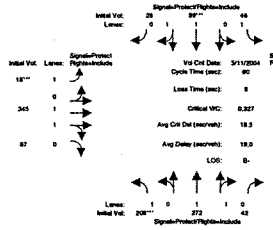
BAREC 120 BFD + 165 Sr
June 2004

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

Intersection #1: Winchester/Newhall

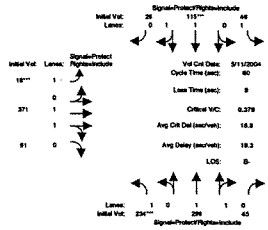


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Volume Module: >> Count Date: 11 May 2004 <<																
Base Vol:	206		272	42	46		99	26	18		345	87	25		396	34
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	206		272	42	46		99	26	18		345	87	25		396	34
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
ATI:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	206		272	42	46		99	26	18		345	87	25		396	34
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	206		272	42	46		99	26	18		345	87	25		396	34
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	206		272	42	46		99	26	18		345	87	25		396	34
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Final Vol.:	206		272	42	46		99	26	18		345	87	25		396	34
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		0.98	0.95	0.92		0.98	0.95	0.92		0.98	0.95	0.92		0.98	0.95
Lanes:	1.00		1.73	0.27	1.00		1.57	0.43	1.00		1.59	0.41	1.00		1.84	0.16
Final Sat.:	1750		3205	495	1750		2930	769	1750		2954	745	1750		3407	293
Capacity Analysis Module:																
Vol/Sat:	0.12		0.08	0.08	0.03		0.03	0.03	0.01		0.12	0.12	0.01		0.12	0.12
Crit Moves:	****				****			****	****						****	
Green Time:	17.1		15.9	15.9	11.2		10.0	10.0	7.0		14.1	14.1	9.8		16.9	16.9
Volume/Cap:	0.41		0.32	0.32	0.14		0.20	0.20	0.09		0.50	0.50	0.09		0.41	0.41
Delay/Veh:	17.9		17.9	17.9	20.6		21.7	21.7	23.8		20.4	20.4	21.4		17.8	17.8
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	17.9		17.9	17.9	20.6		21.7	21.7	23.8		20.4	20.4	21.4		17.8	17.8
HCM2kAvg:	3		3	3	1		1	1	0		4	4	0		4	4

BAREC 120 BFD + 165 Sr
June 2004

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

Intersection #1: Winchester/Newhall

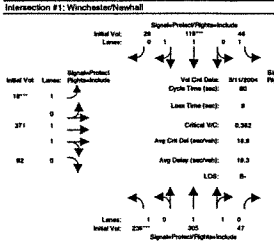


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Volume Module: >> Count Date: 11 May 2004 <<																
Base Vol:	206		272	42	46		99	26	18		345	87	25		396	34
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	206		272	42	46		99	26	18		345	87	25		396	34
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
ATI:	28		24	3	0		16	0	0		26	4	0		89	0
Initial Fut:	234		296	45	46		115	26	18		371	91	25		485	34
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	234		296	45	46		115	26	18		371	91	25		485	34
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	234		296	45	46		115	26	18		371	91	25		485	34
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Final Vol.:	234		296	45	46		115	26	18		371	91	25		485	34
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		0.98	0.95	0.92		0.98	0.95	0.92		0.98	0.95	0.92		0.98	0.95
Lanes:	1.00		1.73	0.27	1.00		1.62	0.38	1.00		1.60	0.40	1.00		1.87	0.13
Final Sat.:	1750		3211	488	1750		3017	682	1750		2971	729	1750		3457	242
Capacity Analysis Module:																
Vol/Sat:	0.13		0.09	0.09	0.03		0.04	0.04	0.01		0.12	0.12	0.01		0.14	0.14
Crit Moves:	****						****		****						****	
Green Time:	16.6		15.6	15.6	10.9		10.0	10.0	7.0		14.4	14.4	10.1		17.4	17.4
Volume/Cap:	0.48		0.35	0.35	0.14		0.23	0.23	0.09		0.52	0.52	0.09		0.48	0.48
Delay/Veh:	18.9		18.3	18.3	20.8		21.8	21.8	23.8		20.4	20.4	21.2		17.9	17.9
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	18.9		18.3	18.3	20.8		21.8	21.8	23.8		20.4	20.4	21.2		17.9	17.9
HCM2kAvg:	4		3	3	1		1	1	0		4	4	0		4	4

BAREC 120 BFD + 165 Sr
June 2004

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

Intersection #1: Winchester/Newhall

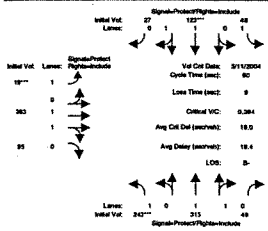


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Volume Module: >> Count Date: 11 May 2004 <<																
Base Vol:	206		272	42	46		99	26	18		345	87	25		396	34
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	206		272	42	46		99	26	18		345	87	25		396	34
Added Vol:	2		9	2	0		4	0	0		0	1	1		0	0
ATI:	28		24	3	0		16	0	0		26	4	0		89	0
Initial Fut:	236		305	47	46		119	26	18		371	92	26		485	34
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	236		305	47	46		119	26	18		371	92	26		485	34
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	236		305	47	46		119	26	18		371	92	26		485	34
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Final Vol.:	236		305	47	46		119	26	18		371	92	26		485	34
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		0.98	0.95	0.92		0.98	0.95	0.92		0.98	0.95	0.92		0.98	0.95
Lanes:	1.00		1.73	0.27	1.00		1.63	0.37	1.00		1.59	0.41	1.00		1.87	0.13
Final Sat.:	1750		3206	494	1750		3036	663	1750		2964	735	1750		3457	242
Capacity Analysis Module:																
Vol/Sat:	0.13		0.10	0.10	0.03		0.04	0.04	0.01		0.13	0.13	0.01		0.14	0.14
Crit Moves:	****						****		****						****	
Green Time:	16.7		15.7	15.7	11.0		10.0	10.0	7.0		14.3	14.3	10.0		17.3	17.3
Volume/Cap:	0.49		0.36	0.36	0.14		0.24	0.24	0.09		0.52	0.52	0.09		0.49	0.49
Delay/Veh:	18.9		18.3	18.3	20.8		21.9	21.9	23.8		20.5	20.5	21.3		18.0	18.0
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	18.9		18.3	18.3	20.8		21.9	21.9	23.8		20.5	20.5	21.3		18.0	18.0
HCM2kAvg:	4		3	3	1		1	1	0		4	4	0		5	4

BAREC 120 BFD + 165 Sr
June 2004

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

Intersection #1: Winchester/Newhall



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Volume Module: >> Count Date: 11 May 2004 <<																
Base Vol:	206		272	42	46		99	26	18		345	87	25		396	34
Growth Adj:	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04
Initial Bse:	213		282	44	48		103	27	19		357	90	26		410	35
Added Vol:	2		9	2	0		4	0	0		0	1	1		0	0
ATI:	28		24	3	0		16	0	0		26	4	0		89	0
Initial Fut:	243		315	49	48		123	27	19		383	95	27		499	35
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	243		315	49	48		123	27	19		383	95	27		499	35
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	243		315	49	48		123	27	19		383	95	27		499	35
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Final Vol.:	243		315	49	48		123	27	19		383	95	27		499	35
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		0.98	0.95	0.92		0.98	0.95	0.92		0.98	0.95	0.92		0.98	0.95
Lanes:	1.00		1.73	0.27	1.00		1.63	0.37	1.00		1.59	0.41	1.00		1.86	0.14
Final Sat.:	1750		3206	494	1750		3033	667	1750		2964	735	1750		3456	244
Capacity Analysis Module:																
Vol/Sat:	0.14		0.10	0.10	0.03		0.04	0.04	0.01		0.13	0.13	0.02		0.14	0.14
Crit Moves:	****						****		****						****	
Green Time:	16.7		15.7	15.7	11.0		10.0	10.0	7.0		14.3	14.3	10.0		17.3	17.3
Volume/Cap:	0.50		0.38	0.38	0.15		0.24	0.24	0.09		0.54	0.54	0.09		0.50	0.50
Delay/Veh:	19.0		18.4	18.4	20.8		21.9	21.9	23.9		20.7	20.7	21.3		18.1	18.1
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	19.0		18.4	18.4	20.8		21.9	21.9	23.9		20.7	20.7	21.3		18.1	18.1
HCM2kAvg:	4		3	3	1		1	1	0		5	5	0		5	5

BAREC 120 BFD + 185 Sr
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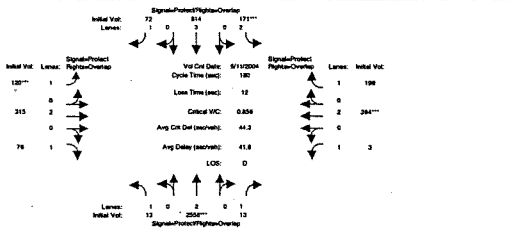
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM Existing

Intersection #2: San Tomas/Pruneridge

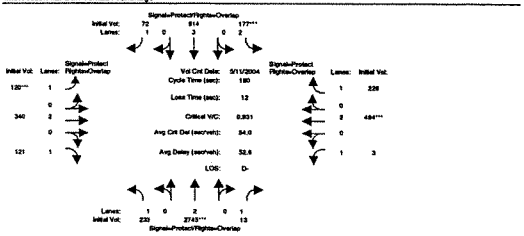


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7	10	10		7	10	10		7	10	10		7	10	10	
Volume Module: >> Count Date: 11 May 2004 <<																
Base Vol:	13	2558	13		171	814	72		120	315	76		3	394	199	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	13	2558	13		171	814	72		120	315	76		3	394	199	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
ATI:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	13	2558	13		171	814	72		120	315	76		3	394	199	
User Adj:	1.00	0.85	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	13	2174	13		171	814	72		120	315	76		3	394	199	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	13	2174	13		171	814	72		120	315	76		3	394	199	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	13	2174	13		171	814	72		120	315	76		3	394	199	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.92		0.83	1.00	0.92		0.92	1.00	0.92		0.92	1.00	0.92	
Lanes:	1.00	2.00	1.00		2.00	3.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1750	3800	1750		3150	5700	1750		1750	3800	1750		1750	3800	1750	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.57	0.01		0.05	0.14	0.04		0.07	0.08	0.04		0.00	0.10	0.11	
Crit Moves:		****			****				****					****		
Green Time:	7.0	120	127.4		11.4	125	139.2		14.4	29.2	36.2		7.0	21.8	33.2	
Volume/Cap:	0.19	0.86	0.01		0.86	0.21	0.05		0.86	0.51	0.22		0.04	0.86	0.62	
Delay/Veh:	85.1	26.2	7.8		112.0	16.1	9.6		119.0	69.6	60.3		83.5	92.1	71.1	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	85.1	26.2	7.8		112.0	16.1	9.6		119.0	69.6	60.3		83.5	92.1	71.1	
HCM2kAvg:	1	47	0		7	8	2		9	9	4		0	13	11	

BAREC 120 BFD + 185 Sr
June 2004

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

Intersection #2: San Tomas/Pruneridge

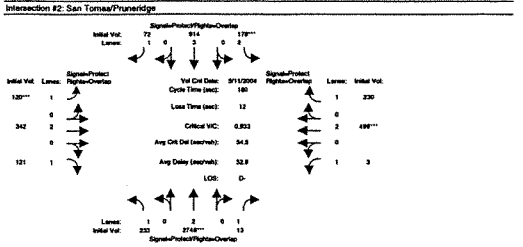


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7	10	10		7	10	10		7	10	10		7	10	10	
Volume Module: >> Count Date: 11 May 2004 <<																
Base Vol:	94	2558	13		171	814	72		120	315	76		3	394	199	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	94	2558	13		171	814	72		120	315	76		3	394	199	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
ATI:	139	187	0		6	100	0		0	25	45		0	100	27	
Initial Fut:	233	2745	13		177	914	72		120	340	121		3	494	226	
User Adj:	1.00	0.85	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	233	2333	13		177	914	72		120	340	121		3	494	226	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	233	2333	13		177	914	72		120	340	121		3	494	226	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	233	2333	13		177	914	72		120	340	121		3	494	226	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.92		0.83	1.00	0.92		0.92	1.00	0.92		0.92	1.00	0.92	
Lanes:	1.00	2.00	1.00		2.00	3.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1750	3800	1750		3150	5700	1750		1750	3800	1750		1750	3800	1750	
Capacity Analysis Module:																
Vol/Sat:	0.13	0.61	0.01		0.06	0.16	0.04		0.07	0.09	0.07		0.00	0.13	0.13	
Crit Moves:		****			****				****					****		
Green Time:	58.8	119	125.7		10.9	70.8	84.1		13.3	31.4	90.2		7.0	25.1	36.0	
Volume/Cap:	0.41	0.93	0.01		0.93	0.41	0.09		0.93	0.51	0.14		0.04	0.93	0.65	
Delay/Veh:	47.6	34.0	8.2		130.0	44.7	32.1		141.1	68.1	24.1		83.5	99.8	70.3	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	47.6	34.0	8.2		130.0	44.7	32.1		141.1	68.1	24.1		83.5	99.8	70.3	
HCM2kAvg:	10	59	0		7	13	3		9	9	5		0	17	13	

BAREC 120 BFD + 185 Sr
June 2004

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

Intersection #2: San Tomas/Pruneridge

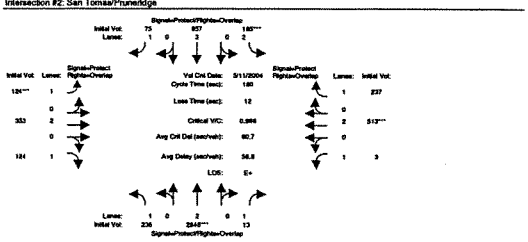


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7	10	10		7	10	10		7	10	10		7	10	10	
Volume Module: >> Count Date: 11 May 2004 <<																
Base Vol:	94	2558	13		171	814	72		120	315	76		3	394	199	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	94	2558	13		171	814	72		120	315	76		3	394	199	
Added Vol:	0	1	0		2	0	0		0	2	0		0	5	4	
ATI:	139	187	0		6	100	0		0	25	45		0	100	27	
Initial Fut:	233	2746	13		179	914	72		120	342	121		3	499	230	
User Adj:	1.00	0.85	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	233	2334	13		179	914	72		120	342	121		3	499	230	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	233	2334	13		179	914	72		120	342	121		3	499	230	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	233	2334	13		179	914	72		120	342	121		3	499	230	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.92		0.83	1.00	0.92		0.92	1.00	0.92		0.92	1.00	0.92	
Lanes:	1.00	2.00	1.00		2.00	3.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1750	3800	1750		3150	5700	1750		1750	3800	1750		1750	3800	1750	
Capacity Analysis Module:																
Vol/Sat:	0.13	0.61	0.01		0.06	0.16	0.04		0.07	0.09	0.07		0.00	0.13	0.13	
Crit Moves:		****			****				****					****		
Green Time:	58.7	118	125.5		11.0	70.7	83.9		13.2	31.6	90.3		7.0	25.3	36.3	
Volume/Cap:	0.41	0.93	0.01		0.93	0.41	0.09		0.93	0.51	0.14		0.04	0.93	0.65	
Delay/Veh:	47.6	34.5	8.3		130.3	44.8	32.1		141.9	67.9	24.1		83.5	100	70.4	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	47.6	34.5	8.3		130.3	44.8	32.1		141.9	67.9	24.1		83.5	100	70.4	
HCM2kAvg:	10	60	0		7	13	3		9	9	5		0	17	13	

BAREC 120 BFD + 185 Sr
June 2004

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

Intersection #2: San Tomas/Pruneridge

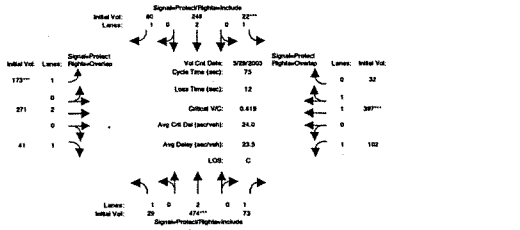


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7	10	10		7	10	10		7	10	10		7	10	10	
Volume Module: >> Count Date: 11 May 2004 <<																
Base Vol:	94	2558	13		171	814	72		120	315	76		3	394	199	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	97	2650	13		177	843	75		124	326	79		3	408	206	
Added Vol:	0	1	0		2	0	0		0	2	0		0	5	4	
ATI:	139	197	0		6	114	0		0	25	45		0	100	27	
Initial Fut:	236	2848	13		185	957	75		124	353	124		3	513	237	
User Adj:	1.00	0.85	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	236	2421	13		185	957	75		124	353	124		3	513	237	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	236	2421	13		185	957	75		124	353	124		3	513	237	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	236	2421	13		185	957	75		124	353	124		3	513	237	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.92		0.83	1.00	0.92		0.92	1.00	0.92		0.92	1.00	0.92	
Lanes:	1.00	2.00	1.00		2.00	3.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1750	3800	1750		3150	5700	1750		1750	3800	1750		1750	3800	1750	
Capacity Analysis Module:																
Vol/Sat:	0.14	0.64	0.01		0.06	0.17	0.04		0.07	0.09	0.07		0.00	0.14	0.14	
Crit Moves:		****			****				****					****		
Green Time:	57.8	119	125.7		10.9	71.8	85.1		13.2	31.4	89.2		7.0	25.2	36.1	
Volume/Cap:	0.42	0.97	0.01		0.97	0.42	0.09		0.97	0.53	0.14		0.05	0.97	0.68	
Delay/Veh:	48.5	40.0	8.3		139.4	44.5	31.6		151.8	68.5	24.7		83.6	108	71.7	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	48.5	40.0	8.3		139.4	44.5	31.6		151.8	68.5	24.7		83.6	108	71.7	
HCM2kAvg:	10	67	0		8	14	3		10	10	5		0	18	13	

BAREC 120 SFD + 165 Sr
June 2004

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

Intersection #3: Saratoga/Pruneridge

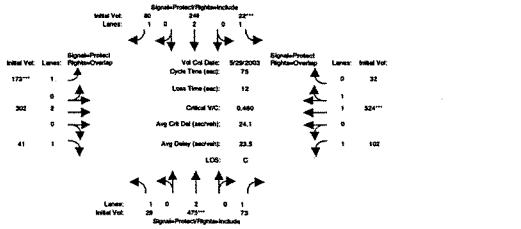


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Volume Module: >> Count Date: 29 May 2003 <<																
Base Vol:	29	474		73	22	249		80	173	271		41	102	397		32
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	29	474		73	22	249		80	173	271		41	102	397		32
Added Vol:	0	0		0	0	0		0	0	0		0	0	0		0
ATI:	0	0		0	0	0		0	0	0		0	0	0		0
Initial Fut:	29	474		73	22	249		80	173	271		41	102	397		32
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	29	474		73	22	249		80	173	271		41	102	397		32
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	29	474		73	22	249		80	173	271		41	102	397		32
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Final Vol.:	29	474		73	22	249		80	173	271		41	102	397		32
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.92	1.00		0.92	0.92	1.00		0.92	0.92	1.00		0.92	0.92	0.98		0.95
Lanes:	1.00	2.00		1.00	1.00	2.00		1.00	1.00	2.00		1.00	1.00	1.85		0.15
Final Sat.:	1750	3800		1750	1750	3800		1750	1750	3800		1750	1750	3424		276
Capacity Analysis Module:																
Vol/Sat:	0.02	0.12	0.04		0.01	0.07		0.05	0.10	0.07		0.02	0.06	0.12		0.12
Crit Moves:		****			****				****					****		
Green Time:	11.4	20.6	20.6		7.0	16.2		16.2	16.3	20.8		32.2	14.6	19.1		26.1
Volume/Cap:	0.11	0.45	0.15		0.13	0.30		0.21	0.45	0.26		0.05	0.30	0.45		0.33
Delay/Veh:	27.6	22.9	20.8		31.6	24.9		24.4	26.4	21.2		12.5	26.3	23.9		18.2
User DelAdj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:	27.6	22.9	20.8		31.6	24.9		24.4	26.4	21.2		12.5	26.3	23.9		18.2
HCM2kAvg:	1	5	1		1	3		2	4	3		1	2	5		4

BAREC 120 SFD + 165 Sr
June 2004

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

Intersection #3: Saratoga/Pruneridge

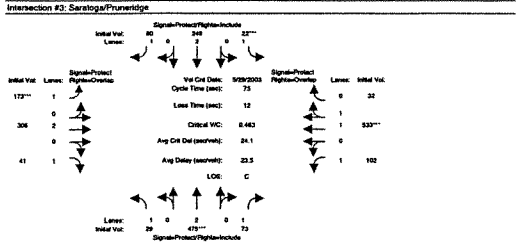


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Volume Module: >> Count Date: 29 May 2003 <<																
Base Vol:	29	474		73	22	249		80	173	271		41	102	397		32
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	29	474		73	22	249		80	173	271		41	102	397		32
Added Vol:	0	0		0	0	0		0	0	0		0	0	0		0
ATI:	0	1		0	0	0		0	0	31		0	0	127		0
Initial Fut:	29	475		73	22	249		80	173	302		41	102	524		32
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	29	475		73	22	249		80	173	302		41	102	524		32
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	29	475		73	22	249		80	173	302		41	102	524		32
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Final Vol.:	29	475		73	22	249		80	173	302		41	102	524		32
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.92	1.00		0.92	0.92	1.00		0.92	0.92	1.00		0.92	0.92	0.98		0.95
Lanes:	1.00	2.00		1.00	1.00	2.00		1.00	1.00	2.00		1.00	1.00	1.88		0.12
Final Sat.:	1750	3800		1750	1750	3800		1750	1750	3800		1750	1750	3487		213
Capacity Analysis Module:																
Vol/Sat:	0.02	0.13	0.04		0.01	0.07		0.05	0.10	0.08		0.02	0.06	0.15		0.15
Crit Moves:		****			****				****					****		
Green Time:	10.6	18.7	18.7		7.0	15.1		15.1	14.8	21.9		32.5	15.4	22.5		29.5
Volume/Cap:	0.12	0.50	0.17		0.13	0.32		0.23	0.50	0.27		0.05	0.28	0.50		0.38
Delay/Veh:	28.3	24.6	22.2		31.6	25.8		25.4	28.0	20.5		12.3	25.6	22.0		16.4
User DelAdj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:	28.3	24.6	22.2		31.6	25.8		25.4	28.0	20.5		12.3	25.6	22.0		16.4
HCM2kAvg:	1	5	1		1	3		2	4	3		1	2	6		5

BAREC 120 SFD + 165 Sr
June 2004

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

Intersection #3: Saratoga/Pruneridge

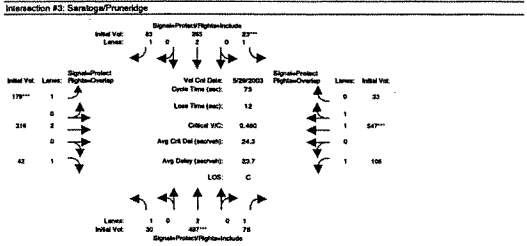


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Volume Module: >> Count Date: 29 May 2003 <<																
Base Vol:	29	474		73	22	249		80	173	271		41	102	397		32
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	29	474		73	22	249		80	173	271		41	102	397		32
Added Vol:	0	0		0	0	0		0	0	4		0	0	9		0
ATI:	0	1		0	0	0		0	0	31		0	0	127		0
Initial Fut:	29	475		73	22	249		80	173	306		41	102	533		32
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	29	475		73	22	249		80	173	306		41	102	533		32
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	29	475		73	22	249		80	173	306		41	102	533		32
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Final Vol.:	29	475		73	22	249		80	173	306		41	102	533		32
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.92	1.00		0.92	0.92	1.00		0.92	0.92	1.00		0.92	0.92	0.98		0.95
Lanes:	1.00	2.00		1.00	1.00	2.00		1.00	1.00	2.00		1.00	1.00	1.88		0.12
Final Sat.:	1750	3800		1750	1750	3800		1750	1750	3800		1750	1750	3490		210
Capacity Analysis Module:																
Vol/Sat:	0.02	0.13	0.04		0.01	0.07		0.05	0.10	0.08		0.02	0.06	0.15		0.15
Crit Moves:		****			****				****					****		
Green Time:	10.5	18.6	18.6		7.0	15.1		15.1	14.7	22.0		32.5	15.4	22.7		29.7
Volume/Cap:	0.12	0.50	0.17		0.13	0.33		0.23	0.50	0.27		0.05	0.28	0.50		0.39
Delay/Veh:	28.4	24.7	22.3		31.6	25.9		25.4	28.1	20.5		12.3	25.6	21.9		16.3
User DelAdj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:	28.4	24.7	22.3		31.6	25.9		25.4	28.1	20.5		12.3	25.6	21.9		16.3
HCM2kAvg:	1	5	1		1	3		2	4	3		1	2	6		5

BAREC 120 SFD + 165 Sr
June 2004

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

Intersection #3: Saratoga/Pruneridge

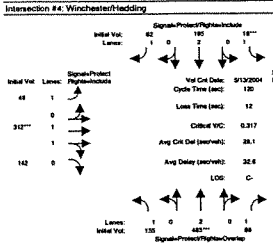


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Volume Module: >> Count Date: 29 May 2003 <<																
Base Vol:	29	474		73	22	249		80	173	271		41	102	397		32
Growth Adj:	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04
Initial Bse:	30	491		76	23	258		83	179	281		42	106	411		33
Added Vol:	0	0		0	0	0		0	0	4		0	0	9		0
ATI:	0	6		0	0	7		0	0	31		0	0	127		0
Initial Fut:	30	497		76	23	265		83	179	316		42	106	547		33
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	30	497		76	23	265		83	179	316		42	106	547		33
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	30	497		76	23	265		83	179	316		42	106	547		33
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Final Vol.:	30	497		76	23	265		83	179	316		42	106	547		33
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.92	1.00		0.92	0.92	1.00		0.92	0.92	1.00		0.92	0.92	0.98		0.95
Lanes:	1.00	2.00		1.00	1.00	2.00		1.00	1.00	2.00		1.00	1.00	1.88		0.12
Final Sat.:	1750	3800		1750	1750	3800		1750	1750	3800		1750	1750	3489		211
Capacity Analysis Module:																
Vol/Sat:	0.02	0.13	0.04		0.01	0.07		0.05	0.10	0.08		0.02	0.06	0.16		0.16
Crit Moves:		****			****				****					****		
Green Time:	10.6	18.8	18.8		7.0	15.2		15.2	14.7	21.9		32.5	15.3	22.5		29.5
Volume/Cap:	0.12	0.52	0.17		0.14	0.34		0.23	0.52	0.28		0.06	0.30	0.52		0.40
Delay/Veh:	28.3	24.8	22.2		31.6	25.9		25.4	28.5	20.6		12.4	25.7	22.2		16.5
User DelAdj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:	28.3	24.8	22.2		31.6	25.9		25.4	28.5	20.6		12.4	25.7	22.2		16.5
HCM2kAvg:	1	6	1		1	3		2	4	3		1	2	6		5

BAREC 120 SFD + 185 Sr
June 2004

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

Intersection #4: Winchester/Hedding

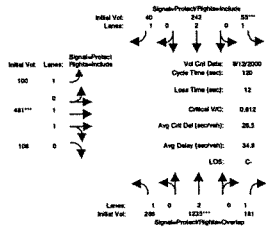


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Volume Module: >> Count Date: 13 May 2004 <<																
Base Vol:	155		485	86	18		195	62	49		312	142	43		206	18
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	155		485	86	18		195	62	49		312	142	43		206	18
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
ATI:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	155		485	86	18		195	62	49		312	142	43		206	18
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	155		485	86	18		195	62	49		312	142	43		206	18
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	155		485	86	18		195	62	49		312	142	43		206	18
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Final Vol.:	155		485	86	18		195	62	49		312	142	43		206	18
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.92		1.00	0.92	0.92		0.99	0.95	0.92		0.98	0.95
Lanes:	1.00		2.00	1.00	1.00		2.00	1.00	1.00		1.36	0.64	1.00		1.83	0.17
Final Sat.:	1750		3800	1750	1750		3800	1750	1750		2542	1157	1750		3402	297
Capacity Analysis Module:																
Vol/Sat:	0.09		0.13	0.05	0.01		0.05	0.04	0.03		0.12	0.12	0.02		0.06	0.06
Crit Moves:			****		****						****		****			
Green Time:	43.9		46.9	55.9	7.0		10.0	10.0	22.3		45.1	45.1	9.0		31.8	31.8
Volume/Cap:	0.24		0.33	0.11	0.18		0.62	0.43	0.15		0.33	0.33	0.33		0.23	0.23
Delay/Veh:	26.7		25.7	18.1	54.6		56.8	54.3	41.1		26.8	26.8	54.1		34.6	34.6
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	26.7		25.7	18.1	54.6		56.8	54.3	41.1		26.8	26.8	54.1		34.6	34.6
HCM2kAvg:	4		6	2	1		4	3	2		6	6	2		3	3

BAREC 120 SFD + 185 Sr
June 2004

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

Intersection #4: Winchester/Hedding

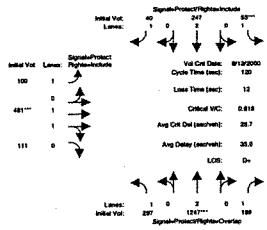


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Volume Module: >> Count Date: 12 Sep 2000 <<																
Base Vol:	261		1191	180	55		222	40	98		450	99	60		338	32
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	261		1191	180	55		222	40	98		450	99	60		338	32
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
ATI:	27		44	1	0		20	0	2		31	9	2		126	6
Initial Fut:	288		1235	181	55		242	40	100		481	108	62		464	38
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	288		1235	181	55		242	40	100		481	108	62		464	38
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	288		1235	181	55		242	40	100		481	108	62		464	38
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Final Vol.:	288		1235	181	55		242	40	100		481	108	62		464	38
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.92		1.00	0.92	0.92		0.98	0.95	0.92		0.98	0.95
Lanes:	1.00		2.00	1.00	1.00		2.00	1.00	1.00		1.62	0.38	1.00		1.84	0.16
Final Sat.:	1750		3800	1750	1750		3800	1750	1750		3021	678	1750		3420	280
Capacity Analysis Module:																
Vol/Sat:	0.16		0.33	0.10	0.03		0.06	0.02	0.06		0.16	0.16	0.04		0.14	0.14
Crit Moves:			****		****						****		****			
Green Time:	60.1		63.1	70.1	7.0		10.0	10.0	7.0		30.9	30.9	7.0		30.9	30.9
Volume/Cap:	0.33		0.62	0.18	0.54		0.76	0.27	0.98		0.62	0.62	0.61		0.53	0.53
Delay/Veh:	18.1		20.6	11.7	60.6		64.4	52.6	138.7		40.6	40.6	65.3		38.8	38.8
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	18.1		20.6	11.7	60.6		64.4	52.6	138.7		40.6	40.6	65.3		38.8	38.8
HCM2kAvg:	6		16	3	3		6	2	7		10	10	3		8	8

BAREC 120 SFD + 185 Sr
June 2004

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

Intersection #4: Winchester/Hedding

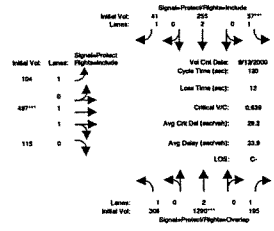


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Volume Module: >> Count Date: 12 Sep 2000 <<																
Base Vol:	261		1191	180	55		222	40	98		450	99	60		338	32
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	261		1191	180	55		222	40	98		450	99	60		338	32
Added Vol:	9		12	8	0		5	0	0		0	3	2		0	0
ATI:	27		44	1	0		20	0	2		31	9	2		126	6
Initial Fut:	297		1247	189	55		247	40	100		481	111	64		464	38
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	297		1247	189	55		247	40	100		481	111	64		464	38
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	297		1247	189	55		247	40	100		481	111	64		464	38
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Final Vol.:	297		1247	189	55		247	40	100		481	111	64		464	38
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.92		1.00	0.92	0.92		0.98	0.95	0.92		0.98	0.95
Lanes:	1.00		2.00	1.00	1.00		2.00	1.00	1.00		1.61	0.39	1.00		1.84	0.16
Final Sat.:	1750		3800	1750	1750		3800	1750	1750		3006	694	1750		3420	280
Capacity Analysis Module:																
Vol/Sat:	0.17		0.33	0.11	0.03		0.07	0.02	0.06		0.16	0.16	0.04		0.14	0.14
Crit Moves:			****		****						****		****			
Green Time:	60.2		63.2	70.2	7.0		10.0	10.0	7.0		30.8	30.8	7.0		30.8	30.8
Volume/Cap:	0.34		0.62	0.18	0.54		0.78	0.27	0.98		0.62	0.62	0.62		0.53	0.53
Delay/Veh:	18.2		20.7	11.7	60.6		65.7	52.6	138.7		40.8	40.8	66.5		38.9	38.9
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	18.2		20.7	11.7	60.6		65.7	52.6	138.7		40.8	40.8	66.5		38.9	38.9
HCM2kAvg:	6		16	3	3		6	2	7		10	10	3		8	8

BAREC 120 SFD + 185 Sr
June 2004

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

Intersection #4: Winchester/Hedding



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Volume Module: >> Count Date: 12 Sep 2000 <<																
Base Vol:	261		1191	180	55		222	40	98		450	99	60		338	32
Growth Adj:	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04
Initial Bse:	270		1234	186	57		230	41	102		466	103	62		350	33
Added Vol:	9		12	8	0		5	0	0		0	3	2		0	0
ATI:	27		44	1	0		20	0	2		31	9	2		126	6
Initial Fut:	306		1290	195	57		255	41	104		497	115	66		476	39
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	306		1290	195	57		255	41	104		497	115	66		476	39
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	306		1290	195	57		255	41	104		497	115	66		476	39
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Final Vol.:	306		1290	195	57		255	41	104		497	115	66		476	39
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.92		1.00	0.92	0.92		0.98	0.95	0.92		0.98	0.95
Lanes:	1.00		2.00	1.00	1.00		2.00	1.00	1.00		1.62	0.38	1.00		1.84	0.16
Final Sat.:	1750		3800	1750	1750		3800	1750	1750		3007	693	1750		3419	281
Capacity Analysis Module:																
Vol/Sat:	0.18		0.34	0.11	0.03		0.07	0.02	0.06		0.17	0.17	0.04		0.14	0.14
Crit Moves:			****		****						****		****			
Green Time:	60.2		63.2	70.2	7.0		10.0	10.0	11.3		30.8	30.8	7.0		26.5	26.5
Volume/Cap:	0.35		0.64	0.19	0.56		0.81	0.28	0.63		0.64	0.64	0.64		0.63	0.63
Delay/Veh:	18.3		21.1	11.7	61.7		68.0	52.7	60.0		41.3	41.3	68.5		43.9	43.9
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	18.3		21.1	11.7	61.7		68.0	52.7	60.0		41.3	41.3	68.5		43.9	43.9
HCM2kAvg:	7		17	3	3		7	2	5		11	11	4		9	9

BAREC 120 SFD + 165 Sr
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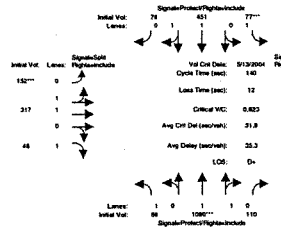
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM Existing

Intersection #5: Bascom/Hedding

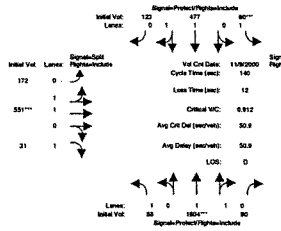


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	10		10	10	10		10	10
Volume Module: >> Count Date: 13 May 2004 <<																
Base Vol:	66		1090	110	77		451	76	152		317	48	67		138	62
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	66		1090	110	77		451	76	152		317	48	67		138	62
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
ATI:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	66		1090	110	77		451	76	152		317	48	67		138	62
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	66		1090	110	77		451	76	152		317	48	67		138	62
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	66		1090	110	77		451	76	152		317	48	67		138	62
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Final Vol.:	66		1090	110	77		451	76	152		317	48	67		138	62
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		0.98	0.95	0.92		0.98	0.95	0.95		0.99	0.92	0.95		0.95	0.95
Lanes:	1.00		1.81	0.19	1.00		1.70	0.30	0.67		1.33	1.00	0.50		1.04	0.46
Final Sat.:	1750		3361	339	1750		3166	534	1199		2500	1750	903		1861	836
Capacity Analysis Module:																
Vol/Sat:	0.04		0.32	0.32	0.04		0.14	0.14	0.13		0.13	0.03	0.07		0.07	0.07
Crit Moves:			****		****				****						****	
Green Time:	7.0		72.9	72.9	9.9		75.8	75.8	28.5		28.5	28.5	16.7		16.7	16.7
Volume/Cap:	0.75		0.62	0.62	0.62		0.26	0.26	0.62		0.62	0.13	0.62		0.62	0.62
Delay/Veh:	96.1		24.4	24.4	72.7		17.2	17.2	52.5		52.5	45.8	61.5		61.5	61.5
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	96.1		24.4	24.4	72.7		17.2	17.2	52.5		52.5	45.8	61.5		61.5	61.5
HCM2kAvg:	4		18	18	4		6	6	10		10	2	6		6	6

BAREC 120 SFD + 165 Sr
June 2004

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

Intersection #5: Bascom/Hedding



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	10		10	10	10		10	10
Volume Module: >> Count Date: 9 Nov 2000 <<																
Base Vol:	88		1598	89	80		461	123	172		551	31	76		280	125
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	88		1598	89	80		461	123	172		551	31	76		280	125
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
ATI:	0		6	1	0		16	0	0		0	0	5		0	0
Initial Fut:	88		1604	90	80		477	123	172		551	31	81		280	125
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	88		1604	90	80		477	123	172		551	31	81		280	125
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	88		1604	90	80		477	123	172		551	31	81		280	125
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Final Vol.:	88		1604	90	80		477	123	172		551	31	81		280	125
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		0.98	0.95	0.92		0.98	0.95	0.95		0.98	0.92	0.95		0.95	0.95
Lanes:	1.00		1.89	0.11	1.00		1.58	0.42	0.49		1.51	1.00	0.33		1.16	0.51
Final Sat.:	1750		3503	197	1750		2941	758	880		2819	1750	600		2074	926
Capacity Analysis Module:																
Vol/Sat:	0.05		0.46	0.46	0.05		0.16	0.16	0.20		0.20	0.02	0.14		0.14	0.14
Crit Moves:			****		****				****				****			
Green Time:	18.3		70.3	70.3	7.0		59.0	59.0	30.0		30.0	30.0	20.7		20.7	20.7
Volume/Cap:	0.38		0.91	0.91	0.91		0.38	0.38	0.91		0.91	0.08	0.91		0.91	0.91
Delay/Veh:	56.8		39.3	39.3	133.8		28.1	28.1	68.5		68.5	44.1	78.8		78.8	78.8
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	56.8		39.3	39.3	133.8		28.1	28.1	68.5		68.5	44.1	78.8		78.8	78.8
HCM2kAvg:	4		37	36	6		9	8	18		19	1	14		14	14

BAREC 120 SFD + 165 Sr
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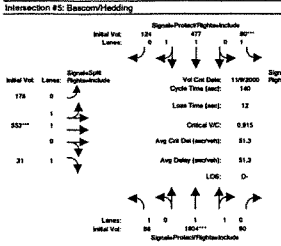
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM Project

Intersection #5: Bascom/Hedding



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	10		10	10	10		10	10
Volume Module: >> Count Date: 9 Nov 2000 <<																
Base Vol:	88		1598	89	80		461	123	172		551	31	76		280	125
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	88		1598	89	80		461	123	172		551	31	76		280	125
Added Vol:	0		0	0	0		0	1	6		2	0	0		1	0
ATI:	0		6	1	0		16	0	0		0	0	5		0	0
Initial Fut:	88		1604	90	80		477	124	178		553	31	81		281	125
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	88		1604	90	80		477	124	178		553	31	81		281	125
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	88		1604	90	80		477	124	178		553	31	81		281	125
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Final Vol.:	88		1604	90	80		477	124	178		553	31	81		281	125
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		0.98	0.95	0.92		0.98	0.95	0.95		0.98	0.92	0.95		0.95	0.95
Lanes:	1.00		1.89	0.11	1.00		1.58	0.42	0.50		1.50	1.00	0.33		1.16	0.51
Final Sat.:	1750		3503	197	1750		2936	763	901		2798	1750	599		2077	924
Capacity Analysis Module:																
Vol/Sat:	0.05		0.46	0.46	0.05		0.16	0.16	0.20		0.20	0.02	0.14		0.14	0.14
Crit Moves:			****		****				****				****			
Green Time:	18.2		70.1	70.1	7.0		58.8	58.8	30.2		30.2	30.2	20.7		20.7	20.7
Volume/Cap:	0.39		0.91	0.91	0.91		0.39	0.39	0.91		0.91	0.08	0.91		0.91	0.91
Delay/Veh:	56.9		39.8	39.8	134.5		28.2	28.2	68.7		68.7	43.9	79.3		79.3	79.3
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	56.9		39.8	39.8	134.5		28.2	28.2	68.7		68.7	43.9	79.3		79.3	79.3
HCM2kAvg:	4		37	36	6		9	8	18		19	1	14		14	14

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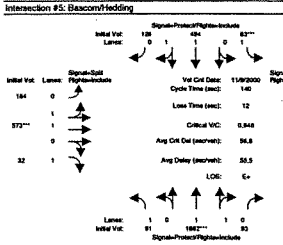
AM Cumul

Intersection #5: Bascom/Hedding



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	10		10	10	10		10	10
Volume Module: >> Count Date: 9 Nov 2000 <<																
Base Vol:	88		1598	89	80		461	123	172		551	31	76		280	125
Growth Adj:	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04
Initial Bse:	91		1656	92	83		478	127	178		571	32	79		290	130
Added Vol:	0		0	0	0		0	1	6		2	0	0		1	0
ATI:	0		6	1	0		16	0	0		0	0	5		0	0
Initial Fut:	91		1662	93	83		494	128	184		573	32	84		291	130
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	91		1662	93	83		494	128	184		573	32	84		291	130
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	91		1662	93	83		494	128	184		573	32	84		291	130
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Final Vol.:	91		1662	93	83		494	128	184		573	32	84		291	130
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		0.98	0.95	0.92		0.98	0.95	0.95		0.98	0.92	0.95		0.95	0.95
Lanes:	1.00		1.89	0.11	1.00		1.58	0.42	0.50		1.50	1.00	0.33		1.16	0.51
Final Sat.:	1750		3503	197	1750		2935	764	900		2799	1750	598		2078	924
Capacity Analysis Module:																
Vol/Sat:	0.05		0.47	0.47	0.05		0.17	0.17	0.20		0.20	0.02	0.14		0.14	0.14
Crit Moves:			****		****				****				****			
Green Time:	18.2		70.1	70.1	7.0		58.8	58.8	30.2		30.2	30.2	20.7		20.7	20.7
Volume/Cap:	0.40		0.95	0.95	0.95		0.40	0.40	0.95		0.95	0.08	0.95		0.95	0.95
Delay/Veh:	57.0		44.2	44.2	144.8		28.5	28.5	74.2		74.2	43.9	85.5		85.5	85.5
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	57.0		44.2	44.2	144.8		28.5	28.5	74.2		74.2	43.9	85.5		85.5	85.5
HCM2kAvg:	4		40	39	6		9	9	20		20	1	15		15	15

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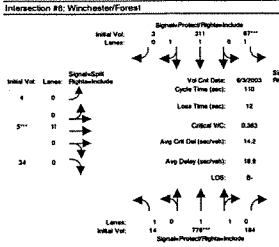
AM Existing

Intersection #6: Winchester/Forest



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Min. Green:	7	10	10		7	10	10		10	10	10		10	10	10	
Volume Module: >> Count Date: 3 Jun 2003 <<																
Base Vol:	14	776	164		67	311	3		4	5	34		86	1	130	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	14	776	164		67	311	3		4	5	34		86	1	130	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
ATI:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	14	776	164		67	311	3		4	5	34		86	1	130	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	14	776	164		67	311	3		4	5	34		86	1	130	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	14	776	164		67	311	3		4	5	34		86	1	130	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	14	776	164		67	311	3		4	5	34		86	1	130	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	0.98	0.95		0.92	0.97	0.95		0.92	0.92	0.92		0.93	0.95	0.92	
Lanes:	1.00	1.64	0.36		1.00	1.98	0.02		0.09	0.12	0.79		1.98	0.02	1.00	
Final Sat.:	1750	3054	645		1750	3665	35		163	203	1384		3509	41	1750	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.25	0.25		0.04	0.08	0.08		0.02	0.02	0.02		0.02	0.02	0.07	
Crit Moves:		****			****					****				****		
Green Time:	32.1	67.8	67.8		10.2	45.9	45.9		10.0	10.0	10.0		10.0	10.0	20.2	
Volume/Cap:	0.03	0.41	0.41		0.41	0.20	0.20		0.27	0.27	0.27		0.27	0.27	0.40	
Delay/Veh:	27.8	11.0	11.0		48.8	20.5	20.5		47.5	47.5	47.5		47.0	47.0	40.4	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	27.8	11.0	11.0		48.8	20.5	20.5		47.5	47.5	47.5		47.0	47.0	40.4	
HCM2kAvg:	0	8	8		3	3	3		2	2	2		2	2	4	

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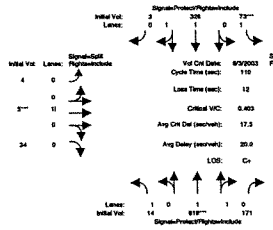
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM Existing

Intersection #6: Winchester/Forest



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Min. Green:	7	10	10		7	10	10		10	10	10		10	10	10	
Volume Module: >> Count Date: 3 Jun 2003 <<																
Base Vol:	14	776	164		67	311	3		4	5	34		86	1	130	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	14	776	164		67	311	3		4	5	34		86	1	130	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
ATI:	0	43	7		6	17	0		0	0	0		1	0	1	
Initial Fut:	14	819	171		73	328	3		4	5	34		87	1	131	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	14	819	171		73	328	3		4	5	34		87	1	131	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	14	819	171		73	328	3		4	5	34		87	1	131	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	14	819	171		73	328	3		4	5	34		87	1	131	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	0.98	0.95		0.92	0.97	0.95		0.92	0.92	0.92		0.93	0.95	0.92	
Lanes:	1.00	1.65	0.35		1.00	1.98	0.02		0.09	0.12	0.79		1.98	0.02	1.00	
Final Sat.:	1750	3060	639		1750	3666	34		163	203	1384		3510	40	1750	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.27	0.27		0.04	0.09	0.09		0.02	0.02	0.02		0.02	0.02	0.07	
Crit Moves:		****			****					****				****		
Green Time:	32.1	67.5	67.5		10.5	45.9	45.9		10.0	10.0	10.0		10.0	10.0	20.5	
Volume/Cap:	0.03	0.44	0.44		0.44	0.21	0.21		0.27	0.27	0.27		0.27	0.27	0.40	
Delay/Veh:	27.8	11.4	11.4		48.8	20.6	20.6		47.5	47.5	47.5		47.1	47.1	40.2	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	27.8	11.4	11.4		48.8	20.6	20.6		47.5	47.5	47.5		47.1	47.1	40.2	
HCM2kAvg:	0	9	9		3	4	3		2	2	2		2	2	4	

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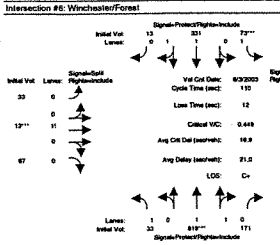
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM Project

Intersection #6: Winchester/Forest



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Min. Green:	7	10	10		7	10	10		10	10	10		10	10	10	
Volume Module: >> Count Date: 3 Jun 2003 <<																
Base Vol:	14	776	164		67	311	3		4	5	34		86	1	130	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	14	776	164		67	311	3		4	5	34		86	1	130	
Added Vol:	19	0	0		0	3	10		29	8	33		1	3	0	
ATI:	0	43	7		6	17	0		0	0	0		1	0	1	
Initial Fut:	33	819	171		73	331	13		33	13	67		88	4	131	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	33	819	171		73	331	13		33	13	67		88	4	131	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	33	819	171		73	331	13		33	13	67		88	4	131	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	33	819	171		73	331	13		33	13	67		88	4	131	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	0.98	0.95		0.92	0.97	0.95		0.92	0.92	0.92		0.93	0.95	0.92	
Lanes:	1.00	1.65	0.35		1.00	1.92	0.08		0.29	0.12	0.59		1.91	0.09	1.00	
Final Sat.:	1750	3060	639		1750	3560	140		511	201	1038		3396	154	1750	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.27	0.27		0.04	0.09	0.09		0.06	0.06	0.06		0.03	0.03	0.07	
Crit Moves:		****			****					****				****		
Green Time:	7.0	63.0	63.0		9.8	65.8	65.8		15.2	15.2	15.2		10.0	10.0	19.8	
Volume/Cap:	0.30	0.47	0.47		0.47	0.16	0.16		0.47	0.47	0.47		0.29	0.29	0.42	
Delay/Veh:	50.6	13.9	13.9		49.8	9.8	9.8		45.1	45.1	45.1		47.2	47.2	40.8	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	50.6	13.9	13.9		49.8	9.8	9.8		45.1	45.1	45.1		47.2	47.2	40.8	
HCM2kAvg:	1	10	9		3	3	2		4	4	4		2	2	4	

BAREC 120 SFD + 185 Sr
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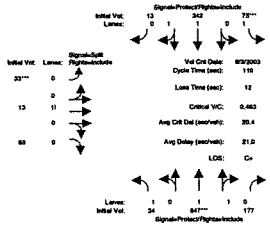
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM Cumul

Intersection #6: Winchester/Forest



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Min. Green:	7	10	10		7	10	10		10	10	10		10	10	10	
Volume Module: >> Count Date: 3 Jun 2003 <<																
Base Vol:	14	776	164		67	311	3		4	5	34		86	1	130	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	15	804	170		69	322	3		4	5	35		89	1	135	
Added Vol:	19	0	0		0	3	10		29	8	33		1	3	0	
ATI:	0	43	7		6	17	0		0	0	0		1	0	1	
Initial Fut:	34	847	177		75	342	13		33	13	68		91	4	136	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	34	847	177		75	342	13		33	13	68		91	4	136	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	34	847	177		75	342	13		33	13	68		91	4	136	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	34	847	177		75	342	13		33	13	68		91	4	136	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	0.98	0.95		0.92	0.97	0.95		0.92	0.92	0.92		0.93	0.95	0.92	
Lanes:	1.00	1.64	0.36		1.00	1.92	0.08		0.29	0.11	0.60		1.92	0.08	1.00	
Final Sat.:	1750	3060	639		1750	3563	136		506	201	1042		3399	151	1750	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.28	0.28		0.04	0.10	0.10		0.07	0.07	0.07		0.03	0.03	0.08	
Crit Moves:		****			****					****				****		
Green Time:	7.0	63.2	63.2		9.8	66.1	66.1		14.9	14.9	14.9		10.0	10.0	19.8	
Volume/Cap:	0.30	0.48	0.48		0.48	0.16	0.16		0.48	0.48	0.48		0.29	0.29	0.43	
Delay/Veh:	50.7	13.9	13.9		50.0	9.7	9.7		45.5	45.5	45.5		47.2	47.2	41.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	50.7	13.9	13.9		50.0	9.7	9.7		45.5	45.5	45.5		47.2	47.2	41.0	
HCM2kAvg:	1	10	10		3	3	3		4	4	4		2	2	4	

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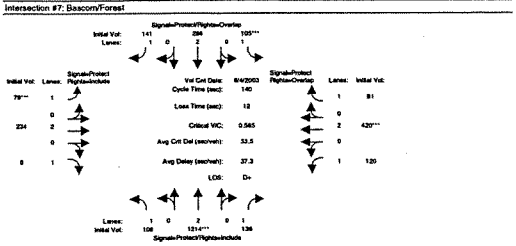
June 2004

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

Intersection #7: Bascom/Forest

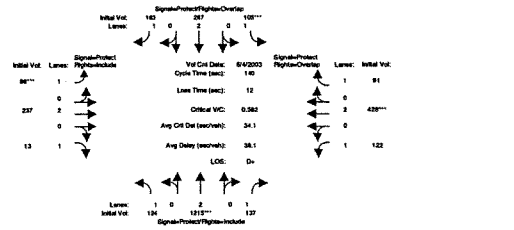


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Min. Green:	7	10		10	7	10		10	7	10		10	7	10		10
Volume Module: >> Count Date: 4 Jun 2003 <<																
Base Vol:	109	1214		136	105	286		141	79	234		8	120	420		91
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	109	1214		136	105	286		141	79	234		8	120	420		91
Added Vol:	0	0		0	0	0		0	0	0		0	0	0		0
ATI:	0	0		0	0	0		0	0	0		0	0	0		0
Initial Fut:	109	1214		136	105	286		141	79	234		8	120	420		91
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	109	1214		136	105	286		141	79	234		8	120	420		91
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	109	1214		136	105	286		141	79	234		8	120	420		91
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Final Vol.:	109	1214		136	105	286		141	79	234		8	120	420		91
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.92	1.00		0.92	0.92	1.00		0.92	0.92	1.00		0.92	0.92	1.00		0.92
Lanes:	1.00	2.00		1.00	1.00	2.00		1.00	1.00	2.00		1.00	1.00	2.00		1.00
Final Sat.:	1750	3800		1750	1750	3800		1750	1750	3800		1750	1750	3800		1750
Capacity Analysis Module:																
Vol/Sat:	0.06	0.32		0.08	0.06	0.08		0.08	0.05	0.06		0.00	0.07	0.11		0.05
Crit Moves:		****			****				****					****		
Green Time:	41.1	76.4		76.4	14.4	49.7		60.5	10.8	10.0		10.0	27.2	26.4		40.8
Volume/Cap:	0.21	0.59		0.14	0.59	0.21		0.19	0.59	0.86		0.06	0.35	0.59		0.18
Delay/Veh:	37.5	21.7		15.7	64.9	31.6		24.7	68.9	87.8		60.9	49.4	53.0		37.3
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:	37.5	21.7		15.7	64.9	31.6		24.7	68.9	87.8		60.9	49.4	53.0		37.3
HCM2kAvg:	3	17		3	5	4		4	4	7		0	5	9		3

BAREC 120 SFD + 163 Sr
June 2004

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

Intersection #7: Bascom/Forest

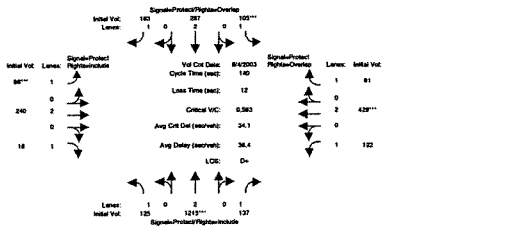


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Min. Green:	7	10		10	7	10		10	7	10		10	7	10		10
Volume Module: >> Count Date: 4 Jun 2003 <<																
Base Vol:	109	1214		136	105	286		141	79	234		8	120	420		91
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	109	1214		136	105	286		141	79	234		8	120	420		91
Added Vol:	0	0		0	0	0		0	0	0		0	0	0		0
ATI:	15	1		1	0	1		22	7	3		5	2	8		0
Initial Fut:	124	1215		137	105	287		163	86	237		13	122	428		91
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	124	1215		137	105	287		163	86	237		13	122	428		91
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	124	1215		137	105	287		163	86	237		13	122	428		91
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Final Vol.:	124	1215		137	105	287		163	86	237		13	122	428		91
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.92	1.00		0.92	0.92	1.00		0.92	0.92	1.00		0.92	0.92	1.00		0.92
Lanes:	1.00	2.00		1.00	1.00	2.00		1.00	1.00	2.00		1.00	1.00	2.00		1.00
Final Sat.:	1750	3800		1750	1750	3800		1750	1750	3800		1750	1750	3800		1750
Capacity Analysis Module:																
Vol/Sat:	0.07	0.32		0.08	0.06	0.08		0.09	0.05	0.06		0.01	0.07	0.11		0.05
Crit Moves:		****			****				****					****		
Green Time:	43.4	75.6		75.6	14.2	46.3		57.9	11.6	10.0		10.0	28.2	26.6		40.8
Volume/Cap:	0.23	0.59		0.15	0.59	0.23		0.23	0.59	0.87		0.10	0.35	0.59		0.18
Delay/Veh:	36.0	22.3		16.2	65.4	34.0		26.7	68.3	89.6		61.2	48.5	53.1		37.2
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:	36.0	22.3		16.2	65.4	34.0		26.7	68.3	89.6		61.2	48.5	53.1		37.2
HCM2kAvg:	4	17		3	5	4		4	4	7		1	5	9		3

BAREC 120 SFD + 163 Sr
June 2004

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

Intersection #7: Bascom/Forest

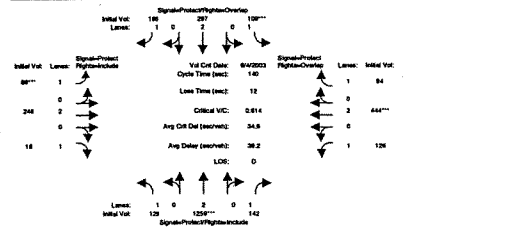


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Min. Green:	7	10		10	7	10		10	7	10		10	7	10		10
Volume Module: >> Count Date: 4 Jun 2003 <<																
Base Vol:	109	1214		136	105	286		141	79	234		8	120	420		91
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	109	1214		136	105	286		141	79	234		8	120	420		91
Added Vol:	1	0		0	0	0		0	0	3		3	0	1		0
ATI:	15	1		1	0	1		22	7	3		5	2	8		0
Initial Fut:	125	1215		137	105	287		163	86	240		16	122	429		91
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	125	1215		137	105	287		163	86	240		16	122	429		91
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	125	1215		137	105	287		163	86	240		16	122	429		91
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Final Vol.:	125	1215		137	105	287		163	86	240		16	122	429		91
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.92	1.00		0.92	0.92	1.00		0.92	0.92	1.00		0.92	0.92	1.00		0.92
Lanes:	1.00	2.00		1.00	1.00	2.00		1.00	1.00	2.00		1.00	1.00	2.00		1.00
Final Sat.:	1750	3800		1750	1750	3800		1750	1750	3800		1750	1750	3800		1750
Capacity Analysis Module:																
Vol/Sat:	0.07	0.32		0.08	0.06	0.08		0.09	0.05	0.06		0.01	0.07	0.11		0.05
Crit Moves:		****			****				****					****		
Green Time:	43.6	75.5		75.5	14.2	46.1		57.7	11.6	10.0		10.0	28.3	26.7		40.8
Volume/Cap:	0.23	0.59		0.15	0.59	0.23		0.23	0.59	0.88		0.13	0.35	0.59		0.18
Delay/Veh:	36.0	22.3		16.2	65.4	34.2		26.8	68.3	91.6		61.4	48.5	53.0		37.2
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:	36.0	22.3		16.2	65.4	34.2		26.8	68.3	91.6		61.4	48.5	53.0		37.2
HCM2kAvg:	4	17		3	5	4		4	4	8		1	5	9		3

BAREC 120 SFD + 163 Sr
June 2004

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

Intersection #7: Bascom/Forest

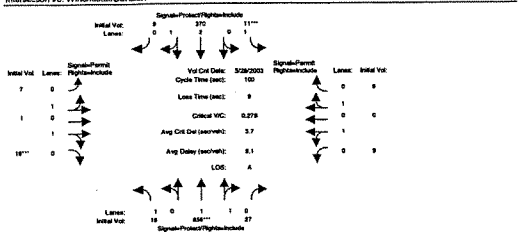


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Min. Green:	7	10		10	7	10		10	7	10		10	7	10		10
Volume Module: >> Count Date: 4 Jun 2003 <<																
Base Vol:	109	1214		136	105	286		141	79	234		8	120	420		91
Growth Adj:	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04
Initial Bse:	113	1258		141	109	296		146	82	242		8	124	435		94
Added Vol:	1	0		0	0	0		0	0	3		3	0	1		0
ATI:	15	1		1	0	1		22	7	3		5	2	8		0
Initial Fut:	129	1259		142	109	297		168	89	248		16	126	444		94
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	129	1259		142	109	297		168	89	248		16	126	444		94
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	129	1259		142	109	297		168	89	248		16	126	444		94
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Final Vol.:	129	1259		142	109	297		168	89	248		16	126	444		94
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.92	1.00		0.92	0.92	1.00		0.92	0.92	1.00		0.92	0.92	1.00		0.92
Lanes:	1.00	2.00		1.00	1.00	2.00		1.00	1.00	2.00		1.00	1.00	2.00		1.00
Final Sat.:	1750	3800		1750	1750	3800		1750	1750	3800		1750	1750	3800		1750
Capacity Analysis Module:																
Vol/Sat:	0.07	0.33		0.08	0.06	0.08		0.10	0.05	0.07		0.01	0.07	0.11		0.05
Crit Moves:		****			****				****					****		
Green Time:	43.5	75.6		75.6	14.2	46.2		57.8	11.6	10.0		10.0	28.2	26.7		40.8
Volume/Cap:	0.24	0.61		0.15	0.61	0.24		0.23	0.61	0.92		0.13	0.36	0.61		0.18
Delay/Veh:	36.1	22.7		16.2	66.5	34.2		26.9	69.6	97.7		61.4	48.7	53.5		37.3
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:	36.1	22.7		16.2	66.5	34.2		26.9	69.6	97.7		61.4	48.7	53.5		37.3
HCM2kAvg:	4	18		3	5	5		5	5	8		1	5	9		3

BAREC 120 SFD + 163 Sr
June 2004

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

Intersection #8: Winchester/Dorcich

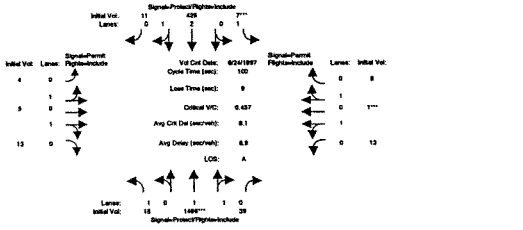


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Min. Green:	7	10	10		7	10	10		10	10	10		10	10	10	
Volume Module: >> Count Date: 28 May 2003 <<																
Base Vol:		16	856	27		11	370	9		7	1	16		9	0	9
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:		16	856	27		11	370	9		7	1	16		9	0	9
Added Vol:		0	0	0		0	0	0		0	0	0		0	0	0
ATI:		0	0	0		0	0	0		0	0	0		0	0	0
Initial Fut:		16	856	27		11	370	9		7	1	16		9	0	9
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:		16	856	27		11	370	9		7	1	16		9	0	9
Reduct Vol:		0	0	0		0	0	0		0	0	0		0	0	0
Reduced Vol:		16	856	27		11	370	9		7	1	16		9	0	9
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:		16	856	27		11	370	9		7	1	16		9	0	9
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	0.97	0.95		0.92	0.98	0.95		0.95	0.95	0.95		0.95	1.00	0.95	
Lanes:	1.00	1.94	0.06		1.00	2.93	0.07		0.87	0.13	1.00		1.00	0.00	1.00	
Final Sat.:	1750	3587	113		1750	5467	133		1575	225	1800		1800	0	1800	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.24	0.24		0.01	0.07	0.07		0.00	0.00	0.01		0.01	0.00	0.01	
Crit Moves:		****			****						****					
Green Time:	33.4	74.0	74.0		7.0	47.6	47.6		10.0	10.0	10.0		10.0	0.0	10.0	
Volume/Cap:	0.03	0.32	0.32		0.09	0.14	0.14		0.04	0.04	0.09		0.05	0.00	0.05	
Delay/Veh:	22.4	4.5	4.5		43.8	14.7	14.7		40.7	40.7	41.0		40.8	0.0	40.8	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	22.4	4.5	4.5		43.8	14.7	14.7		40.7	40.7	41.0		40.8	0.0	40.8	
HCM2kAvg:	0	5	5		0	2	2		0	0	1		0	0	0	

BAREC 120 SFD + 163 Sr
June 2004

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

Intersection #8: Winchester/Dorcich

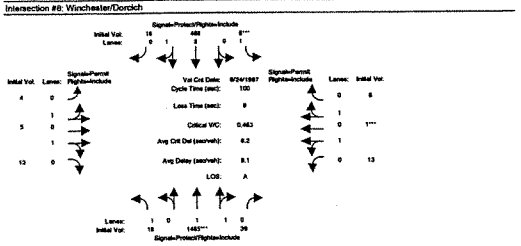


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Min. Green:	7	10	10		7	10	10		10	10	10		10	10	10	
Volume Module: >> Count Date: 24 Jun 1997 <<																
Base Vol:		18	1423	39		7	409	11		4	5	13		13	1	8
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:		18	1423	39		7	409	11		4	5	13		13	1	8
Added Vol:		0	0	0		0	0	0		0	0	0		0	0	0
ATI:		0	43	0		0	17	0		0	0	0		0	0	0
Initial Fut:		18	1466	39		7	426	11		4	5	13		13	1	8
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:		18	1466	39		7	426	11		4	5	13		13	1	8
Reduct Vol:		0	0	0		0	0	0		0	0	0		0	0	0
Reduced Vol:		18	1466	39		7	426	11		4	5	13		13	1	8
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:		18	1466	39		7	426	11		4	5	13		13	1	8
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	0.97	0.95		0.92	0.98	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
Lanes:	1.00	1.95	0.05		1.00	2.92	0.08		0.44	0.56	1.00		1.00	0.11	0.89	
Final Sat.:	1750	3604	96		1750	5459	141		800	1000	1800		1800	200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.41	0.41		0.00	0.08	0.08		0.01	0.01	0.01		0.01	0.01	0.01	
Crit Moves:		****			****									****		
Green Time:	33.4	74.0	74.0		7.0	47.6	47.6		10.0	10.0	10.0		10.0	10.0	10.0	
Volume/Cap:	0.03	0.55	0.55		0.06	0.16	0.16		0.05	0.05	0.07		0.07	0.05	0.05	
Delay/Veh:	22.5	5.9	5.9		43.6	14.9	14.9		40.8	40.8	40.9		40.9	40.8	40.8	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	22.5	5.9	5.9		43.6	14.9	14.9		40.8	40.8	40.9		40.9	40.8	40.8	
HCM2kAvg:	0	10	10		0	2	2		0	0	0		0	0	0	

BAREC 120 SFD + 163 Sr
June 2004

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

Intersection #8: Winchester/Dorcich

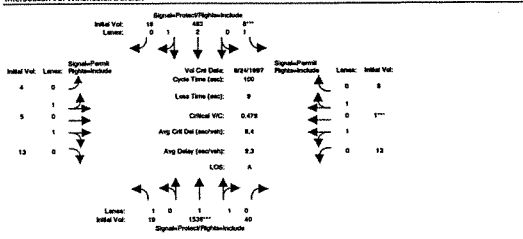


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Min. Green:	7	10	10		7	10	10		10	10	10		10	10	10	
Volume Module: >> Count Date: 24 Jun 1997 <<																
Base Vol:		18	1423	39		7	409	11		4	5	13		13	1	8
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:		18	1423	39		7	409	11		4	5	13		13	1	8
Added Vol:		0	19	0		1	42	5		0	0	0		0	0	0
ATI:		0	43	0		0	17	0		0	0	0		0	0	0
Initial Fut:		18	1485	39		8	468	16		4	5	13		13	1	8
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:		18	1485	39		8	468	16		4	5	13		13	1	8
Reduct Vol:		0	0	0		0	0	0		0	0	0		0	0	0
Reduced Vol:		18	1485	39		8	468	16		4	5	13		13	1	8
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:		18	1485	39		8	468	16		4	5	13		13	1	8
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	0.97	0.95		0.92	0.98	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
Lanes:	1.00	1.95	0.05		1.00	2.90	0.10		0.44	0.56	1.00		1.00	0.11	0.89	
Final Sat.:	1750	3605	95		1750	5415	185		800	1000	1800		1800	200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.41	0.41		0.00	0.09	0.09		0.01	0.01	0.01		0.01	0.01	0.01	
Crit Moves:		****			****									****		
Green Time:	33.4	74.0	74.0		7.0	47.6	47.6		10.0	10.0	10.0		10.0	10.0	10.0	
Volume/Cap:	0.03	0.56	0.56		0.07	0.18	0.18		0.05	0.05	0.07		0.07	0.05	0.05	
Delay/Veh:	22.5	6.0	6.0		43.7	15.0	15.0		40.8	40.8	40.9		40.9	40.8	40.8	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	22.5	6.0	6.0		43.7	15.0	15.0		40.8	40.8	40.9		40.9	40.8	40.8	
HCM2kAvg:	0	11	10		0	3	3		0	0	0		0	0	0	

BAREC 120 SFD + 163 Sr
June 2004

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

Intersection #8: Winchester/Dorcich

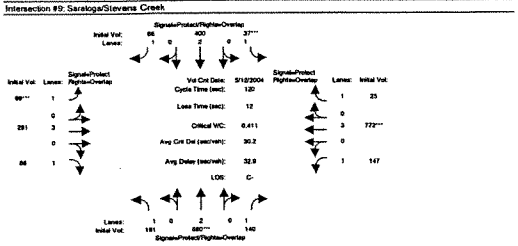


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Min. Green:	7	10	10		7	10	10		10	10	10		10	10	10	
Volume Module: >> Count Date: 24 Jun 1997 <<																
Base Vol:		18	1423	39		7	409	11		4	5	13		13	1	8
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:		19	1474	40		7	424	11		4	5	13		13	1	8
Added Vol:		0	19	0		1	42	5		0	0	0		0	0	0
ATI:		0	43	0		0	17	0		0	0	0		0	0	0
Initial Fut:		19	1536	40		8	483	16		4	5	13		13	1	8
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:		19	1536	40		8	483	16		4	5	13		13	1	8
Reduct Vol:		0	0	0		0	0	0		0	0	0		0	0	0
Reduced Vol:		19	1536	40		8	483	16		4	5	13		13	1	8
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:		19	1536	40		8	483	16		4	5	13		13	1	8
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	0.97	0.95		0.92	0.98	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
Lanes:	1.00	1.95	0.05		1.00	2.92	0.08		0.44	0.56	1.00		1.00	0.11	0.89	
Final Sat.:	1750	3605	95		1750	5416	184		800	1000	1800		1800	200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.43	0.43		0.00	0.09	0.09		0.01	0.01	0.01		0.01	0.01	0.01	
Crit Moves:		****			****									****		
Green Time:	33.4	74.0	74.0		7.0	47.6	47.6		10.0	10.0	10.0		10.0	10.0	10.0	
Volume/Cap:	0.03	0.58	0.58		0.07	0.19	0.19		0.05	0.05	0.07		0.07	0.05	0.05	
Delay/Veh:	22.5	6.2	6.2		43.7	15.1	15.1		40.8	40.8	40.9		40.9	40.8	40.8	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	22.5	6.2	6.2		43.7	15.1	15.1		40.8	40.8	40.9		40.9	40.8	40.8	
HCM2kAvg:	0	11	11		0	3	3		0	0	0		0	0	0	

BAREC 120 SFD + 165 Sr
June 2004

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

Intersection #9: Saratoga/Stevens Creek

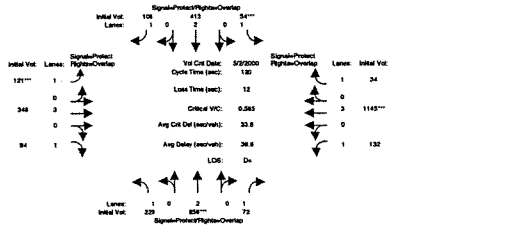


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Volume Module: >> Count Date: 12 May 2004 <<																
Base Vol:			161	660	140		37	400	66		69	291	86		147	772	25
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
Initial Bse:			161	660	140		37	400	66		69	291	86		147	772	25
Added Vol:			0	0	0		0	0	0		0	0	0		0	0	0
ATI:			0	0	0		0	0	0		0	0	0		0	0	0
Initial Fut:			161	660	140		37	400	66		69	291	86		147	772	25
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
PHF Volume:			161	660	140		37	400	66		69	291	86		147	772	25
Reduct Vol:			0	0	0		0	0	0		0	0	0		0	0	0
Reduced Vol:			161	660	140		37	400	66		69	291	86		147	772	25
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
Final Vol.:			161	660	140		37	400	66		69	291	86		147	772	25
Saturation Flow Module:																	
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900
Adjustment:	0.92		1.00	0.92	0.92		1.00	0.92	0.92		1.00	0.92	0.92		1.00	0.92	0.92
Lanes:	1.00		2.00	1.00	1.00		2.00	1.00	1.00		3.00	1.00	1.00		3.00	1.00	1.00
Final Sat.:	1750		3800	1750	1750		3800	1750	1750		5700	1750	1750		5700	1750	1750
Capacity Analysis Module:																	
Vol/Sat:	0.09		0.17	0.08	0.02		0.11	0.04	0.04		0.05	0.05	0.08		0.14	0.14	0.01
Crit Moves:			****		****				****						****		
Green Time:	26.7		50.3	91.0	7.0		30.6	42.0	11.4		10.0	36.7	40.7		39.2	46.2	
Volume/Cap:	0.41		0.41	0.11	0.36		0.41	0.11	0.41		0.61	0.16	0.25		0.41	0.04	
Delay/Veh:	40.6		24.7	3.8	56.5		37.5	26.4	52.8		55.5	30.5	28.8		31.6	23.0	
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	
AdjDel/Veh:	40.6		24.7	3.8	56.5		37.5	26.4	52.8		55.5	30.5	28.8		31.6	23.0	
HCM2kAvg:	5		8	1	2		6	2	3		4	2	4		7	1	

BAREC 120 SFD + 165 Sr
June 2004

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

Intersection #9: Saratoga/Stevens Creek

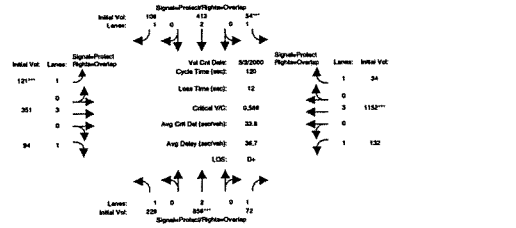


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Volume Module: >> Count Date: 2 May 2000 <<																
Base Vol:	229		846	72	54		405	106	121		327	94	132		1067	34
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	229		846	72	54		405	106	121		327	94	132		1067	34
Added Vol:	0		0	0	0		0	0	0		3	0	0		7	0
ATI:	0		10	0	0		8	0	0		21	0	0		78	0
Initial Fut:	229		856	72	54		413	106	121		348	94	132		1145	34
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	229		856	72	54		413	106	121		348	94	132		1145	34
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	229		856	72	54		413	106	121		348	94	132		1145	34
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Final Vol.:	229		856	72	54		413	106	121		348	94	132		1145	34
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.92		1.00	0.92	0.92		1.00	0.92	0.92		1.00	0.92
Lanes:	1.00		2.00	1.00	1.00		2.00	1.00	1.00		3.00	1.00	1.00		3.00	1.00
Final Sat.:	1750		3800	1750	1750		3800	1750	1750		5700	1750	1750		5700	1750
Capacity Analysis Module:																
Vol/Sat:	0.13		0.23	0.04	0.03		0.11	0.06	0.07		0.06	0.05	0.08		0.20	0.20	0.02
Crit Moves:			****		****				****						****		
Green Time:	28.9		45.9	91.0	7.0		24.0	38.1	14.1		10.0	38.9	45.1		41.0	48.0	
Volume/Cap:	0.54		0.59	0.05	0.53		0.54	0.19	0.59		0.74	0.17	0.20		0.59	0.05	
Delay/Veh:	41.2		30.1	3.7	60.0		43.9	29.9	54.6		59.5	29.1	25.5		33.0	22.1	
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	
AdjDel/Veh:	41.2		30.1	3.7	60.0		43.9	29.9	54.6		59.5	29.1	25.5		33.0	22.1	
HCM2kAvg:	8		13	1	3		7	3	5		6	2	3		12	1	

BAREC 120 SFD + 165 Sr
June 2004

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

Intersection #9: Saratoga/Stevens Creek

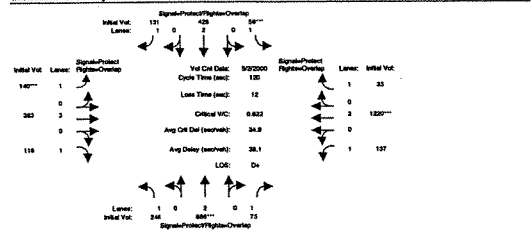


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Volume Module: >> Count Date: 2 May 2000 <<																
Base Vol:	229		846	72	54		405	106	121		327	94	132		1067	34
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	229		846	72	54		405	106	121		327	94	132		1067	34
Added Vol:	0		0	0	0		0	0	0		3	0	0		7	0
ATI:	0		10	0	0		8	0	0		21	0	0		78	0
Initial Fut:	229		856	72	54		413	106	121		351	94	132		1152	34
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	229		856	72	54		413	106	121		351	94	132		1152	34
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	229		856	72	54		413	106	121		351	94	132		1152	34
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Final Vol.:	229		856	72	54		413	106	121		351	94	132		1152	34
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.92		1.00	0.92	0.92		1.00	0.92	0.92		1.00	0.92
Lanes:	1.00		2.00	1.00	1.00		2.00	1.00	1.00		3.00	1.00	1.00		3.00	1.00
Final Sat.:	1750		3800	1750	1750		3800	1750	1750		5700	1750	1750		5700	1750
Capacity Analysis Module:																
Vol/Sat:	0.13		0.23	0.04	0.03		0.11	0.06	0.07		0.06	0.05	0.08		0.20	0.20	0.02
Crit Moves:			****		****				****						****		
Green Time:	28.9		45.8	91.0	7.0		24.0	38.0	14.1		10.0	38.9	45.2		41.1	48.1	
Volume/Cap:	0.54		0.59	0.05	0.53		0.54	0.19	0.59		0.74	0.17	0.20		0.59	0.05	
Delay/Veh:	41.3		30.2	3.7	60.0		43.9	30.0	54.7		59.8	29.1	25.4		33.0	22.0	
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	
AdjDel/Veh:	41.3		30.2	3.7	60.0		43.9	30.0	54.7		59.8	29.1	25.4		33.0	22.0	
HCM2kAvg:	8		13	1	3		7	3	5		6	2	3		12	1	

BAREC 120 SFD + 165 Sr
June 2004

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

Intersection #9: Saratoga/Stevens Creek

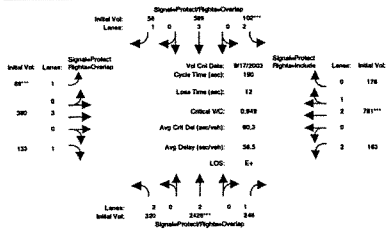


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Volume Module: >> Count Date: 2 May 2000 <<																
Base Vol:	229		846	72	54		405	106	121		327	94	132		1067	34
Growth Adj:	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04
Initial Bse:	237		876	75	56		420	110	125		339	97	137		1105	35
Added Vol:	0		0	0	0		0	0	0		3	0	0		7	0
ATI:	11		10	0	0		8	21	15		41	19	0		108	0
Initial Fut:	248		886	75	56		428	131	140		383	116	137		1220	35
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	248		886	75	56		428	131	140		383	116	137		1220	35
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	248		886	75	56		428	131	140		383	116	137		1220	35
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Final Vol.:	248		886	75	56		428	131	140		383	116	137		1220	35
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.92		1.00	0.92	0.92		1.00	0.92	0.92		1.00	0.92
Lanes:	1.00		2.00	1.00	1.00		2.00	1.00	1.00		3.00	1.00	1.00		3.00	1.00
Final Sat.:	1750		3800	1750	1750		3800	1750	1750		5700	1750	1750		5700	1750
Capacity Analysis Module:																
Vol/Sat:	0.14		0.23	0.04	0.03		0.11	0.07	0.08		0.07	0.07	0.08		0.21	0.21	0.02
Crit Moves:			****		****				****						****		
Green Time:	28.8		44.7	91.0	7.0		22.9	38.2	15.4		10.0	38.8	46.3		41.0	48.0	
Volume/Cap:	0.59		0.63	0.06	0.55		0.59	0.23	0.63		0.81	0.21	0.20		0.63	0.05	
Delay/Veh:	42.6		31.7	3.7	61.1		45.6	30.3	55.1		63.8	29.6	24.7		33.8	22.1	
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	
AdjDel/Veh:	42.6		31.7	3.7	61.1		45.6	30.3	55.1		63.8	29.6	24.7		33.8	22.1	
HCM2kAvg:	9		14	1	3		8	4	6		7	3	3		13	1	

BAREC 120 BFD + 165 Sr
June 2004

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

Intersection #10: San Tomas/Stevens Creek



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Volume Module: >> Count Date: 17 Sep 2003 <<																
Base Vol:	320	2426		246	102		599	58	89		380	133	163		761	176
Growth Adj:	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	320	2426		246	102		599	58	89		380	133	163		761	176
Added Vol:	0	0		0	0		0	0	0		0	0	0		0	0
ATI:	0	0		0	0		0	0	0		0	0	0		0	0
Initial Fut:	320	2426		246	102		599	58	89		380	133	163		761	176
User Adj:	1.00	0.85		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	320	2062		246	102		599	58	89		380	133	163		761	176
Reduct Vol:	0	0		0	0		0	0	0		0	0	0		0	0
Reduced Vol:	320	2062		246	102		599	58	89		380	133	163		761	176
PCE Adj:	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Final Vol.:	320	2062		246	102		599	58	89		380	133	163		761	176
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.83	0.85		0.92	0.83		1.00	0.92	0.92		1.00	0.92	0.83		0.99	0.95
Lanes:	2.00	2.00		1.00	2.00		3.00	1.00	1.00		3.00	1.00	2.00		2.42	0.58
Final Sat.:	3150	3230		1750	3150		5700	1750	1750		5700	1750	3150		4547	1052
Capacity Analysis Module:																
Vol/Sat:	0.10	0.64		0.14	0.03		0.11	0.03	0.05		0.07	0.08	0.05		0.17	0.17
Crit Moves:		****			****				****						****	
Green Time:	66.1	127		146.5	7.0		68.4	78.5	10.2		24.5	90.6	19.0		33.4	33.4
Volume/Cap:	0.29	0.95		0.18	0.88		0.29	0.08	0.95		0.52	0.16	0.52		0.95	0.95
Delay/Veh:	45.1	38.8		5.9	139.3		40.7	29.8	166.7		77.8	28.2	82.6		95.6	95.6
User DelAdj:	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	45.1	38.8		5.9	139.3		40.7	29.8	166.7		77.8	28.2	82.6		95.6	95.6
HCM2kAvg:	7	58		4	5		7	2	8		8	6	5		22	21

BAREC 120 BFD + 165 Sr
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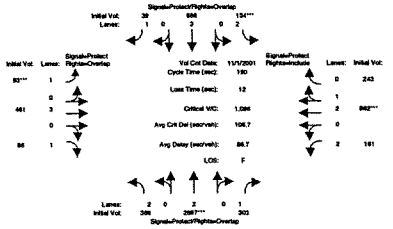
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM Edited

Intersection #10: San Tomas/Stevens Creek

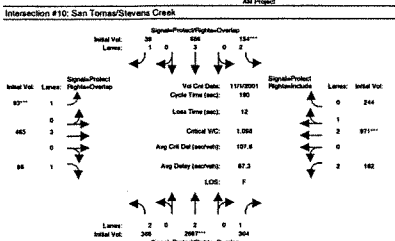


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Volume Module: >> Count Date: 1 Nov 2001 <<																
Base Vol:	344	2396		303	139		585	39	93		443	82	161		906	201
Growth Adj:	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	344	2396		303	139		585	39	93		443	82	161		906	201
Added Vol:	0	0		0	0		0	0	0		0	0	0		0	0
ATI:	22	301		0	15		101	0	0		18	4	0		56	42
Initial Fut:	366	2697		303	154		686	39	93		461	86	161		962	243
User Adj:	1.00	0.85		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	366	2292		303	154		686	39	93		461	86	161		962	243
Reduct Vol:	0	0		0	0		0	0	0		0	0	0		0	0
Reduced Vol:	366	2292		303	154		686	39	93		461	86	161		962	243
PCE Adj:	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Final Vol.:	366	2292		303	154		686	39	93		461	86	161		962	243
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.83	0.85		0.92	0.83		1.00	0.92	0.92		1.00	0.92	0.83		0.99	0.95
Lanes:	2.00	2.00		1.00	2.00		3.00	1.00	1.00		3.00	1.00	2.00		2.37	0.63
Final Sat.:	3150	3230		1750	3150		5700	1750	1750		5700	1750	3150		4469	1129
Capacity Analysis Module:																
Vol/Sat:	0.12	0.71		0.17	0.05		0.12	0.02	0.05		0.08	0.05	0.05		0.22	0.22
Crit Moves:		****			****				****						****	
Green Time:	64.6	123		141.0	8.5		66.9	76.1	9.2		28.5	93.1	18.0		37.3	37.3
Volume/Cap:	0.34	1.10		0.23	1.10		0.34	0.06	1.10		0.54	0.10	0.54		1.10	1.10
Delay/Veh:	47.0	85.0		7.7	194.8		42.8	31.2	216.6		75.4	26.0	84.0		134	133.7
User DelAdj:	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	47.0	85.0		7.7	194.8		42.8	31.2	216.6		75.4	26.0	84.0		134	133.7
HCM2kAvg:	8	80		5	8		8	1	9		9	4	5		31	30

BAREC 120 BFD + 165 Sr
June 2004

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

Intersection #10: San Tomas/Stevens Creek

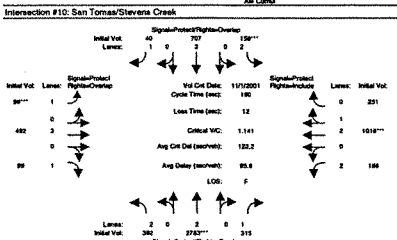


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Volume Module: >> Count Date: 1 Nov 2001 <<																
Base Vol:	344	2396		303	139		585	39	93		443	82	161		906	201
Growth Adj:	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	344	2396		303	139		585	39	93		443	82	161		906	201
Added Vol:	0	0		1	0		0	0	0		4	0	1		9	1
ATI:	22	301		0	15		101	0	0		18	4	0		56	42
Initial Fut:	366	2697		304	154		686	39	93		465	86	162		971	244
User Adj:	1.00	0.85		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	366	2292		304	154		686	39	93		465	86	162		971	244
Reduct Vol:	0	0		0	0		0	0	0		0	0	0		0	0
Reduced Vol:	366	2292		304	154		686	39	93		465	86	162		971	244
PCE Adj:	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Final Vol.:	366	2292		304	154		686	39	93		465	86	162		971	244
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.83	0.85		0.92	0.83		1.00	0.92	0.92		1.00	0.92	0.83		0.99	0.95
Lanes:	2.00	2.00		1.00	2.00		3.00	1.00	1.00		3.00	1.00	2.00		2.38	0.62
Final Sat.:	3150	3230		1750	3150		5700	1750	1750		5700	1750	3150		4474	1124
Capacity Analysis Module:																
Vol/Sat:	0.12	0.71		0.17	0.05		0.12	0.02	0.05		0.08	0.05	0.05		0.22	0.22
Crit Moves:		****			****				****						****	
Green Time:	64.5	123		140.9	8.5		66.8	76.0	9.2		28.7	93.1	18.1		37.6	37.6
Volume/Cap:	0.34	1.10		0.23	1.10		0.34	0.06	1.10		0.54	0.10	0.54		1.10	1.10
Delay/Veh:	47.1	85.9		7.8	195.5		42.9	31.3	217.3		75.3	26.0	84.0		134	134.3
User DelAdj:	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	47.1	85.9		7.8	195.5		42.9	31.3	217.3		75.3	26.0	84.0		134	134.3
HCM2kAvg:	8	80		5	8		8	1	9		9	4	5		31	30

BAREC 120 BFD + 165 Sr
June 2004

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

Intersection #10: San Tomas/Stevens Creek

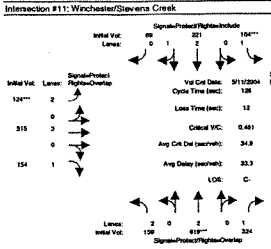


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Volume Module: >> Count Date: 1 Nov 2001 <<																
Base Vol:	344	2396		303	139		585	39	93		443	82	161		906	201
Growth Adj:	1.04	1.04		1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04
Initial Bse:	356	2482		314	144		606	40	96		459	85	167		939	208
Added Vol:	0	0		1	0		0	0	0		4	0	1		9	1
ATI:	36	301		0	15		101	0	0		29	14	0		70	42
Initial Fut:	392	2783		315	159		707	40	96		492	99	168		1018	251
User Adj:	1.00	0.85		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	392	2366		315	159		707	40	96		492	99	168		1018	251
Reduct Vol:	0	0		0	0		0	0	0		0	0	0		0	0
Reduced Vol:	392	2366		315	159		707	40	96		492	99	168		1018	251
PCE Adj:	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Final Vol.:	392	2366		315	159		707	40	96		492	99	168		1018	251
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.83	0.85		0.92	0.83		1.00	0.92	0.92		1.00	0.92	0.83		0.99	0.95
Lanes:	2.00	2.00		1.00	2.00		3.00	1.00	1.00		3.00	1.00	2.00		2.38	0.62
Final Sat.:	3150	3230		1750	3150		5700	1750	1750		5700	1750	3150		4490	1108
Capacity Analysis Module:																
Vol/Sat:	0.12	0.73		0.18	0.05		0.12	0.02	0.06		0.09	0.06	0.05		0.23	0.23
Crit Moves:		****			****				****						****	
Green Time:	65.3	122		139.9	8.4		65.1	74.2	9.2		29.0	94.4	17.9		37.8	37.8
Volume/Cap:	0.36	1.14		0.24	1.14		0.36	0.06	1.14		0.57	0.11	0.57		1.14	1.14
Delay/Veh:	44.5	102		7.7	205.0		42.3	31.0	226.6		71.6	24.2	80.5		147	146.6
User DelAdj:	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	44.5	102		7.7	205.0		42.3	31.0	226.6		71.6	24.2	80.5		147	146.6
HCM2kAvg:	8	83		5	8		8	1	9		9	4	5		33	31

BAREC 120 SFD + 165 Sr
June 2004

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

Intersection #11: Winchester/Stevens Creek



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Min. Green:	7	10	10		7	10	10		7	10	10		7	10	10	
Volume Module: >> Count Date: 11 May 2004 <<																
Base Vol:	159	619	324		104	221	69		124	515	154		191	987	225	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	159	619	324		104	221	69		124	515	154		191	987	225	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
ATI:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	159	619	324		104	221	69		124	515	154		191	987	225	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	159	619	324		104	221	69		124	515	154		191	987	225	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	159	619	324		104	221	69		124	515	154		191	987	225	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	159	619	324		104	221	69		124	515	154		191	987	225	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.83	1.00	0.92		0.92	0.99	0.95		0.83	1.00	0.92		0.83	1.00	0.92	
Lanes:	2.00	2.00	1.00		1.00	2.26	0.74		2.00	3.00	1.00		2.00	3.00	1.00	
Final Sat.:	3150	3800	1750		1750	4266	1332		3150	5700	1750		3150	5700	1750	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.16	0.19		0.06	0.05	0.05		0.04	0.09	0.09		0.06	0.17	0.13	
Crit Moves:		****			****				****					****		
Green Time:	24.0	42.7	65.1		15.6	34.3	34.3		10.3	33.3	57.3		22.4	45.4	61.0	
Volume/Cap:	0.27	0.48	0.36		0.48	0.19	0.19		0.48	0.34	0.19		0.34	0.48	0.27	
Delay/Veh:	43.7	33.2	18.3		53.1	35.3	35.3		56.7	37.6	20.6		45.7	31.4	19.4	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	43.7	33.2	18.3		53.1	35.3	35.3		56.7	37.6	20.6		45.7	31.4	19.4	
HCM2kAvg:	3	9	7		4	3	3		3	5	3		3	10	5	

BAREC 120 SFD + 165 Sr
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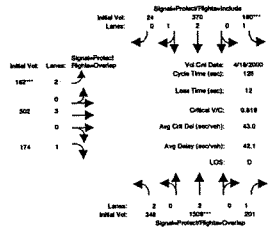
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM Background

Intersection #11: Winchester/Stevens Creek



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Min. Green:	7	10	10		7	10	10		7	10	10		7	10	10	
Volume Module: >> Count Date: 18 Apr 2000 <<																
Base Vol:	273	1431	189		150	327	21		149	488	142		318	1117	288	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	273	1431	189		150	327	21		149	488	142		318	1117	288	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
ATI:	75	78	12		10	43	3		13	14	32		9	30	9	
Initial Fut:	348	1509	201		160	370	24		162	502	174		327	1147	297	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	348	1509	201		160	370	24		162	502	174		327	1147	297	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	348	1509	201		160	370	24		162	502	174		327	1147	297	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	348	1509	201		160	370	24		162	502	174		327	1147	297	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.83	1.00	0.92		0.92	0.98	0.95		0.83	1.00	0.92		0.83	1.00	0.92	
Lanes:	2.00	2.00	1.00		1.00	2.81	0.19		2.00	3.00	1.00		2.00	3.00	1.00	
Final Sat.:	3150	3800	1750		1750	5258	341		3150	5700	1750		3150	5700	1750	
Capacity Analysis Module:																
Vol/Sat:	0.11	0.40	0.11		0.09	0.07	0.07		0.05	0.09	0.10		0.10	0.20	0.17	
Crit Moves:		****			****				****					****		
Green Time:	65.1	61.1	82.1		14.1	10.0	10.0		7.9	17.8	83.0		21.0	31.0	45.0	
Volume/Cap:	0.21	0.82	0.18		0.82	0.89	0.89		0.82	0.62	0.15		0.62	0.82	0.48	
Delay/Veh:	16.6	30.8	8.7		77.8	76.3	76.3		81.2	52.4	8.2		51.1	48.8	31.9	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	16.6	30.8	8.7		77.8	76.3	76.3		81.2	52.4	8.2		51.1	48.8	31.9	
HCM2kAvg:	4	26	3		8	8	7		5	7	2		7	16	9	

BAREC 120 SFD + 165 Sr
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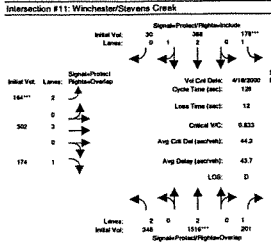
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM Project

Intersection #11: Winchester/Stevens Creek



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Min. Green:	7	10	10		7	10	10		7	10	10		7	10	10	
Volume Module: >> Count Date: 18 Apr 2000 <<																
Base Vol:	273	1431	189		150	327	21		149	488	142		318	1117	288	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	273	1431	189		150	327	21		149	488	142		318	1117	288	
Added Vol:	0	7	0		18	18	6		2	0	0		0	0	10	
ATI:	75	78	12		10	43	3		13	14	32		9	30	9	
Initial Fut:	348	1516	201		178	388	30		164	502	174		327	1147	307	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	348	1516	201		178	388	30		164	502	174		327	1147	307	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	348	1516	201		178	388	30		164	502	174		327	1147	307	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	348	1516	201		178	388	30		164	502	174		327	1147	307	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.83	1.00	0.92		0.92	0.99	0.95		0.83	1.00	0.92		0.83	1.00	0.92	
Lanes:	2.00	2.00	1.00		1.00	2.78	0.22		2.00	3.00	1.00		2.00	3.00	1.00	
Final Sat.:	3150	3800	1750		1750	5198	402		3150	5700	1750		3150	5700	1750	
Capacity Analysis Module:																
Vol/Sat:	0.11	0.40	0.11		0.10	0.07	0.07		0.05	0.09	0.10		0.10	0.20	0.18	
Crit Moves:		****			****				****					****		
Green Time:	65.7	60.3	81.0		15.4	10.0	10.0		7.9	17.6	83.3		20.7	30.4	45.8	
Volume/Cap:	0.21	0.83	0.18		0.83	0.94	0.94		0.83	0.63	0.15		0.63	0.83	0.48	
Delay/Veh:	16.3	31.9	9.1		77.6	85.9	85.9		83.5	52.8	8.1		51.6	49.9	31.5	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	16.3	31.9	9.1		77.6	85.9	85.9		83.5	52.8	8.1		51.6	49.9	31.5	
HCM2kAvg:	4	27	3		9	9	8		5	7	2		7	16	9	

BAREC 120 SFD + 165 Sr
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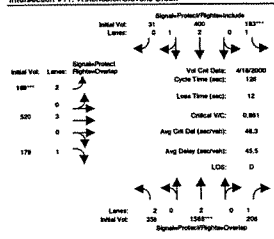
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM Comul

Intersection #11: Winchester/Stevens Creek

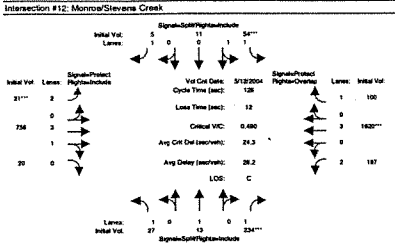


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Min. Green:	7	10	10		7	10	10		7	10	10		7	10	10	
Volume Module: >> Count Date: 18 Apr 2000 <<																
Base Vol:	273	1431	189		150	327	21		149	488	142		318	1117	288	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	283	1483	196		155	339	22		154	506	147		329	1157	298	
Added Vol:	0	7	0		18	18	6		2	0	0		0	0	10	
ATI:	75	78	12		10	43	3		13	14	32		9	30	9	
Initial Fut:	358	1568	208		183	400	31		169	520	179		338	1187	317	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	358	1568	208		183	400	31		169	520	179		338	1187	317	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	358	1568	208		183	400	31		169	520	179		338	1187	317	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	358	1568	208		183	400	31		169	520	179		338	1187	317	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.83	1.00	0.92		0.92	0.99	0.95		0.83	1.00	0.92		0.83	1.00	0.92	
Lanes:	2.00	2.00	1.00		1.00	2.78	0.22		2.00	3.00	1.00		2.00	3.00	1.00	
Final Sat.:	3150	3800	1750		1750	5199	400		3150	5700	1750		3150	5700	1750	
Capacity Analysis Module:																
Vol/Sat:	0.11	0.41	0.12		0.10	0.08	0.08		0.05	0.09	0.10		0.11	0.21	0.18	
Crit Moves:		****			****				****					****		
Green Time:	65.7	60.3	81.1		15.3	10.0	10.0		7.9	17.6	83.3		20.7	30.5	45.8	
Volume/Cap:	0.22	0.86	0.18		0.86	0.97	0.97		0.86	0.65	0.15		0.65	0.86	0.50	
Delay/Veh:	16.4	33.6	9.2		82.5	92.4	92.4		88.4	53.3	8.1		52.2	51.5	31.8	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	16.4	33.6	9.2		82.5	92.4	92.4		88.4	53.3	8.1		52.2	51.5	31.8	
HCM2kAvg:	4	29	3		10	9	9		5	7	3		7	17	10	

BAREC 120 SFD + 163 Sr
June 2004

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

Intersection #12: Monroe/Stevens Creek



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Min. Green:	10	10	10		10	10	10		7	10	10		7	10	10	
Volume Module: >> Count Date: 12 May 2004 <<																
Base Vol:	27	13	234		54	11	5		21	756	20		187	1620	100	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	27	13	234		54	11	5		21	756	20		187	1620	100	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
ATI:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	27	13	234		54	11	5		21	756	20		187	1620	100	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	27	13	234		54	11	5		21	756	20		187	1620	100	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	27	13	234		54	11	5		21	756	20		187	1620	100	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	27	13	234		54	11	5		21	756	20		187	1620	100	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.92		0.93	0.95	0.92		0.83	0.99	0.95		0.83	1.00	0.92	
Lanes:	1.00	1.00	1.00		1.67	0.33	1.00		2.00	3.89	0.11		2.00	3.00	1.00	
Final Sat.:	1750	1900	1750		2949	601	1750		3150	7306	193		3150	5700	1750	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.01	0.13		0.02	0.02	0.00		0.01	0.10	0.10		0.06	0.28	0.06	
Crit Moves:			****		****				****					****		
Green Time:	31.0	31.0	31.0		10.0	10.0	10.0		7.0	46.4	46.4		26.6	66.0	76.0	
Volume/Cap:	0.06	0.03	0.54		0.23	0.23	0.04		0.12	0.28	0.28		0.28	0.54	0.09	
Delay/Veh:	36.4	36.1	42.7		54.8	54.8	53.7		56.9	28.1	28.1		41.9	20.2	10.6	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	36.4	36.1	42.7		54.8	54.8	53.7		56.9	28.1	28.1		41.9	20.2	10.6	
HCM2kAvg:	1	0	8		1	1	0		0	5	5		3	14	2	

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BAREC 120 SFD + 163 Sr
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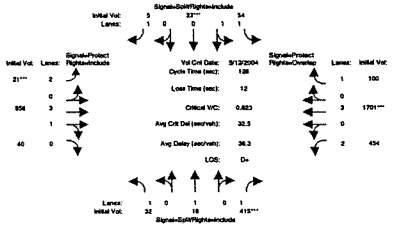
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM Background

Intersection #12: Monroe/Stevens Creek



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Min. Green:	10	10	10		10	10	10		7	10	10		7	10	10	
Volume Module: >> Count Date: 12 May 2004 <<																
Base Vol:	27	13	234		54	11	5		21	756	20		187	1620	100	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	27	13	234		54	11	5		21	756	20		187	1620	100	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
ATI:	5	3	181		0	12	0		0	200	20		267	81	0	
Initial Fut:	32	16	415		54	23	5		21	956	40		454	1701	100	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	32	16	415		54	23	5		21	956	40		454	1701	100	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	32	16	415		54	23	5		21	956	40		454	1701	100	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	32	16	415		54	23	5		21	956	40		454	1701	100	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.92		0.93	0.95	0.92		0.83	0.99	0.95		0.83	1.00	0.92	
Lanes:	1.00	1.00	1.00		1.41	0.59	1.00		2.00	3.00	1.00		2.00	3.00	1.00	
Final Sat.:	1750	1900	1750		2489	1060	1750		3150	7198	301		3150	5700	1750	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.01	0.24		0.02	0.02	0.00		0.01	0.13	0.13		0.14	0.30	0.06	
Crit Moves:			****			****			****					****		
Green Time:	43.0	43.0	43.0		10.0	10.0	10.0		7.0	29.3	29.3		31.8	54.0	64.0	
Volume/Cap:	0.05	0.02	0.70		0.27	0.27	0.04		0.12	0.57	0.57		0.57	0.70	0.11	
Delay/Veh:	27.9	27.6	39.5		55.1	55.1	53.7		56.9	43.3	43.3		42.2	30.2	16.2	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	27.9	27.6	39.5		55.1	55.1	53.7		56.9	43.3	43.3		42.2	30.2	16.2	
HCM2kAvg:	1	0	15		2	2	0		0	9	9		8	18	2	

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BAREC 120 SFD + 163 Sr
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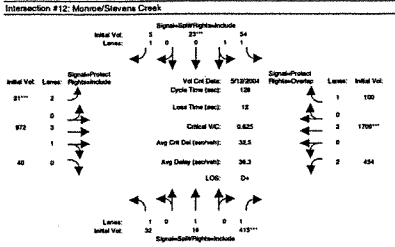
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM Project

Intersection #12: Monroe/Stevens Creek



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Min. Green:	10	10	10		10	10	10		7	10	10		7	10	10	
Volume Module: >> Count Date: 12 May 2004 <<																
Base Vol:	27	13	234		54	11	5		21	756	20		187	1620	100	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	27	13	234		54	11	5		21	756	20		187	1620	100	
Added Vol:	0	0	0		0	0	0		0	16	0		0	8	0	
ATI:	5	3	181		0	12	0		0	200	20		267	81	0	
Initial Fut:	32	16	415		54	23	5		21	972	40		454	1709	100	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	32	16	415		54	23	5		21	972	40		454	1709	100	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	32	16	415		54	23	5		21	972	40		454	1709	100	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	32	16	415		54	23	5		21	972	40		454	1709	100	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.92		0.93	0.95	0.92		0.83	0.99	0.95		0.83	1.00	0.92	
Lanes:	1.00	1.00	1.00		1.41	0.59	1.00		2.00	3.84	0.16		2.00	3.00	1.00	
Final Sat.:	1750	1900	1750		2489	1060	1750		3150	7203	296		3150	5700	1750	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.01	0.24		0.02	0.02	0.00		0.01	0.13	0.13		0.14	0.30	0.06	
Crit Moves:			****			****			****					****		
Green Time:	42.8	42.8	42.8		10.0	10.0	10.0		7.0	29.6	29.6		31.6	54.2	64.2	
Volume/Cap:	0.05	0.02	0.70		0.27	0.27	0.04		0.12	0.57	0.57		0.57	0.70	0.11	
Delay/Veh:	28.0	27.7	39.6		55.1	55.1	53.7		56.9	43.1	43.1		42.4	30.2	16.2	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	28.0	27.7	39.6		55.1	55.1	53.7		56.9	43.1	43.1		42.4	30.2	16.2	
HCM2kAvg:	1	0	15		2	2	0		0	9	9		8	18	2	

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BAREC 120 SFD + 163 Sr
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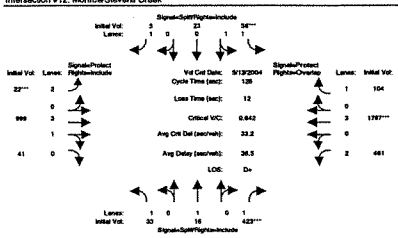
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM Control

Intersection #12: Monroe/Stevens Creek



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Min. Green:	10	10	10		10	10	10		7	10	10		7	10	10	
Volume Module: >> Count Date: 12 May 2004 <<																
Base Vol:	27	13	234		54	11	5		21	756	20		187	1620	100	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	28	13	242		56	11	5		22	783	21		194	1678	104	
Added Vol:	0	0	0		0	0	0		0	16	0		0	8	0	
ATI:	5	3	181		0	12	0		0	200	20		267	81	0	
Initial Fut:	33	16	423		56	23	5		22	999	41		461	1767	104	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	33	16	423		56	23	5		22	999	41		461	1767	104	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	33	16	423		56	23	5		22	999	41		461	1767	104	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	33	16	423		56	23	5		22	999	41		461	1767	104	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.92		0.93	0.95	0.92		0.83	0.99	0.95		0.83	1.00	0.92	
Lanes:	1.00	1.00	1.00		1.42	0.58	1.00		2.00	3.84	0.16		2.00	3.00	1.00	
Final Sat.:	1750	1900	1750		2503	1047	1750		3150	7206	294		3150	5700	1750	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.01	0.24		0.02	0.02	0.00		0.01	0.14	0.14		0.15	0.31	0.06	
Crit Moves:			****		****				****					****		
Green Time:	42.5	42.5	42.5		10.0	10.0	10.0		7.0	29.9	29.9		31.6	54.5	64.5	
Volume/Cap:	0.06	0.03	0.72		0.28	0.28	0.04		0.12	0.58	0.58		0.58	0.72	0.12	
Delay/Veh:	28.2	27.9	40.7		55.2	55.2	53.7		56.9	43.0	43.0		42.6	30.5	16.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	28.2	27.9	40.7		55.2	55.2	53.7		56.9	43.0	43.0		42.6	30.5	16.0	
HCM2kAvg:	1	0	15		2	2	0		1	9	9		8	19	2	

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BAREC 120 SFD + 165 Sr
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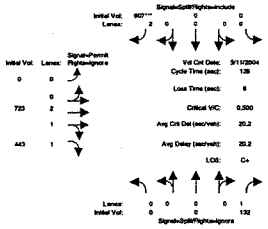
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM Existing

Intersection #13: SB I-880/Stevens Creek

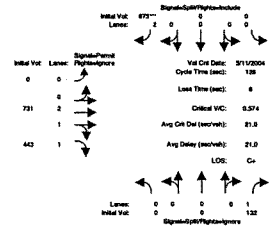


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0	0	10		0	0	10		0	10	10		0	10	10	
Volume Module: >> Count Date: 11 May 2004 <<																
Base Vol:	0	0	132		0	0	607		0	723	443		0	1616	248	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	132		0	0	607		0	723	443		0	1616	248	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
ATI:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	132		0	0	607		0	723	443		0	1616	248	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	0.00	0.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Volume:	0	0	0		0	0	607		0	0	0		0	1616	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		0	0	607		0	0	0		0	1616	0	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
Final Vol.:	0	0	0		0	0	607		0	0	0		0	1616	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	0.00	0.92		0.92	1.00	0.83		0.92	1.00	0.92		0.92	1.00	0.92	
Lanes:	0.00	0.00	1.00		0.00	0.00	2.00		0.00	3.00	1.00		0.00	3.00	1.00	
Final Sat.:	0	0	1750		0	0	3150		0	5700	1750		0	5700	1750	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.00	0.00	0.19		0.00	0.00	0.00		0.00	0.28	0.00	
Crit Moves:							****							****		
Green Time:	0.0	0.0	0.0		0.0	0.0	48.6		0.0	0.0	0.0		0.0	71.4	0.0	
Volume/Cap:	0.00	0.00	0.00		0.00	0.00	0.50		0.00	0.00	0.00		0.00	0.50	0.00	
Delay/Veh:	0.0	0.0	0.0		0.0	0.0	29.8		0.0	0.0	0.0		0.0	16.6	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0		0.0	0.0	29.8		0.0	0.0	0.0		0.0	16.6	0.0	
HCM2kAvg:	0	0	0		0	0	9		0	0	0		0	12	0	

BAREC 120 SFD + 165 Sr
June 2004

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

Intersection #13: SB I-880/Stevens Creek

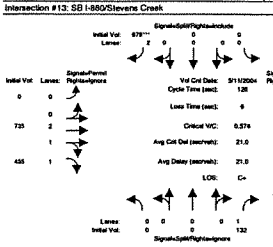


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0	0	10		0	0	10		0	10	10		0	10	10	
Volume Module: >> Count Date: 11 May 2004 <<																
Base Vol:	0	0	132		0	0	607		0	723	443		0	1616	249	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	132		0	0	607		0	723	443		0	1616	249	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
ATI:	0	0	0		0	0	68		0	8	0		0	280	0	
Initial Fut:	0	0	132		0	0	675		0	731	443		0	1896	249	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	0.00	0.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Volume:	0	0	0		0	0	675		0	0	0		0	1896	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		0	0	675		0	0	0		0	1896	0	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
Final Vol.:	0	0	0		0	0	675		0	0	0		0	1896	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	0.00	0.92		0.92	1.00	0.83		0.92	1.00	0.92		0.92	1.00	0.92	
Lanes:	0.00	0.00	1.00		0.00	0.00	2.00		0.00	3.00	1.00		0.00	3.00	1.00	
Final Sat.:	0	0	1750		0	0	3150		0	5700	1750		0	5700	1750	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.00	0.00	0.21		0.00	0.00	0.00		0.00	0.33	0.00	
Crit Moves:							****							****		
Green Time:	0.0	0.0	0.0		0.0	0.0	47.0		0.0	0.0	0.0		0.0	73.0	0.0	
Volume/Cap:	0.00	0.00	0.00		0.00	0.00	0.57		0.00	0.00	0.00		0.00	0.57	0.00	
Delay/Veh:	0.0	0.0	0.0		0.0	0.0	32.2		0.0	0.0	0.0		0.0	17.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0		0.0	0.0	32.2		0.0	0.0	0.0		0.0	17.0	0.0	
HCM2kAvg:	0	0	0		0	0	11		0	0	0		0	15	0	

BAREC 120 SFD + 165 Sr
June 2004

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

Intersection #13: SB I-880/Stevens Creek

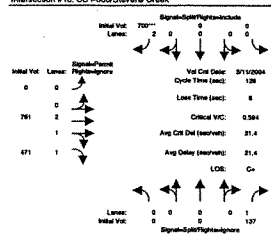


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0	0	10		0	0	10		0	10	10		0	10	10	
Volume Module: >> Count Date: 11 May 2004 <<																
Base Vol:	0	0	132		0	0	607		0	723	443		0	1616	249	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	132		0	0	607		0	723	443		0	1616	249	
Added Vol:	0	0	0		0	0	3		0	4	12		0	6	0	
ATI:	0	0	0		0	0	68		0	8	0		0	280	0	
Initial Fut:	0	0	132		0	0	678		0	735	455		0	1902	249	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	0.00	0.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Volume:	0	0	0		0	0	678		0	0	0		0	1902	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		0	0	678		0	0	0		0	1902	0	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
Final Vol.:	0	0	0		0	0	678		0	0	0		0	1902	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	0.00	0.92		0.92	1.00	0.83		0.92	1.00	0.92		0.92	1.00	0.92	
Lanes:	0.00	0.00	1.00		0.00	0.00	2.00		0.00	3.00	1.00		0.00	3.00	1.00	
Final Sat.:	0	0	1750		0	0	3150		0	5700	1750		0	5700	1750	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.00	0.00	0.22		0.00	0.00	0.00		0.00	0.33	0.00	
Crit Moves:							****							****		
Green Time:	0.0	0.0	0.0		0.0	0.0	47.1		0.0	0.0	0.0		0.0	72.9	0.0	
Volume/Cap:	0.00	0.00	0.00		0.00	0.00	0.58		0.00	0.00	0.00		0.00	0.58	0.00	
Delay/Veh:	0.0	0.0	0.0		0.0	0.0	32.2		0.0	0.0	0.0		0.0	17.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0		0.0	0.0	32.2		0.0	0.0	0.0		0.0	17.0	0.0	
HCM2kAvg:	0	0	0		0	0	11		0	0	0		0	15	0	

BAREC 120 SFD + 165 Sr
June 2004

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

Intersection #13: SB I-880/Stevens Creek

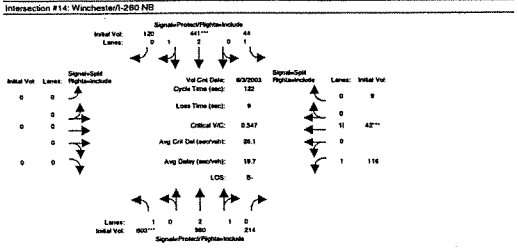


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0	0	10		0	0	10		0	10	10		0	10	10	
Volume Module: >> Count Date: 11 May 2004 <<																
Base Vol:	0	0	132		0	0	607		0	723	443		0	1616	249	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	0	0	137		0	0	629		0	749	459		0	1674	258	
Added Vol:	0	0	0		0	0	3		0	4	12		0	6	0	
ATI:	0	0	0		0	0	68		0	8	0		0	280	0	
Initial Fut:	0	0	137		0	0	700		0	761	471		0	1960	258	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	0.00	0.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Volume:	0	0	0		0	0	700		0	0	0		0	1960	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		0	0	700		0	0	0		0	1960	0	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
Final Vol.:	0	0	0		0	0	700		0	0	0		0	1960	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	0.00	0.92		0.92	1.00	0.83		0.92	1.00	0.92		0.92	1.00	0.92	
Lanes:	0.00	0.00	1.00		0.00	0.00	2.00		0.00	3.00	1.00		0.00	3.00	1.00	
Final Sat.:	0	0	1750		0	0	3150		0	5700	1750		0	5700	1750	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.00	0.00	0.22		0.00	0.00	0.00		0.00	0.34	0.00	
Crit Moves:							****							****		
Green Time:	0.0	0.0	0.0		0.0	0.0	47.1		0.0	0.0	0.0		0.0	72.9	0.0	
Volume/Cap:	0.00	0.00	0.00		0.00	0.00	0.59		0.00	0.00	0.00		0.00	0.59	0.00	
Delay/Veh:	0.0	0.0	0.0		0.0	0.0	32.6		0.0	0.0	0.0		0.0	17.3	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0		0.0	0.0	32.6		0.0	0.0	0.0		0.0	17.3	0.0	
HCM2kAvg:	0	0	0		0	0	11		0	0	0		0	16	0	

BAREC 120 BFD + 165 Sr
June 2004

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

Intersection #14: Winchester/I-280 NB

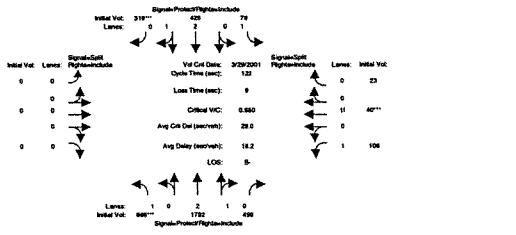


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	0		0	0	10		10	10
Volume Module: >> Count Date: 3 Jun 2003 <<																
Base Vol:	603	980		214	44	441		120	0		0	0	116	42		9
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00
Initial Bse:	603	980		214	44	441		120	0		0	0	116	42		9
Added Vol:	0	0		0	0	0		0	0		0	0	0	0		0
ATI:	0	0		0	0	0		0	0		0	0	0	0		0
Initial Fut:	603	980		214	44	441		120	0		0	0	116	42		9
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00
PHF Volume:	603	980		214	44	441		120	0		0	0	116	42		9
Reduct Vol:	0	0		0	0	0		0	0		0	0	0	0		0
Reduced Vol:	603	980		214	44	441		120	0		0	0	116	42		9
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00
Final Vol.:	603	980		214	44	441		120	0		0	0	116	42		9
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900		1900	1900	1900	1900		1900
Adjustment:	0.92	0.99		0.95	0.92	0.99		0.95	0.92		1.00	0.92	0.92	0.92		0.92
Lanes:	1.00	2.44		0.56	1.00	2.33		0.67	0.00		0.00	0.00	1.53	0.39		0.08
Final Sat.:	1750	4595		1003	1750	4401		1197	0		0	0	2681	674		144
Capacity Analysis Module:																
Vol/Sat:	0.34	0.21		0.21	0.03	0.10		0.10	0.00		0.00	0.00	0.04	0.06		0.06
Crit Moves:	****					****								****		
Green Time:	76.8	92.1		92.1	7.0	22.3		22.3	0.0		0.0	0.0	13.9	13.9		13.9
Volume/Cap:	0.55	0.28		0.28	0.44	0.55		0.55	0.00		0.00	0.00	0.38	0.55		0.55
Delay/Veh:	13.4	4.7		4.7	58.6	45.9		45.9	0.0		0.0	0.0	50.6	53.2		53.2
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00
AdjDel/Veh:	13.4	4.7		4.7	58.6	45.9		45.9	0.0		0.0	0.0	50.6	53.2		53.2
HCM2kAvg:	13	5		4	2	7		7	0		0	0	3	5		5

BAREC 120 BFD + 165 Sr
June 2004

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

Intersection #14: Winchester/I-280 NB

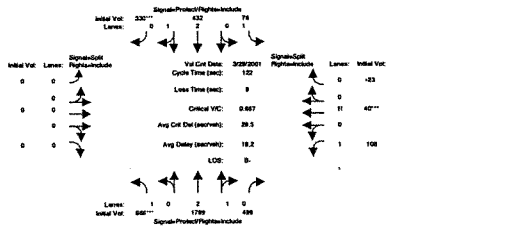


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	0		0	0	10		10	10
Volume Module: >> Count Date: 29 Mar 2001 <<																
Base Vol:	654	1684		380	56	400		193	0		0	0	82	40		18
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00
Initial Bse:	654	1684		380	56	400		193	0		0	0	82	40		18
Added Vol:	0	0		0	0	0		0	0		0	0	0	0		0
ATI:	12	108		119	20	26		126	0		0	0	26	0		5
Initial Fut:	666	1792		499	76	426		319	0		0	0	108	40		23
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00
PHF Volume:	666	1792		499	76	426		319	0		0	0	108	40		23
Reduct Vol:	0	0		0	0	0		0	0		0	0	0	0		0
Reduced Vol:	666	1792		499	76	426		319	0		0	0	108	40		23
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00
Final Vol.:	666	1792		499	76	426		319	0		0	0	108	40		23
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900		1900	1900	1900	1900		1900
Adjustment:	0.92	0.99		0.95	0.92	1.00		0.92	0.92		1.00	0.92	0.92	0.92		0.92
Lanes:	1.00	2.32		0.68	1.00	2.00		1.00	0.00		0.00	0.00	1.46	0.34		0.20
Final Sat.:	1750	4379		1219	1750	3800		1750	0		0	0	2558	598		344
Capacity Analysis Module:																
Vol/Sat:	0.38	0.41		0.41	0.04	0.11		0.18	0.00		0.00	0.00	0.04	0.07		0.07
Crit Moves:	****							****						****		
Green Time:	68.3	94.0		94.0	7.0	32.7		32.7	0.0		0.0	0.0	12.0	12.0		12.0
Volume/Cap:	0.68	0.53		0.53	0.76	0.42		0.68	0.00		0.00	0.00	0.43	0.68		0.68
Delay/Veh:	21.0	5.6		5.6	84.3	37.0		41.7	0.0		0.0	0.0	52.5	60.5		60.5
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00
AdjDel/Veh:	21.0	5.6		5.6	84.3	37.0		41.7	0.0		0.0	0.0	52.5	60.5		60.5
HCM2kAvg:	18	11		11	4	7		12	0		0	0	3	6		6

BAREC 120 BFD + 165 Sr
June 2004

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

Intersection #14: Winchester/I-280 NB

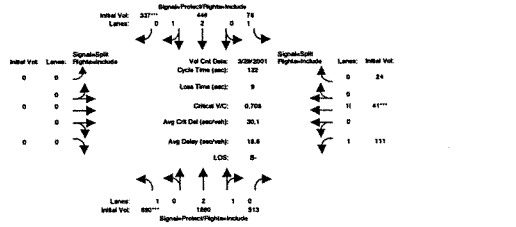


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	0		0	0	10		10	10
Volume Module: >> Count Date: 29 Mar 2001 <<																
Base Vol:	654	1684		380	56	400		193	0		0	0	82	40		18
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00
Initial Bse:	654	1684		380	56	400		193	0		0	0	82	40		18
Added Vol:	0	7		0	0	6		11	0		0	0	0	0		0
ATI:	12	108		119	20	26		126	0		0	0	26	0		5
Initial Fut:	666	1799		499	76	432		330	0		0	0	108	40		23
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00
PHF Volume:	666	1799		499	76	432		330	0		0	0	108	40		23
Reduct Vol:	0	0		0	0	0		0	0		0	0	0	0		0
Reduced Vol:	666	1799		499	76	432		330	0		0	0	108	40		23
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00
Final Vol.:	666	1799		499	76	432		330	0		0	0	108	40		23
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900		1900	1900	1900	1900		1900
Adjustment:	0.92	0.99		0.95	0.92	1.00		0.92	0.92		1.00	0.92	0.92	0.92		0.92
Lanes:	1.00	2.32		0.68	1.00	2.00		1.00	0.00		0.00	0.00	1.46	0.34		0.20
Final Sat.:	1750	4382		1216	1750	3800		1750	0		0	0	2558	598		344
Capacity Analysis Module:																
Vol/Sat:	0.38	0.41		0.41	0.04	0.11		0.19	0.00		0.00	0.00	0.04	0.07		0.07
Crit Moves:	****							****						****		
Green Time:	67.6	94.1		94.1	7.0	33.5		33.5	0.0		0.0	0.0	11.9	11.9		11.9
Volume/Cap:	0.69	0.53		0.53	0.76	0.41		0.69	0.00		0.00	0.00	0.43	0.69		0.69
Delay/Veh:	21.6	5.5		5.5	84.3	36.4		41.4	0.0		0.0	0.0	52.7	61.0		61.0
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00
AdjDel/Veh:	21.6	5.5		5.5	84.3	36.4		41.4	0.0		0.0	0.0	52.7	61.0		61.0
HCM2kAvg:	18	11		11	4	7		12	0		0	0	3	6		6

BAREC 120 BFD + 165 Sr
June 2004

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

Intersection #14: Winchester/I-280 NB

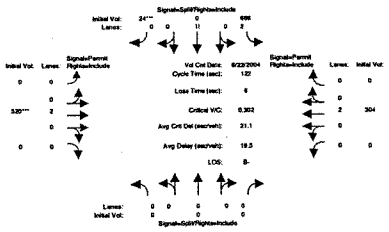


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	0		0	0	10		10	10
Volume Module: >> Count Date: 29 Mar 2001 <<																
Base Vol:	654	1684		380	56	400		193	0		0	0	82	40		18
Growth Adj:	1.04	1.04		1.04	1.04	1.04		1.04	1.04		1.04	1.04	1.04	1.04		1.04
Initial Bse:	678	1745		394	58	414		200	0		0	0	85	41		19
Added Vol:	0	7		0	0	6		11	0		0	0	0	0		0
ATI:	12	108		119	20	26		126	0		0	0	26	0		5
Initial Fut:	690	1860		513	78	446		337	0		0	0	111	41		24
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00
PHF Volume:	690	1860		513	78	446		337	0		0	0	111	41		24
Reduct Vol:	0	0		0	0	0		0	0		0	0	0	0		0
Reduced Vol:	690	1860		513	78	446		337	0		0	0	111	41		24
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00
Final Vol.:	690	1860		513	78	446		337	0		0	0	111	41		24
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900		1900	1900	1900	1900		1900
Adjustment:	0.92	0.99		0.95	0.92	1.00		0.92	0.92		1.00	0.92	0.92	0.92		0.92
Lanes:	1.00	2.33		0.67	1.00	2.00		1.00	0.00		0.00	0.00	1.46	0.34		0.20
Final Sat.:	1750	4388		1210	1750	3800		1750	0		0	0	2555	602		343
Capacity Analysis Module:																
Vol/Sat:	0.39	0.42		0.42	0.04	0.12		0.19	0.00		0.00	0.00	0.04	0.07		0.07
Crit Moves:	****							****						****		
Green Time:	67.9	94.1		94.1	7.0	33.2		33.2	0.0		0.0	0.0	11.9	11.9		11.9
Volume/Cap:	0.71	0.55		0.55	0.78	0.43		0.71	0.00		0.00	0.00	0.45	0.71		0.71
Delay/Veh:	22.2	5.7		5.7	87.7	36.8		42.2	0.0		0.0	0.0	52.8	62.4		62.4
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00
AdjDel/Veh:	22.2	5.7		5.7	87.7	36.8		42.2	0.0		0.0	0.0	52.8	62.4		62.4
HCM2kAvg:	19	12		11	5	7		12	0		0	0	3	6		6

BAREC 120 SFD + 165 Sr
June 2004

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

Intersection #15: I-280 SB/Moorpark

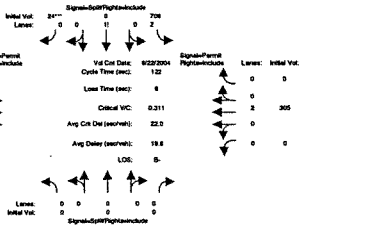


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Min. Green:	0	0	0	10	0	10	0	10	0	0	10	0
Volume Module: >> Count Date: 22 Jun 2004 <<												
Base Vol:	0	0	0	666	0	24	0	520	0	0	304	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	666	0	24	0	520	0	0	304	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	666	0	24	0	520	0	0	304	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	666	0	24	0	520	0	0	304	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	666	0	24	0	520	0	0	304	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	666	0	24	0	520	0	0	304	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.86	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.91	0.00	0.09	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	0	4738	0	160	0	3800	0	0	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.00	0.15	0.00	0.14	0.00	0.00	0.08	0.00
Crit Moves:						****		****				
Green Time:	0.0	0.0	0.0	60.7	0.0	60.7	0.0	55.3	0.0	0.0	55.3	0.0
Volume/Cap:	0.00	0.00	0.00	0.28	0.00	0.30	0.00	0.30	0.00	0.00	0.18	0.00
Delay/Veh:	0.0	0.0	0.0	18.0	0.0	18.2	0.0	21.2	0.0	0.0	19.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	18.0	0.0	18.2	0.0	21.2	0.0	0.0	19.8	0.0
HCM2kAvg:	0	0	0	5	0	6	0	6	0	0	3	0

BAREC 120 SFD + 165 Sr
June 2004

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

Intersection #15: I-280 SB/Moorpark

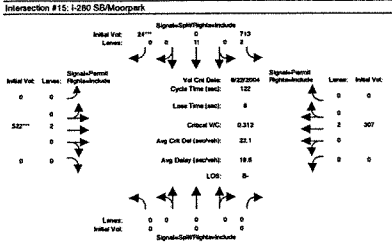


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Min. Green:	0	0	0	10	0	10	0	10	0	0	10	0
Volume Module: >> Count Date: 22 Jun 2004 <<												
Base Vol:	0	0	0	666	0	24	0	520	0	0	304	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	666	0	24	0	520	0	0	304	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	42	0	0	0	1	0	0	1	0
Initial Fut:	0	0	0	708	0	24	0	521	0	0	305	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	708	0	24	0	521	0	0	305	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	708	0	24	0	521	0	0	305	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	708	0	24	0	521	0	0	305	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.86	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.91	0.00	0.09	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	0	4747	0	151	0	3800	0	0	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.16	0.00	0.14	0.00	0.00	0.08	0.00
Crit Moves:						****		****				
Green Time:	0.0	0.0	0.0	62.2	0.0	62.2	0.0	53.8	0.0	0.0	53.8	0.0
Volume/Cap:	0.00	0.00	0.00	0.29	0.00	0.31	0.00	0.31	0.00	0.00	0.18	0.00
Delay/Veh:	0.0	0.0	0.0	17.3	0.0	17.5	0.0	22.2	0.0	0.0	20.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	17.3	0.0	17.5	0.0	22.2	0.0	0.0	20.8	0.0
HCM2kAvg:	0	0	0	5	0	6	0	6	0	0	3	0

BAREC 120 SFD + 165 Sr
June 2004

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

Intersection #15: I-280 SB/Moorpark

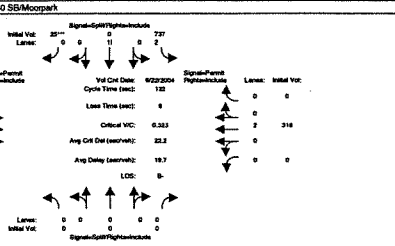


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Min. Green:	0	0	0	10	0	10	0	10	0	0	10	0
Volume Module: >> Count Date: 22 Jun 2004 <<												
Base Vol:	0	0	0	666	0	24	0	520	0	0	304	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	666	0	24	0	520	0	0	304	0
Added Vol:	0	0	0	5	0	0	0	1	0	0	2	0
ATI:	0	0	0	42	0	0	0	1	0	0	1	0
Initial Fut:	0	0	0	713	0	24	0	522	0	0	307	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	713	0	24	0	522	0	0	307	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	713	0	24	0	522	0	0	307	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	713	0	24	0	522	0	0	307	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.86	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.91	0.00	0.09	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	0	4746	0	150	0	3800	0	0	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.16	0.00	0.14	0.00	0.00	0.08	0.00
Crit Moves:						****		****				
Green Time:	0.0	0.0	0.0	62.3	0.0	62.3	0.0	53.7	0.0	0.0	53.7	0.0
Volume/Cap:	0.00	0.00	0.00	0.29	0.00	0.31	0.00	0.31	0.00	0.00	0.18	0.00
Delay/Veh:	0.0	0.0	0.0	17.2	0.0	17.4	0.0	22.3	0.0	0.0	20.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	17.2	0.0	17.4	0.0	22.3	0.0	0.0	20.9	0.0
HCM2kAvg:	0	0	0	5	0	6	0	6	0	0	3	0

BAREC 120 SFD + 165 Sr
June 2004

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

Intersection #15: I-280 SB/Moorpark

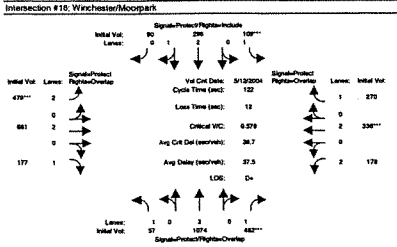


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Min. Green:	0	0	0	10	0	10	0	10	0	0	10	0
Volume Module: >> Count Date: 22 Jun 2004 <<												
Base Vol:	0	0	0	666	0	24	0	520	0	0	304	0
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	0	0	690	0	25	0	539	0	0	315	0
Added Vol:	0	0	0	5	0	0	0	1	0	0	2	0
ATI:	0	0	0	42	0	0	0	1	0	0	1	0
Initial Fut:	0	0	0	737	0	25	0	541	0	0	318	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	737	0	25	0	541	0	0	318	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	737	0	25	0	541	0	0	318	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	737	0	25	0	541	0	0	318	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.86	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.91	0.00	0.09	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	0	4748	0	151	0	3800	0	0	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.00	0.16	0.00	0.14	0.00	0.00	0.08	0.00
Crit Moves:						****		****				
Green Time:	0.0	0.0	0.0	62.3	0.0	62.3	0.0	53.7	0.0	0.0	53.7	0.0
Volume/Cap:	0.00	0.00	0.00	0.30	0.00	0.32	0.00	0.32	0.00	0.00	0.19	0.00
Delay/Veh:	0.0	0.0	0.0	17.4	0.0	17.6	0.0	22.4	0.0	0.0	20.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	17.4	0.0	17.6	0.0	22.4	0.0	0.0	20.9	0.0
HCM2kAvg:	0	0	0	5	0	6	0	6	0	0	4	0

BAREC 120 SFD + 165 Sr
June 2004

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

Intersection #16: Winchester/Moorpark

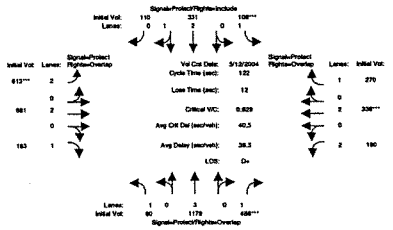


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Min. Green:	7	10	10		7	10	10		7	10	10		7	10	10	
Volume Module: >> Count Date: 12 May 2004 <<																
Base Vol:	57	1074	482		109	298	90		479	681	177		178	336	270	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	57	1074	482		109	298	90		479	681	177		178	336	270	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
ATI:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	57	1074	482		109	298	90		479	681	177		178	336	270	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	57	1074	482		109	298	90		479	681	177		178	336	270	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	57	1074	482		109	298	90		479	681	177		178	336	270	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	57	1074	482		109	298	90		479	681	177		178	336	270	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.92		0.92	0.99	0.95		0.83	1.00	0.92		0.83	1.00	0.92	
Lanes:	1.00	3.00	1.00		1.00	2.28	0.72		2.00	2.00	1.00		2.00	2.00	1.00	
Final Sat.:	1750	5700	1750		1750	4299	1298		3150	3800	1750		3150	3800	1750	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.19	0.28		0.06	0.07	0.07		0.15	0.18	0.10		0.06	0.09	0.15	
Crit Moves:			****		****				****					****		
Green Time:	24.3	46.0	53.0		13.1	34.8	34.8		32.1	43.7	68.0		7.0	18.6	31.8	
Volume/Cap:	0.16	0.50	0.63		0.58	0.24	0.24		0.58	0.50	0.18		0.98	0.58	0.59	
Delay/Veh:	40.6	29.4	28.7		56.2	33.6	33.6		40.1	30.9	13.4		119.8	49.5	41.5	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	40.6	29.4	28.7		56.2	33.6	33.6		40.1	30.9	13.4		119.8	49.5	41.5	
HCM2kAvg:	2	10	14		5	4	4		8	10	3		6	7	9	

BAREC 120 SFD + 165 Sr
June 2004

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

Intersection #16: Winchester/Moorpark

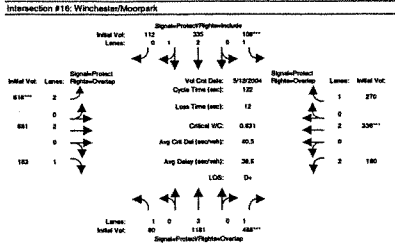


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Min. Green:	7	10	10		7	10	10		7	10	10		7	10	10	
Volume Module: >> Count Date: 12 May 2004 <<																
Base Vol:	57	1074	482		109	298	90		479	681	177		178	336	270	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	57	1074	482		109	298	90		479	681	177		178	336	270	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
ATI:	3	105	6		0	33	20		134	0	6		2	0	0	
Initial Fut:	60	1179	488		109	331	110		613	681	183		180	336	270	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	60	1179	488		109	331	110		613	681	183		180	336	270	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	60	1179	488		109	331	110		613	681	183		180	336	270	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	60	1179	488		109	331	110		613	681	183		180	336	270	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.92		0.92	0.99	0.95		0.83	1.00	0.92		0.83	1.00	0.92	
Lanes:	1.00	3.00	1.00		1.00	2.22	0.78		2.00	2.00	1.00		2.00	2.00	1.00	
Final Sat.:	1750	5700	1750		1750	4201	1396		3150	3800	1750		3150	3800	1750	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.21	0.28		0.06	0.08	0.08		0.19	0.18	0.10		0.06	0.09	0.15	
Crit Moves:			****		****				****					****		
Green Time:	22.7	43.0	50.0		12.1	32.4	32.4		37.8	47.9	70.6		7.0	17.2	29.2	
Volume/Cap:	0.18	0.59	0.68		0.63	0.30	0.30		0.63	0.46	0.18		1.00	0.63	0.64	
Delay/Veh:	42.1	32.7	32.2		60.0	35.8	35.8		37.4	27.6	12.2		123.2	51.8	45.1	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	42.1	32.7	32.2		60.0	35.8	35.8		37.4	27.6	12.2		123.2	51.8	45.1	
HCM2kAvg:	2	12	16		5	4	4		10	9	3		6	7	10	

BAREC 120 SFD + 165 Sr
June 2004

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

Intersection #16: Winchester/Moorpark

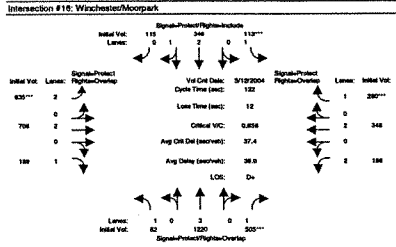


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Min. Green:	7	10	10		7	10	10		7	10	10		7	10	10	
Volume Module: >> Count Date: 12 May 2004 <<																
Base Vol:	57	1074	482		109	298	90		479	681	177		178	336	270	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	57	1074	482		109	298	90		479	681	177		178	336	270	
Added Vol:	0	2	0		0	4	2		5	0	0		0	0	0	
ATI:	3	105	6		0	33	20		134	0	6		2	0	0	
Initial Fut:	60	1181	488		109	335	112		618	681	183		180	336	270	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	60	1181	488		109	335	112		618	681	183		180	336	270	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	60	1181	488		109	335	112		618	681	183		180	336	270	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	60	1181	488		109	335	112		618	681	183		180	336	270	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.92		0.92	0.99	0.95		0.83	1.00	0.92		0.83	1.00	0.92	
Lanes:	1.00	3.00	1.00		1.00	2.22	0.78		2.00	2.00	1.00		2.00	2.00	1.00	
Final Sat.:	1750	5700	1750		1750	4195	1403		3150	3800	1750		3150	3800	1750	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.21	0.28		0.06	0.08	0.08		0.20	0.18	0.10		0.06	0.09	0.15	
Crit Moves:			****		****				****					****		
Green Time:	22.6	42.8	49.8		12.0	32.3	32.3		38.0	48.1	70.7		7.0	17.1	29.2	
Volume/Cap:	0.19	0.59	0.68		0.63	0.30	0.30		0.63	0.45	0.18		1.00	0.63	0.65	
Delay/Veh:	42.2	32.9	32.3		60.1	36.0	36.0		37.4	27.5	12.1		123.2	51.9	45.3	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	42.2	32.9	32.3		60.1	36.0	36.0		37.4	27.5	12.1		123.2	51.9	45.3	
HCM2kAvg:	2	12	16		5	5	4		11	9	3		6	7	10	

BAREC 120 SFD + 165 Sr
June 2004

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

Intersection #16: Winchester/Moorpark



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Min. Green:	7	10	10		7	10	10		7	10	10		7	10	10	
Volume Module: >> Count Date: 12 May 2004 <<																
Base Vol:	57	1074	482		109	298	90		479	681	177		178	336	270	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	59	1113	499		113	309	93		496	706	183		184	348	280	
Added Vol:	0	2	0		0	4	2		5	0	0		0	0	0	
ATI:	3	105	6		0	33	20		134	0	6		2	0	0	
Initial Fut:	62	1220	505		113	346	115		635	706	189		186	348	280	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	62	1220	505		113	346	115		635	706	189		186	348	280	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	62	1220	505		113	346	115		635	706	189		186	348	280	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	62	1220	505		113	346	115		635	706	189		186	348	280	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.92		0.92	0.99	0.95		0.83	1.00	0.92		0.83	1.00	0.92	
Lanes:	1.00	3.00	1.00		1.00	2.22	0.78		2.00	2.00	1.00		2.00	2.00	1.00	
Final Sat.:	1750	5700	1750		1750	4198	1399		3150	3800	1750		3150	3800	1750	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.21	0.29		0.06	0.08	0.08		0.20	0.19	0.11		0.06	0.09	0.16	
Crit Moves:			****		****				****						****	
Green Time:	7.0	42.7	56.1		12.0	47.7	47.7		37.5	41.9	48.9		13.4	17.7	29.7	
Volume/Cap:	0.62	0.61	0.63		0.66	0.21	0.21		0.66	0.54	0.27		0.54	0.63	0.66	
Delay/Veh:	67.3	33.3	26.6		61.8	24.7	24.7		38.3	32.7	24.8		53.2	51.4	45.2	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	67.3	33.3	26.6		61.8	24.7	24.7		38.3	32.7	24.8		53.2	51.4	45.2	
HCM2kAvg:	3	13	15		5	4	4		11	11	5		4	7	10	

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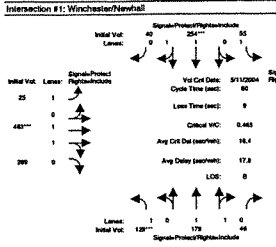
BAREC 125 units + 165 Sr units
June 2004

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

Intersection #1: Winchester/Newhall



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 11 May 2004 <<												
Base Vol:	129	179	46	55	254	40	25	483	269	68	334	44
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	129	179	46	55	254	40	25	483	269	68	334	44
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI/Pending:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	129	179	46	55	254	40	25	483	269	68	334	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	129	179	46	55	254	40	25	483	269	68	334	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	129	179	46	55	254	40	25	483	269	68	334	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	129	179	46	55	254	40	25	483	269	68	334	44
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	1.00	1.58	0.42	1.00	1.72	0.28	1.00	1.27	0.73	1.00	1.76	0.24
Final Sat.:	1750	2943	756	1750	3196	503	1750	2375	1323	1750	3269	431
Capacity Analysis Module:												
Vol/Sat:	0.07	0.06	0.06	0.03	0.08	0.08	0.01	0.20	0.20	0.04	0.10	0.10
Crit Moves:	****				****			****		****		
Green Time:	9.0	11.2	11.2	7.8	10.0	10.0	13.2	25.0	25.0	7.0	18.8	18.8
Volume/Cap:	0.49	0.33	0.33	0.24	0.48	0.48	0.07	0.49	0.49	0.33	0.33	0.33
Delay/Veh:	24.8	21.4	21.4	24.0	23.2	23.2	18.6	13.1	13.1	25.3	15.9	15.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.8	21.4	21.4	24.0	23.2	23.2	18.6	13.1	13.1	25.3	15.9	15.9
HCM2kAvg:	3	2	2	1	3	3	0	6	5	2	3	3

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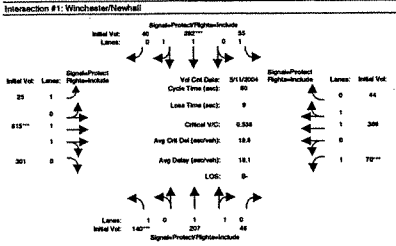
BAREC 125 units + 165 Sr units
June 2004

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

Intersection #1: Winchester/Newhall



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 11 May 2004 <<												
Base Vol:	129	179	46	55	254	40	25	483	269	68	334	44
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	129	179	46	55	254	40	25	483	269	68	334	44
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI/Pending:	11	28	0	0	38	0	0	132	32	2	52	0
Initial Fut:	140	207	46	55	292	40	25	615	301	70	386	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	140	207	46	55	292	40	25	615	301	70	386	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	207	46	55	292	40	25	615	301	70	386	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	140	207	46	55	292	40	25	615	301	70	386	44
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	1.00	1.63	0.37	1.00	1.75	0.25	1.00	1.32	0.68	1.00	1.79	0.21
Final Sat.:	1750	3027	673	1750	3254	446	1750	2483	1215	1750	3321	379
Capacity Analysis Module:												
Vol/Sat:	0.08	0.07	0.07	0.03	0.09	0.09	0.01	0.25	0.25	0.04	0.12	0.12
Crit Moves:	****				****			****		****		
Green Time:	8.3	10.8	10.8	7.5	10.0	10.0	13.5	25.7	25.7	7.0	19.2	19.2
Volume/Cap:	0.58	0.38	0.38	0.25	0.54	0.54	0.06	0.58	0.58	0.34	0.36	0.36
Delay/Veh:	27.7	22.1	22.1	24.3	23.8	23.8	18.4	13.6	13.6	25.4	15.9	15.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.7	22.1	22.1	24.3	23.8	23.8	18.4	13.6	13.6	25.4	15.9	15.9
HCM2kAvg:	3	2	2	1	4	4	0	7	7	2	3	3

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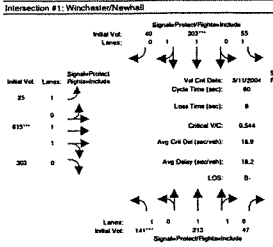
BAREC 120 units + 165 Sr units
June 2004

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

Intersection #1: Winchester/Newhall

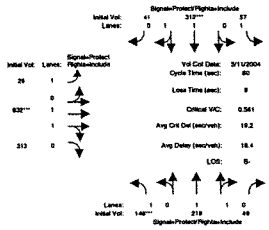


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 11 May 2004 <<												
Base Vol:	129	179	46	55	254	40	25	483	269	68	334	44
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	129	179	46	55	254	40	25	483	269	68	334	44
Added Vol:	1	6	1	0	11	0	0	0	2	2	0	0
ATI/Pending:	11	28	0	0	38	0	0	132	32	2	52	0
Initial Fut:	141	213	47	55	303	40	25	615	303	72	386	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	141	213	47	55	303	40	25	615	303	72	386	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	141	213	47	55	303	40	25	615	303	72	386	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	141	213	47	55	303	40	25	615	303	72	386	44
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	1.00	1.63	0.37	1.00	1.76	0.24	1.00	1.32	0.68	1.00	1.79	0.21
Final Sat.:	1750	3031	669	1750	3268	431	1750	2478	1221	1750	3321	379
Capacity Analysis Module:												
Vol/Sat:	0.08	0.07	0.07	0.03	0.09	0.09	0.01	0.25	0.25	0.04	0.12	0.12
Crit Moves:	****				****			****		****		
Green Time:	8.3	10.8	10.8	7.5	10.0	10.0	13.5	25.7	25.7	7.0	19.2	19.2
Volume/Cap:	0.58	0.39	0.39	0.25	0.56	0.56	0.06	0.58	0.58	0.35	0.36	0.36
Delay/Veh:	27.7	22.1	22.1	24.3	24.1	24.1	18.4	13.6	13.6	25.5	15.9	15.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.7	22.1	22.1	24.3	24.1	24.1	18.4	13.6	13.6	25.5	15.9	15.9
HCM2kAvg:	3	3	2	1	4	4	0	7	7	2	3	3

BAREC 120 units + 165 Sr units
June 2004

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

Intersection #1: Winchester/Newhall

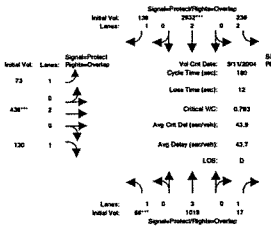


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 11 May 2004 <<												
Base Vol:	129	179	46	55	254	40	25	483	269	68	334	44
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	134	185	48	57	263	41	26	500	279	70	346	46
Added Vol:	1	6	1	0	11	0	0	0	2	2	0	0
ATI/Pending:	11	28	0	0	38	0	0	132	32	2	52	0
Initial Put:	146	219	49	57	312	41	26	632	313	74	398	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	146	219	49	57	312	41	26	632	313	74	398	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	146	219	49	57	312	41	26	632	313	74	398	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	146	219	49	57	312	41	26	632	313	74	398	46
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	1.00	1.63	0.37	1.00	1.76	0.24	1.00	1.32	0.68	1.00	1.79	0.21
Final Sat.:	1750	3028	671	1750	3266	434	1750	2475	1224	1750	3320	380
Capacity Analysis Module:												
Vol/Sat:	0.08	0.07	0.07	0.03	0.10	0.10	0.01	0.26	0.26	0.04	0.12	0.12
Crit Moves:	****				****			****		****		
Green Time:	8.4	10.8	10.8	7.6	10.0	10.0	13.4	25.6	25.6	7.0	19.2	19.2
Volume/Cap:	0.60	0.40	0.40	0.26	0.57	0.57	0.07	0.60	0.60	0.36	0.37	0.37
Delay/Veh:	28.3	22.2	22.2	24.3	24.4	24.4	18.4	13.8	13.8	25.6	16.0	16.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.3	22.2	22.2	24.3	24.4	24.4	18.4	13.8	13.8	25.6	16.0	16.0
HCM2kAvg:	4	3	3	1	4	4	0	8	7	2	3	3

BAREC 120 units + 165 Sr units
June 2004

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

Intersection #2: San Tomas/Pruneridge

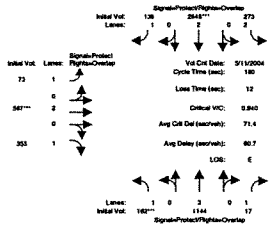


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 11 May 2004 <<												
Base Vol:	66	1019	17	239	2632	138	73	438	130	10	342	169
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	66	1019	17	239	2632	138	73	438	130	10	342	169
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI/Pending:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	66	1019	17	239	2632	138	73	438	130	10	342	169
User Adj:	1.00	1.00	1.00	1.00	0.84	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	66	1019	17	239	2211	138	73	438	130	10	342	169
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	66	1019	17	239	2211	138	73	438	130	10	342	169
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	66	1019	17	239	2211	138	73	438	130	10	342	169
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	5700	1750	3150	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.18	0.01	0.08	0.58	0.08	0.04	0.12	0.07	0.01	0.09	0.10
Crit Moves:	****				****			****		****		
Green Time:	8.3	95.3	102.3	40.4	127	137.7	10.2	25.3	33.5	7.0	22.0	62.5
Volume/Cap:	0.82	0.34	0.02	0.34	0.82	0.10	0.74	0.82	0.40	0.15	0.74	0.28
Delay/Veh:	131.8	24.3	16.9	60.0	33.0	10.5	108.1	85.1	65.2	84.6	82.2	42.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	131.8	24.3	16.9	60.0	33.0	10.5	108.1	85.1	65.2	84.6	82.2	42.7
HCM2kAvg:	5	10	0	6	52	4	5	14	7	1	11	8

BAREC 120 units + 165 Sr units
June 2004

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

Intersection #2: San Tomas/Pruneridge

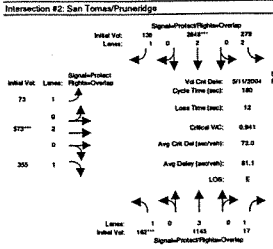


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 11 May 2004 <<												
Base Vol:	66	1019	17	239	2632	138	73	438	130	10	342	169
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	66	1019	17	239	2632	138	73	438	130	10	342	169
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI/Pending:	96	125	0	34	216	0	0	129	225	0	45	12
Initial Fut:	162	1144	17	273	2848	138	73	567	355	10	387	181
User Adj:	1.00	1.00	1.00	1.00	0.84	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	162	1144	17	273	2392	138	73	567	355	10	387	181
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	162	1144	17	273	2392	138	73	567	355	10	387	181
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	162	1144	17	273	2392	138	73	567	355	10	387	181
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	5700	1750	3150	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.20	0.01	0.09	0.63	0.08	0.04	0.15	0.20	0.01	0.10	0.10
Crit Moves:	****				****			****		****		
Green Time:	17.1	93.2	100.2	40.2	116	126.4	10.0	27.6	44.7	7.0	24.5	64.8
Volume/Cap:	0.97	0.39	0.02	0.39	0.97	0.11	0.75	0.97	0.82	0.15	0.75	0.29
Delay/Veh:	143.1	26.3	17.9	60.9	58.2	14.4	110.5	107	75.3	84.6	80.7	41.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	143.1	26.3	17.9	60.9	58.2	14.4	110.5	107	75.3	84.6	80.7	41.4
HCM2kAvg:	12	12	0	7	69	4	5	20	21	1	12	9

BAREC 120 units + 165 Sr units
June 2004

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

Intersection #2: San Tomas/Pruneridge

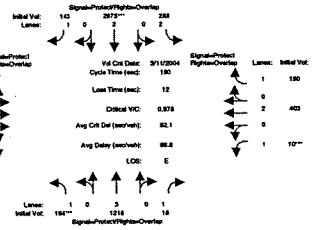


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Min. Green:	7	10	10		7	10	10		7	10	10		7	10	10	
Volume Module: >> Count Date: 11 May 2004 <<																
Base Vol:	66	1019	17		239	2632	138		73	438	130		10	342	169	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	66	1019	17		239	2632	138		73	438	130		10	342	169	
Added Vol:	0	1	0		6	0	0		0	6	0		0	4	3	
ATI/Pending:	96	125	0		34	216	0		0	129	225		0	45	12	
Initial Fut:	162	1145	17		279	2848	138		73	573	355		10	391	184	
User Adj:	1.00	1.00	1.00		1.00	0.84	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	162	1145	17		279	2392	138		73	573	355		10	391	184	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	162	1145	17		279	2392	138		73	573	355		10	391	184	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	162	1145	17		279	2392	138		73	573	355		10	391	184	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.92		0.83	1.00	0.92		0.92	1.00	0.92		0.92	1.00	0.92	
Lanes:	1.00	3.00	1.00		2.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1750	5700	1750		3150	3800	1750		1750	3800	1750		1750	3800	1750	
Capacity Analysis Module:																
Vol/Sat:	0.09	0.20	0.01		0.09	0.63	0.08		0.04	0.15	0.20		0.01	0.10	0.11	
Crit Moves:	****					****				****			****			
Green Time:	17.1	92.4	99.4		40.8	116	126.2		10.0	27.8	44.9		7.0	24.8	65.5	
Volume/Cap:	0.98	0.39	0.02		0.39	0.98	0.11		0.75	0.98	0.81		0.15	0.75	0.29	
Delay/Veh:	143.7	26.7	18.2		60.7	58.7	14.5		110.6	107	74.8		84.6	80.5	40.9	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	143.7	26.7	18.2		60.7	58.7	14.5		110.6	107	74.8		84.6	80.5	40.9	
HCM2kAvg:	12	12	0		7	69	4		5	20	21		1	12	9	

BAREC 120 units + 165 Sr units
June 2004

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

Intersection #2: San Tomas/Pruneridge

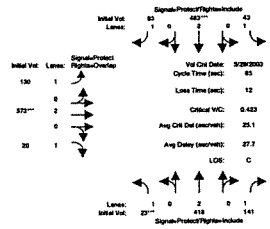


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Min. Green:	7	10	10		7	10	10		7	10	10		7	10	10	
Volume Module: >> Count Date: 11 May 2004 <<																
Base Vol:	66	1019	17		239	2632	138		73	438	130		10	342	169	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	68	1056	18		248	2727	143		76	454	135		10	354	175	
Added Vol:	0	1	0		6	0	0		0	6	0		0	4	3	
ATI/Pending:	96	161	0		34	248	0		0	129	225		0	45	12	
Initial Fut:	164	1218	18		288	2975	143		76	589	360		10	403	190	
User Adj:	1.00	1.00	1.00		1.00	0.84	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	164	1218	18		288	2499	143		76	589	360		10	403	190	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	164	1218	18		288	2499	143		76	589	360		10	403	190	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	164	1218	18		288	2499	143		76	589	360		10	403	190	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.92		0.83	1.00	0.92		0.92	1.00	0.92		0.92	1.00	0.92	
Lanes:	1.00	3.00	1.00		2.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1750	5700	1750		3150	3800	1750		1750	3800	1750		1750	3800	1750	
Capacity Analysis Module:																
Vol/Sat:	0.09	0.21	0.01		0.09	0.66	0.08		0.04	0.15	0.21		0.01	0.11	0.11	
Crit Moves:	****					****				****			****			
Green Time:	16.7	93.5	100.5		40.0	117	126.8		10.0	27.5	44.2		7.0	24.5	64.5	
Volume/Cap:	1.01	0.41	0.02		0.41	1.01	0.12		0.78	1.01	0.84		0.15	0.78	0.30	
Delay/Veh:	155.9	26.5	17.7		61.4	69.0	14.3		116.0	117	77.9		84.7	82.5	41.8	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	155.9	26.5	17.7		61.4	69.0	14.3		116.0	117	77.9		84.7	82.5	41.8	
HCM2kAvg:	13	13	0		7	76	4		6	21	21		1	13	9	

BAREC 120 units + 165 Sr units
June 2004

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

Intersection #3: Saratoga/Pruneridge

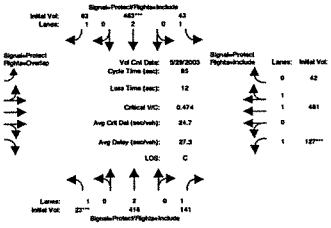


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Min. Green:	7	10	10		7	10	10		7	10	10		7	10	10	
Volume Module: >> Count Date: 29 May 2003 <<																
Base Vol:	23	418	141		43	483	83		130	573	20		127	424	42	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	23	418	141		43	483	83		130	573	20		127	424	42	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
ATI/Pending:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	23	418	141		43	483	83		130	573	20		127	424	42	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	23	418	141		43	483	83		130	573	20		127	424	42	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	23	418	141		43	483	83		130	573	20		127	424	42	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	23	418	141		43	483	83		130	573	20		127	424	42	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.92		0.92	1.00	0.92		0.92	1.00	0.92		0.92	0.98	0.95	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00		1.00	1.81	0.19	
Final Sat.:	1750	3800	1750		1750	3800	1750		1750	3800	1750		1750	3366	333	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.11	0.08		0.02	0.13	0.05		0.07	0.15	0.01		0.07	0.13	0.13	
Crit Moves:	****					****				****			****			
Green Time:	7.0	18.2	18.2		12.7	23.9	23.9		7.0	28.4	35.4		13.7	35.1	35.1	
Volume/Cap:	0.16	0.51	0.38		0.16	0.45	0.17		0.90	0.45	0.03		0.45	0.31	0.31	
Delay/Veh:	36.8	30.1	29.2		31.8	25.4	23.2		85.6	22.4	14.7		33.4	16.9	16.9	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	36.8	30.1	29.2		31.8	25.4	23.2		85.6	22.4	14.7		33.4	16.9	16.9	
HCM2kAvg:	1	5	3		1	5	2		6	6	0		4	4	4	

BAREC 120 units + 165 Sr units
June 2004

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

Intersection #3: Saratoga/Pruneridge

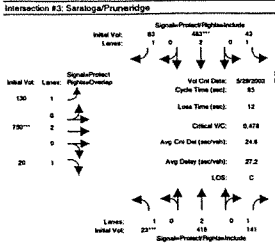


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Min. Green:	7	10	10		7	10	10		7	10	10		7	10	10	
Volume Module: >> Count Date: 29 May 2003 <<																
Base Vol:	23	418	141		43	483	83		130	573	20		127	424	42	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	23	418	141		43	483	83		130	573	20		127	424	42	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
ATI/Pending:	0	0	0		0	0	0		0	164	0		0	57	0	
Initial Fut:	23	418	141		43	483	83		130	737	20		127	481	42	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	23	418	141		43	483	83		130	737	20		127	481	42	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	23	418	141		43	483	83		130	737	20		127	481	42	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	23	418	141		43	483	83		130	737	20		127	481	42	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.92		0.92	1.00	0.92		0.92	1.00	0.92		0.92	0.98	0.95	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00		1.00	1.83	0.17	
Final Sat.:	1750	3800	1750		1750	3800	1750		1750	3800	1750		1750	3403	297	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.11	0.08		0.02	0.13	0.05		0.07	0.19	0.01		0.07	0.14	0.14	
Crit Moves:	****					****				****			****			
Green Time:	7.0	16.7	16.7		11.7	21.3	21.3		7.0	32.5	39.5		12.2	37.7	37.7	
Volume/Cap:	0.16	0.56	0.41		0.18	0.51	0.19		0.90	0.51	0.02		0.51	0.32	0.32	
Delay/Veh:	36.8	31.9	30.7		32.8	27.8	25.3		85.6	20.4	12.3		35.3	15.4	15.4	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	36.8	31.9	30.7		32.8	27.8	25.3		85.6	20.4	12.3		35.3	15.4	15.4	
HCM2kAvg:	1	6	4		1	6	2		6	8	0		4	4	4	

BAREC 120 units + 165 Sr units
June 2004

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

Intersection #3: Saratoga/Pruneridge



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7	10	10		7	10	10		7	10	10		7	10	10	
Volume Module: >> Count Date: 29 May 2003 <<																
Base Vol:	23	418	141		43	483	83		130	573	20		127	424	42	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	23	418	141		43	483	83		130	573	20		127	424	42	
Added Vol:	0	0	0		0	0	0		0	13	0		0	7	0	
ATI/Pending:	0	0	0		0	0	0		0	164	0		0	57	0	
Initial Fut:	23	418	141		43	483	83		130	750	20		127	488	42	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	23	418	141		43	483	83		130	750	20		127	488	42	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	23	418	141		43	483	83		130	750	20		127	488	42	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	23	418	141		43	483	83		130	750	20		127	488	42	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.92		0.92	1.00	0.92		0.92	1.00	0.92		0.92	0.98	0.95	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00		1.00	1.84	0.16	
Final Sat.:	1750	3800	1750		1750	3800	1750		1750	3800	1750		1750	3407	293	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.11	0.08		0.02	0.13	0.05		0.07	0.20	0.01		0.07	0.14	0.14	
Crit Moves:	****					****				****			****			
Green Time:	7.0	16.5	16.5		11.6	21.1	21.1		7.0	32.8	39.8		12.1	37.9	37.9	
Volume/Cap:	0.16	0.57	0.41		0.18	0.51	0.19		0.90	0.51	0.02		0.51	0.32	0.32	
Delay/Veh:	36.8	32.0	30.8		32.9	28.0	25.4		85.6	20.3	12.2		35.5	15.4	15.4	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	36.8	32.0	30.8		32.9	28.0	25.4		85.6	20.3	12.2		35.5	15.4	15.4	
HCM2kAvg:	1	6	4		1	6	2		6	8	0		4	5	4	

BAREC 120 units + 165 Sr units
June 2004

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

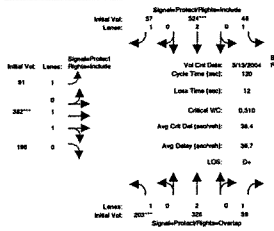
Intersection #3: Saratoga/Pruneridge

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7	10	10		7	10	10		7	10	10		7	10	10	
Volume Module: >> Count Date: 29 May 2003 <<																
Base Vol:	23	418	141		43	483	83		130	573	20		127	424	42	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	24	433	146		45	500	86		135	594	21		132	439	44	
Added Vol:	0	0	0		0	0	0		0	13	0		0	7	0	
ATI/Pending:	0	18	0		0	16	0		0	164	0		0	57	0	
Initial Fut:	24	451	146		45	516	86		135	771	21		132	503	44	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	24	451	146		45	516	86		135	771	21		132	503	44	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	24	451	146		45	516	86		135	771	21		132	503	44	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	24	451	146		45	516	86		135	771	21		132	503	44	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.92		0.92	1.00	0.92		0.92	1.00	0.92		0.92	0.98	0.95	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00		1.00	1.84	0.16	
Final Sat.:	1750	3800	1750		1750	3800	1750		1750	3800	1750		1750	3405	294	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.12	0.08		0.03	0.14	0.05		0.08	0.20	0.01		0.08	0.15	0.15	
Crit Moves:	****					****				****			****			
Green Time:	7.0	21.7	21.7		7.0	21.7	21.7		7.0	32.3	39.3		12.0	37.3	37.3	
Volume/Cap:	0.17	0.47	0.33		0.31	0.53	0.19		0.93	0.53	0.03		0.53	0.34	0.34	
Delay/Veh:	36.8	27.1	26.2		37.9	27.9	25.0		94.2	20.8	12.4		36.2	15.8	15.8	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	36.8	27.1	26.2		37.9	27.9	25.0		94.2	20.8	12.4		36.2	15.8	15.8	
HCM2kAvg:	1	5	3		1	6	2		7	8	0		4	5	5	

BAREC 120 units + 165 Sr units
June 2004

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

Intersection #4: Winchester/Hedding



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7	10	10		7	10	10		7	10	10		7	10	10	
Volume Module: >> Count Date: 13 May 2004 <<																
Base Vol:	203	328	59		48	524	57		91	382	198		84	314	20	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	203	328	59		48	524	57		91	382	198		84	314	20	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
ATI/Pending:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	203	328	59		48	524	57		91	382	198		84	314	20	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	203	328	59		48	524	57		91	382	198		84	314	20	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	203	328	59		48	524	57		91	382	198		84	314	20	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	203	328	59		48	524	57		91	382	198		84	314	20	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.92		0.92	1.00	0.92		0.92	0.99	0.95		0.92	0.98	0.95	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	1.30	0.70		1.00	1.88	0.12	
Final Sat.:	1750	3800	1750		1750	3800	1750		1750	2436	1263		1750	3478	222	
Capacity Analysis Module:																
Vol/Sat:	0.12	0.09	0.03		0.03	0.14	0.03		0.05	0.16	0.16		0.05	0.09	0.09	
Crit Moves:	****					****				****			****			
Green Time:	27.3	52.8	64.1		7.0	32.5	32.5		7.0	36.9	36.9		11.3	41.2	41.2	
Volume/Cap:	0.51	0.20	0.06		0.47	0.51	0.12		0.89	0.51	0.51		0.51	0.26	0.26	
Delay/Veh:	41.6	20.7	13.5		58.1	37.5	33.1		112.0	34.5	34.5		54.4	28.5	28.5	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	41.6	20.7	13.5		58.1	37.5	33.1		112.0	34.5	34.5		54.4	28.5	28.5	
HCM2kAvg:	7	4	1		2	8	2		6	9	9		4	4	4	

BAREC 120 units + 165 Sr units
June 2004

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

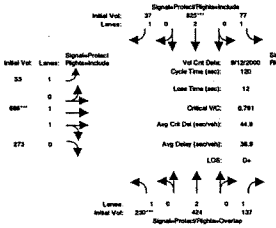
Intersection #4: Winchester/Hedding

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7	10	10		7	10	10		7	10	10		7	10	10	
Volume Module: >> Count Date: 12 Sep 2000 <<																
Base Vol:	201	375	113		71	748	35		55	503	213		122	416	22	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	201	375	113		71	748	35		55	503	213		122	416	22	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
ATI/Pending:	22	40	18		6	62	2		0	163	52		17	57	0	
Initial Fut:	223	415	131		77	810	37		55	666	265		139	473	22	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	223	415	131		77	810	37		55	666	265		139	473	22	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	223	415	131		77	810	37		55	666	265		139	473	22	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	223	415	131		77	810	37		55	666	265		139	473	22	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.92		0.92	1.00	0.92		0.92	0.98	0.95		0.92	0.97	0.95	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	1.42	0.58		1.00	1.91	0.09	
Final Sat.:	1750	3800	1750		1750	3800	1750		1750	2646	1053		1750	3535	164	
Capacity Analysis Module:																
Vol/Sat:	0.13	0.11	0.07		0.04	0.21	0.02		0.03	0.25	0.25		0.08	0.13	0.13	
Crit Moves:	****					****				****			****			
Green Time:	20.5	47.8	60.5		7.0	34.3	34.3		7.0	40.5	40.5		12.8	46.2	46.2	
Volume/Cap:	0.75	0.27	0.15		0.75	0.75	0.07		0.54	0.75	0.75		0.75	0.35	0.35	
Delay/Veh:	57.2	24.5	16.0		82.5	41.8	31.3		60.6	37.7	37.7		67.2	26.3	26.3	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	57.2	24.5	16.0		82.5	41.8	31.3		60.6	37.7	37.7		67.2	26.3	26.3	
HCM2kAvg:	9	5	3		4	15	1		3	16	16		7	6	6	

BAREC 120 units + 165 Sr units
June 2004

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

Intersection #4: Winchester/Hedding

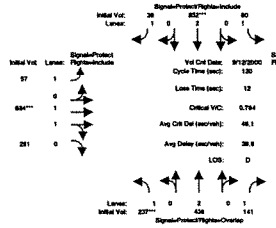


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Volume Module: >> Count Date: 12 Sep 2000 <<																
Base Vol:	201		375	113	71		748	35	55		503	213	122		416	22
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	201		375	113	71		748	35	55		503	213	122		416	22
Added Vol:	7		9	6	0		15	0	0		0	8	5		0	0
ATI/Pending:	22		40	18	6		62	2	0		163	52	17		57	0
Initial Fut:	230		424	137	77		825	37	55		666	273	144		473	22
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	230		424	137	77		825	37	55		666	273	144		473	22
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	230		424	137	77		825	37	55		666	273	144		473	22
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Final Vol.:	230		424	137	77		825	37	55		666	273	144		473	22
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.92		1.00	0.92	0.92		0.98	0.95	0.92		0.97	0.95
Lanes:	1.00		2.00	1.00	1.00		2.00	1.00	1.00		1.40	0.60	1.00		1.91	0.09
Final Sat.:	1750		3800	1750	1750		3800	1750	1750		2623	1075	1750		3535	164
Capacity Analysis Module:																
Vol/Sat:	0.13		0.11	0.08	0.04		0.22	0.02	0.03		0.25	0.25	0.08		0.13	0.13
Crit Moves:	****						****				****		****			
Green Time:	20.7		48.0	61.0	7.0		34.2	34.2	7.0		40.0	40.0	13.0		46.0	46.0
Volume/Cap:	0.76		0.28	0.15	0.75		0.76	0.07	0.54		0.76	0.76	0.76		0.35	0.35
Delay/Veh:	58.0		24.4	15.8	82.5		42.3	31.4	60.6		38.5	38.5	68.4		26.5	26.5
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	58.0		24.4	15.8	82.5		42.3	31.4	60.6		38.5	38.5	68.4		26.5	26.5
HCM2kAvg:	10		5	3	4		15	1	3		17	16	7		6	6

BAREC 120 units + 165 Sr units
June 2004

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

Intersection #4: Winchester/Hedding

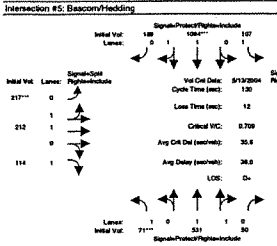


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Volume Module: >> Count Date: 12 Sep 2000 <<																
Base Vol:	201		375	113	71		748	35	55		503	213	122		416	22
Growth Adj:	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04
Initial Bse:	208		389	117	74		775	36	57		521	221	126		431	23
Added Vol:	7		9	6	0		15	0	0		0	8	5		0	0
ATI/Pending:	22		40	18	6		62	2	0		163	52	17		57	0
Initial Fut:	237		438	141	80		852	38	57		684	281	148		488	23
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	237		438	141	80		852	38	57		684	281	148		488	23
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	237		438	141	80		852	38	57		684	281	148		488	23
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Final Vol.:	237		438	141	80		852	38	57		684	281	148		488	23
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.92		1.00	0.92	0.92		0.98	0.95	0.92		0.97	0.95
Lanes:	1.00		2.00	1.00	1.00		2.00	1.00	1.00		1.40	0.60	1.00		1.91	0.09
Final Sat.:	1750		3800	1750	1750		3800	1750	1750		2623	1076	1750		3535	165
Capacity Analysis Module:																
Vol/Sat:	0.14		0.12	0.08	0.05		0.22	0.02	0.03		0.26	0.26	0.08		0.14	0.14
Crit Moves:	****						****				****		****			
Green Time:	20.8		48.1	61.1	7.0		34.3	34.3	7.0		39.9	39.9	13.0		45.9	45.9
Volume/Cap:	0.78		0.29	0.16	0.78		0.78	0.08	0.56		0.78	0.78	0.78		0.36	0.36
Delay/Veh:	60.0		24.5	15.8	86.7		43.2	31.3	61.7		39.5	39.5	71.1		26.7	26.7
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	60.0		24.5	15.8	86.7		43.2	31.3	61.7		39.5	39.5	71.1		26.7	26.7
HCM2kAvg:	10		5	3	5		16	1	3		18	17	7		7	6

BAREC 120 units + 165 Sr units
June 2004

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

Intersection #5: Bascom/Hedding

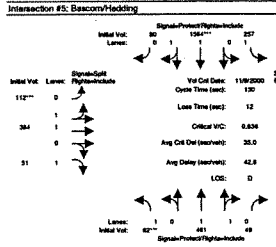


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	10		10	10	10		10	10
Volume Module: >> Count Date: 13 May 2004 <<																
Base Vol:	71		531	50	107		1094	189	217		212	114	106		289	80
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	71		531	50	107		1094	189	217		212	114	106		289	80
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
ATI/Pending:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	71		531	50	107		1094	189	217		212	114	106		289	80
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	71		531	50	107		1094	189	217		212	114	106		289	80
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	71		531	50	107		1094	189	217		212	114	106		289	80
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Final Vol.:	71		531	50	107		1094	189	217		212	114	106		289	80
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		0.98	0.95	0.92		0.98	0.95	0.92		1.00	0.92	0.95		0.95	0.95
Lanes:	1.00		1.82	0.18	1.00		1.70	0.30	1.00		1.00	1.00	0.44		1.22	0.34
Final Sat.:	1750		3381	318	1750		3155	545	1750		1900	1750	803		2190	606
Capacity Analysis Module:																
Vol/Sat:	0.04		0.16	0.16	0.06		0.35	0.35	0.12		0.11	0.07	0.13		0.13	0.13
Crit Moves:	****						****		****				****			
Green Time:	7.4		51.1	51.1	19.9		63.6	63.6	22.7		22.7	22.7	24.2		24.2	24.2
Volume/Cap:	0.71		0.40	0.40	0.40		0.71	0.71	0.71		0.64	0.37	0.71		0.71	0.71
Delay/Veh:	81.0		28.6	28.6	50.6		27.3	27.3	54.4		51.9	48.1	53.1		53.1	53.1
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	81.0		28.6	28.6	50.6		27.3	27.3	54.4		51.9	48.1	53.1		53.1	53.1
HCM2kAvg:	4		8	8	4		20	20	9		9	4	10		10	10

BAREC 120 units + 165 Sr units
June 2004

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

Intersection #5: Bascom/Hedding

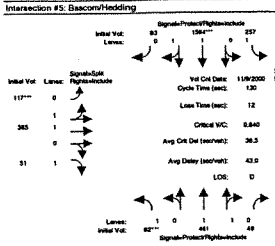


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	10		10	10	10		10	10
Volume Module: >> Count Date: 9 Nov 2000 <<																
Base Vol:	62		443	43	257		1556	80	112		384	51	172		287	62
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	62		443	43	257		1556	80	112		384	51	172		287	62
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
ATI/Pending:	0		18	6	0		8	0	0		0	0	2		0	0
Initial Fut:	62		461	49	257		1564	80	112		384	51	174		287	62
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	62		461	49	257		1564	80	112		384	51	174		287	62
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	62		461	49	257		1564	80	112		384	51	174		287	62
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Final Vol.:	62		461	49	257		1564	80	112		384	51	174		287	62
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		0.98	0.95	0.92		0.98	0.95	0.95		0.98	0.92	0.95		0.95	0.95
Lanes:	1.00		1.80	0.20	1.00		1.90	0.10	0.46		1.54	1.00	0.66		1.10	0.24
Final Sat.:	1750		3344	355	1750		3520	180	835		2864	1750	1198		1976	427
Capacity Analysis Module:																
Vol/Sat:	0.04		0.14	0.14	0.15		0.44	0.44	0.13		0.13	0.03	0.15		0.15	0.15
Crit Moves:	****						****		****							****
Green Time:	7.0		36.4	36.4	38.8		68.2	68.2	20.6		20.6	20.6	22.3		22.3	22.3
Volume/Cap:	0.66		0.49	0.49	0.49		0.85	0.85	0.85		0.85	0.18	0.85		0.85	0.85
Delay/Veh:	76.1		39.5	39.5	38.3		30.2	30.2	64.3		64.3	47.8	62.8		62.8	62.8
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	76.1		39.5	39.5	38.3		30.2	30.2	64.3		64.3	47.8	62.8		62.8	62.8
HCM2kAvg:	4		9	8	9		30	29	12		12	2	13		13	13

BAREC 120 units + 165 Sr units
June 2004

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

Intersection #5: Bascom/Hedding



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	7		10		10	7		10		10	10		10		10	10		10		10

Volume Module: >> Count Date: 9 Nov 2000 <<

Base Vol:	62	443	43	257	1556	80	112	384	51	172	287	62
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	62	443	43	257	1556	80	112	384	51	172	287	62
Added Vol:	0	0	0	0	0	3	5	1	0	0	2	0
ATI/Pending:	0	18	6	0	8	0	0	0	0	2	0	0
Initial Fut:	62	461	49	257	1564	83	117	385	51	174	289	62
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	62	461	49	257	1564	83	117	385	51	174	289	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	461	49	257	1564	83	117	385	51	174	289	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	62	461	49	257	1564	83	117	385	51	174	289	62

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.98	0.92	0.95	0.95	0.95
Lanes:	1.00	1.80	0.20	1.00	1.90	0.10	0.48	1.52	1.00	0.66	1.10	0.24
Final Sat.:	1750	3344	355	1750	3513	186	862	2837	1750	1193	1982	425

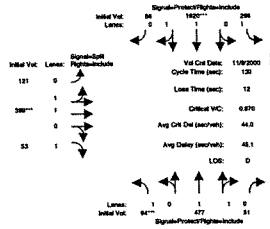
Capacity Analysis Module:

Vol/Sat:	0.04	0.14	0.14	0.15	0.45	0.45	0.14	0.14	0.03	0.15	0.15	0.15
Crit Moves:	****				****		****				****	
Green Time:	7.0	36.3	36.3	38.7	68.0	68.0	20.7	20.7	20.7	22.3	22.3	22.3
Volume/Cap:	0.66	0.49	0.49	0.49	0.85	0.85	0.85	0.85	0.18	0.85	0.85	0.85
Delay/Veh:	76.1	39.5	39.5	38.3	30.5	30.5	64.5	64.5	47.6	63.2	63.2	63.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	76.1	39.5	39.5	38.3	30.5	30.5	64.5	64.5	47.6	63.2	63.2	63.2
HCM2kAvg:	4	9	8	9	30	29	12	12	2	13	13	13

BAREC 120 units + 165 Sr units
June 2004

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

Intersection #5: Bascom/Hedding



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	7		10		10	7		10		10	10		10		10	10		10		10

Volume Module: >> Count Date: 9 Nov 2000 <<

Base Vol:	62	443	43	257	1556	80	112	384	51	172	287	62
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	64	459	45	266	1612	83	116	398	53	178	297	64
Added Vol:	0	0	0	0	0	3	5	1	0	0	2	0
ATI/Pending:	0	18	6	0	8	0	0	0	0	2	0	0
Initial Fut:	64	477	51	266	1620	86	121	399	53	180	299	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	64	477	51	266	1620	86	121	399	53	180	299	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	477	51	266	1620	86	121	399	53	180	299	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	64	477	51	266	1620	86	121	399	53	180	299	64

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.98	0.92	0.95	0.95	0.95
Lanes:	1.00	1.80	0.20	1.00	1.90	0.10	0.48	1.52	1.00	0.66	1.10	0.24
Final Sat.:	1750	3345	355	1750	3514	186	861	2838	1750	1193	1982	425

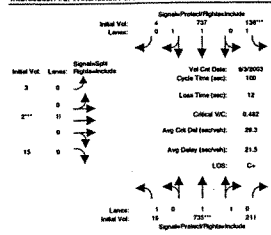
Capacity Analysis Module:

Vol/Sat:	0.04	0.14	0.14	0.15	0.46	0.46	0.14	0.14	0.03	0.15	0.15	0.15
Crit Moves:	****				****			****			****	
Green Time:	7.0	36.3	36.3	38.7	68.0	68.0	20.7	20.7	20.7	22.3	22.3	22.3
Volume/Cap:	0.68	0.51	0.51	0.51	0.88	0.88	0.88	0.88	0.19	0.88	0.88	0.88
Delay/Veh:	78.9	39.8	39.8	38.7	32.5	32.5	67.9	67.9	47.7	66.5	66.5	66.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	78.9	39.8	39.8	38.7	32.5	32.5	67.9	67.9	47.7	66.5	66.5	66.5
HCM2kAvg:	4	9	9	9	33	32	13	13	2	14	14	14

BAREC 120 units + 165 Sr units
June 2004

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

Intersection #6: Winchester/Forest



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	7		10		10	7		10		10	10		10		10	10		10		10

Volume Module: >> Count Date: 3 Jun 2003 <<

Base Vol:	16	735	211	136	737	4	3	2	15	278	2	201
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	735	211	136	737	4	3	2	15	278	2	201
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI/Pending:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	735	211	136	737	4	3	2	15	278	2	201
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	735	211	136	737	4	3	2	15	278	2	201
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	735	211	136	737	4	3	2	15	278	2	201
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	16	735	211	136	737	4	3	2	15	278	2	201

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.97	0.95	0.92	0.92	0.92	0.93	0.95	0.92
Lanes:	1.00	1.54	0.46	1.00	1.99	0.01	0.15	0.10	0.75	1.99	0.01	1.00
Final Sat.:	1750	2874	825	1750	3680	20	263	175	1313	3525	25	1750

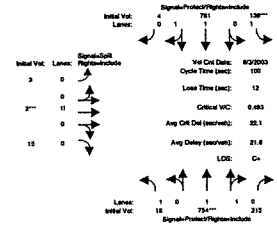
Capacity Analysis Module:

Vol/Sat:	0.01	0.26	0.26	0.08	0.20	0.20	0.01	0.01	0.01	0.08	0.08	0.11
Crit Moves:		****		****				****			****	
Green Time:	7.0	48.4	48.4	14.7	56.1	56.1	10.0	10.0	10.0	14.9	14.9	29.6
Volume/Cap:	0.13	0.53	0.53	0.53	0.36	0.36	0.11	0.11	0.11	0.53	0.53	0.39
Delay/Veh:	44.1	18.2	18.2	41.5	12.2	12.2	41.3	41.3	41.3	40.3	40.3	28.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.1	18.2	18.2	41.5	12.2	12.2	41.3	41.3	41.3	40.3	40.3	28.5
HCM2kAvg:	1	10	10	5	6	6	1	1	1	5	5	5

BAREC 120 units + 165 Sr units
June 2004

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

Intersection #6: Winchester/Forest



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	7		10		10	7		10		10	10		10		10	10		10		10

Volume Module: >> Count Date: 3 Jun 2003 <<

Base Vol:	16	735	211	136	737	4	3	2	15	278	2	201
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	735	211	136	737	4	3	2	15	278	2	201
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI/Pending:	0	19	4	3	44	0	0	0	0	8	0	0
Initial Fut:	16	754	215	139	781	4	3	2	15	286	2	201
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	754	215	139	781	4	3	2	15	286	2	201
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	754	215	139	781	4	3	2	15	286	2	201
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	16	754	215	139	781	4	3	2	15	286	2	201

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.97	0.95	0.92	0.92	0.92	0.93	0.95	0.92
Lanes:	1.00	1.54	0.46	1.00	1.99	0.01	0.15	0.10	0.75	1.99	0.01	1.00
Final Sat.:	1750	2878	821	1750	3681	19	263	175	1313	3525	25	1750

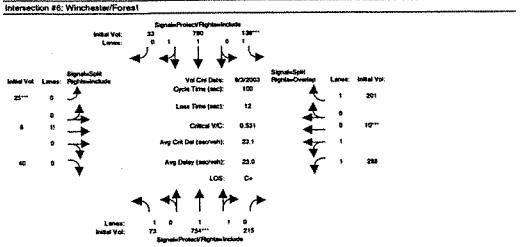
Capacity Analysis Module:

Vol/Sat:	0.01	0.26	0.26	0.08	0.21	0.21	0.01	0.01	0.01	0.08	0.08	0.11
Crit Moves:		****		****				****			****	
Green Time:	7.0	48.4	48.4	14.7	56.0	56.0	10.0	10.0	10.0	15.0	15.0	29.6
Volume/Cap:	0.13	0.54	0.54	0.54	0.38	0.38	0.11	0.11	0.11	0.54	0.54	0.39
Delay/Veh:	44.1	18.4	18.4	41.9	12.4	12.4	41.3	41.3	41.3	40.5	40.5	28.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.1	18.4	18.4	41.9	12.4	12.4	41.3	41.3	41.3	40.5	40.5	28.4
HCM2kAvg:	1	11	10	5	7	7	1	1	1	5	5	5

BAREC 120 units + 165 Sr units
June 2004

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

Intersection #6: Winchester/Forest

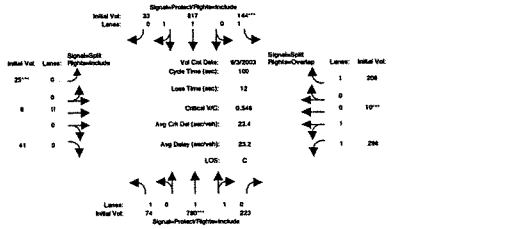


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	10		10	10	10		10	10
Volume Module: >> Count Date: 3 Jun 2003 <<																
Base Vol:		16	735	211		136	737	4		3	2	15		278	2	201
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00
Initial Bse:		16	735	211		136	737	4		3	2	15		278	2	201
Added Vol:		57	0	0		0	9	29		22	6	25		2	8	0
ATI/Pending:		0	19	4		3	44	0		0	0	0		8	0	0
Initial Fut:		73	754	215		139	790	33		25	8	40		288	10	201
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00
PHF Volume:		73	754	215		139	790	33		25	8	40		288	10	201
Reduct Vol:		0	0	0		0	0	0		0	0	0		0	0	0
Reduced Vol:		73	754	215		139	790	33		25	8	40		288	10	201
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00
Final Vol.:		73	754	215		139	790	33		25	8	40		288	10	201
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.92	0.98		0.95	0.92	0.97		0.95	0.92	0.92		0.92	0.93	0.95		0.92
Lanes:	1.00	1.54		0.46	1.00	1.92		0.08	0.34	0.11		0.55	1.93	0.07		1.00
Final Sat.:	1750	2878		821	1750	3552		148	599	192		959	3431	119		1750
Capacity Analysis Module:																
Vol/Sat:	0.04	0.26		0.26	0.08	0.22		0.22	0.04	0.04		0.04	0.08	0.08		0.11
Crit Moves:		****			****				****					****		
Green Time:	7.0	48.0		48.0	14.6	55.6		55.6	10.0	10.0		10.0	15.4	15.4		30.0
Volume/Cap:	0.60	0.55		0.55	0.55	0.40		0.40	0.42	0.42		0.42	0.55	0.55		0.38
Delay/Veh:	52.9	18.6		18.6	42.1	12.8		12.8	43.9	43.9		43.9	40.2	40.2		28.2
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:	52.9	18.6		18.6	42.1	12.8		12.8	43.9	43.9		43.9	40.2	40.2		28.2
HCM2kAvg:	3	11		10	5	7		7	3	3		3	5	5		5

BAREC 120 units + 165 Sr units
June 2004

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

Intersection #6: Winchester/Forest

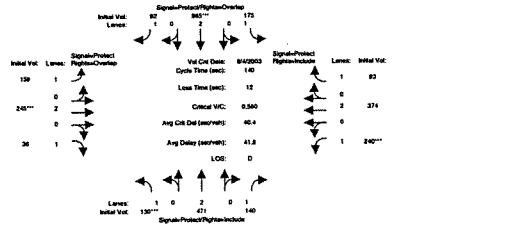


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	10		10	10	10		10	10
Volume Module: >> Count Date: 3 Jun 2003 <<																
Base Vol:		16	735	211		136	737	4		3	2	15		278	2	201
Growth Adj:	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04
Initial Bse:		17	761	219		141	764	4		3	2	16		288	2	208
Added Vol:		57	0	0		0	9	29		22	6	25		2	8	0
ATI/Pending:		0	19	4		3	44	0		0	0	0		8	0	0
Initial Fut:		74	780	223		144	817	33		25	8	41		298	10	208
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:		74	780	223		144	817	33		25	8	41		298	10	208
Reduct Vol:		0	0	0		0	0	0		0	0	0		0	0	0
Reduced Vol:		74	780	223		144	817	33		25	8	41		298	10	208
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Final Vol.:		74	780	223		144	817	33		25	8	41		298	10	208
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.92	0.98		0.95	0.92	0.97		0.95	0.92	0.92		0.92	0.93	0.95		0.92
Lanes:	1.00	1.54		0.46	1.00	1.92		0.08	0.34	0.11		0.55	1.94	0.06		1.00
Final Sat.:	1750	2878		821	1750	3556		144	596	192		962	3434	116		1750
Capacity Analysis Module:																
Vol/Sat:	0.04	0.27		0.27	0.08	0.23		0.23	0.04	0.04		0.04	0.09	0.09		0.12
Crit Moves:		****			****				****					****		
Green Time:	7.0	48.1		48.1	14.6	55.6		55.6	10.0	10.0		10.0	15.4	15.4		29.9
Volume/Cap:	0.60	0.56		0.56	0.56	0.41		0.41	0.42	0.42		0.42	0.56	0.56		0.40
Delay/Veh:	53.2	18.9		18.9	42.7	12.9		12.9	43.9	43.9		43.9	40.6	40.6		28.3
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:	53.2	18.9		18.9	42.7	12.9		12.9	43.9	43.9		43.9	40.6	40.6		28.3
HCM2kAvg:	3	11		11	5	8		7	3	3		3	5	5		5

BAREC 120 units + 165 Sr units
June 2004

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

Intersection #7: Bascom/Forest

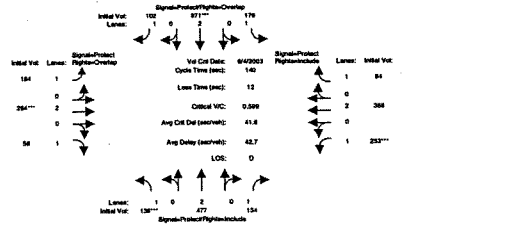


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Volume Module: >> Count Date: 4 Jun 2003 <<																
Base Vol:		130	471	140		175	965	92		159	245	36		240	374	93
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:		130	471	140		175	965	92		159	245	36		240	374	93
Added Vol:		0	0	0		0	0	0		0	0	0		0	0	0
ATI/Pending:		0	0	0		0	0	0		0	0	0		0	0	0
Initial Fut:		130	471	140		175	965	92		159	245	36		240	374	93
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:		130	471	140		175	965	92		159	245	36		240	374	93
Reduct Vol:		0	0	0		0	0	0		0	0	0		0	0	0
Reduced Vol:		130	471	140		175	965	92		159	245	36		240	374	93
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Final Vol.:		130	471	140		175	965	92		159	245	36		240	374	93
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.92	1.00		0.92	0.92	1.00		0.92	0.92	1.00		0.92	0.92	1.00		0.92
Lanes:	1.00	2.00		1.00	1.00	2.00		1.00	1.00	2.00		1.00	1.00	2.00		1.00
Final Sat.:	1750	3800		1750	1750	3800		1750	1750	3800		1750	1750	3800		1750
Capacity Analysis Module:																
Vol/Sat:	0.07	0.12		0.08	0.10	0.25		0.05	0.09	0.06		0.02	0.14	0.10		0.05
Crit Moves:	****					****				****			****			
Green Time:	17.9	43.9		43.9	35.4	61.3		84.7	23.4	15.6		33.5	33.1	25.3		25.3
Volume/Cap:	0.58	0.40		0.26	0.40	0.58		0.09	0.54	0.58		0.09	0.58	0.54		0.29
Delay/Veh:	61.2	37.9		36.1	44.0	30.1		11.6	55.5	61.1		41.4	49.3	53.0		50.1
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:	61.2	37.9		36.1	44.0	30.1		11.6	55.5	61.1		41.4	49.3	53.0		50.1
HCM2kAvg:	6	8		4	6	15		2	7	6		1	10	8		4

BAREC 120 units + 165 Sr units
June 2004

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

Intersection #7: Bascom/Forest

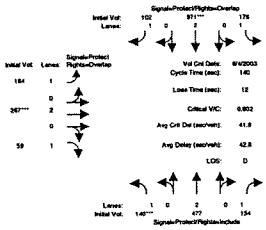


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Volume Module: >> Count Date: 4 Jun 2003 <<																
Base Vol:		130	471	140		175	965	92		159	245	36		240	374	93
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:		130	471	140		175	965	92		159	245	36		240	374	93
Added Vol:		0	0	0		0	0	0		0	0	0		0	0	0
ATI/Pending:		6	6	14		1	6	10		25	19	20		13	14	1
Initial Fut:		136	477	154		176	971	102		184	264	56		253	388	94
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:		136	477	154		176	971	102		184	264	56		253	388	94
Reduct Vol:		0	0	0		0	0	0		0	0	0		0	0	0
Reduced Vol:		136	477	154		176	971	102		184	264	56		253	388	94
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Final Vol.:		136	477	154		176	971	102		184	264	56		253	388	94
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.92	1.00		0.92	0.92	1.00		0.92	0.92	1.00		0.92	0.92	1.00		0.92
Lanes:	1.00	2.00		1.00	1.00	2.00		1.00	1.00	2.00		1.00	1.00	2.00		1.00
Final Sat.:	1750	3800		1750	1750	3800		1750	1750	3800		1750	1750	3800		1750
Capacity Analysis Module:																
Vol/Sat:	0.08	0.13		0.09	0.10	0.26		0.06	0.11	0.07		0.03	0.14	0.10		0.05
Crit Moves:	****					****				****			****			
Green Time:	18.2	43.3		43.3	34.7	59.8		85.2	25.4	16.2		34.4	33.8	24.7		24.7
Volume/Cap:	0.60	0.41		0.28	0.41	0.60		0.10	0.58	0.60		0.13	0.60	0.58		0.30
Delay/Veh:	61.8	38.4		36.9	44.7	31.5		11.4	55.1	61.0		41.3	49.4	54.2		50.8
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:	61.8	38.4		36.9	44.7	31.5		11.4	55.1	61.0		41.3	49.4	54.2		50.8
HCM2kAvg:	6	8		5	6	16		2	8	6		2	10	8		4

BAREC 120 units + 183 Sr units
June 2004

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

Intersection #7: Bascom/Forest

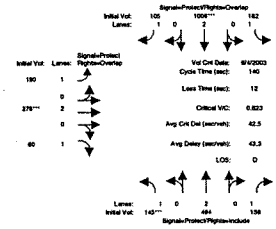


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Volume Module: >> Count Date: 4 Jun 2003 <<																
Base Vol:	130		471	140	175		965	92	159		245	36	240		374	93
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	130		471	140	175		965	92	159		245	36	240		374	93
Added Vol:	4		0	0	0		0	0	0		3	3	0		4	0
ATI/Pending:	6		6	14	1		6	10	25		19	20	13		14	1
Initial Fut:	140		477	154	176		971	102	184		267	59	253		392	94
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	140		477	154	176		971	102	184		267	59	253		392	94
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	140		477	154	176		971	102	184		267	59	253		392	94
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Final Vol.:	140		477	154	176		971	102	184		267	59	253		392	94
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.92		1.00	0.92	0.92		1.00	0.92	0.92		1.00	0.92
Lanes:	1.00		2.00	1.00	1.00		2.00	1.00	1.00		2.00	1.00	1.00		2.00	1.00
Final Sat.:	1750		3800	1750	1750		3800	1750	1750		3800	1750	1750		3800	1750
Capacity Analysis Module:																
Vol/Sat:	0.08		0.13	0.09	0.10		0.26	0.06	0.11		0.07	0.03	0.14		0.10	0.05
Crit Moves:	****						****				****		****			
Green Time:	18.6		43.3	43.3	34.7		59.4	84.6	25.2		16.3	34.9	33.6		24.7	24.7
Volume/Cap:	0.60		0.41	0.28	0.41		0.60	0.10	0.58		0.60	0.14	0.60		0.58	0.30
Delay/Veh:	61.6		38.4	36.9	44.6		31.8	11.7	55.4		61.1	40.9	49.7		54.2	50.7
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	61.6		38.4	36.9	44.6		31.8	11.7	55.4		61.1	40.9	49.7		54.2	50.7
HCM2kAvg:	6		8	5	6		16	2	8		6	2	10		8	4

BAREC 120 units + 183 Sr units
June 2004

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

Intersection #7: Bascom/Forest

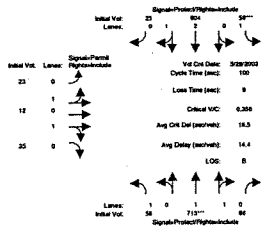


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Volume Module: >> Count Date: 4 Jun 2003 <<																
Base Vol:	130		471	140	175		965	92	159		245	36	240		374	93
Growth Adj:	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04
Initial Bse:	135		488	145	181		1000	95	165		254	37	249		387	96
Added Vol:	4		0	0	0		0	0	0		3	3	0		4	0
ATI/Pending:	6		6	14	1		6	10	25		19	20	13		14	1
Initial Fut:	145		494	159	182		1006	105	190		276	60	262		405	97
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	145		494	159	182		1006	105	190		276	60	262		405	97
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	145		494	159	182		1006	105	190		276	60	262		405	97
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Final Vol.:	145		494	159	182		1006	105	190		276	60	262		405	97
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.92		1.00	0.92	0.92		1.00	0.92	0.92		1.00	0.92
Lanes:	1.00		2.00	1.00	1.00		2.00	1.00	1.00		2.00	1.00	1.00		2.00	1.00
Final Sat.:	1750		3800	1750	1750		3800	1750	1750		3800	1750	1750		3800	1750
Capacity Analysis Module:																
Vol/Sat:	0.08		0.13	0.09	0.10		0.26	0.06	0.11		0.07	0.03	0.15		0.11	0.06
Crit Moves:	****						****				****		****			
Green Time:	18.6		43.3	43.3	34.7		59.5	84.7	25.2		16.3	34.9	33.6		24.8	24.8
Volume/Cap:	0.62		0.42	0.29	0.42		0.62	0.10	0.60		0.62	0.14	0.62		0.60	0.31
Delay/Veh:	62.6		38.6	37.0	44.8		32.2	11.7	56.1		61.7	41.0	50.4		54.6	50.8
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	62.6		38.6	37.0	44.8		32.2	11.7	56.1		61.7	41.0	50.4		54.6	50.8
HCM2kAvg:	7		8	5	7		17	2	8		7	2	11		9	4

BAREC 120 units + 183 Sr units
June 2004

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

Intersection #8: Winchester/Dorotich

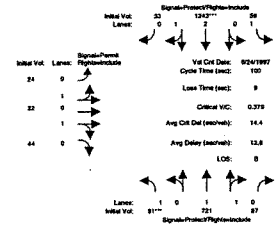


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	10		10	10	10		10	10
Volume Module: >> Count Date: 28 May 2003 <<																
Base Vol:	56		713	66	59		904	25	23		12	35	146		6	19
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	56		713	66	59		904	25	23		12	35	146		6	19
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
ATI/Pending:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	56		713	66	59		904	25	23		12	35	146		6	19
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	56		713	66	59		904	25	23		12	35	146		6	19
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	56		713	66	59		904	25	23		12	35	146		6	19
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Final Vol.:	56		713	66	59		904	25	23		12	35	146		6	19
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		0.98	0.95	0.92		0.98	0.95	0.95		0.95	0.95	0.95		0.95	0.95
Lanes:	1.00		1.83	0.17	1.00		2.92	0.08	0.66		0.34	1.00	1.00		0.24	0.76
Final Sat.:	1750		3386	313	1750		5449	151	1183		617	1800	1800		432	1368
Capacity Analysis Module:																
Vol/Sat:	0.03		0.21	0.21	0.03		0.17	0.17	0.02		0.02	0.02	0.08		0.01	0.01
Crit Moves:			****		****								****			
Green Time:	7.0		58.9	58.9	9.4		61.3	61.3	22.7		22.7	22.7	22.7		22.7	22.7
Volume/Cap:	0.46		0.36	0.36	0.36		0.27	0.27	0.09		0.09	0.09	0.36		0.06	0.06
Delay/Veh:	47.4		10.8	10.8	43.8		9.0	9.0	30.5		30.5	30.5	33.0		30.3	30.3
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	47.4		10.8	10.8	43.8		9.0	9.0	30.5		30.5	30.5	33.0		30.3	30.3
HCM2kAvg:	2		6	6	2		4	4	1		1	1	4		1	1

BAREC 120 units + 183 Sr units
June 2004

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

Intersection #8: Winchester/Dorotich

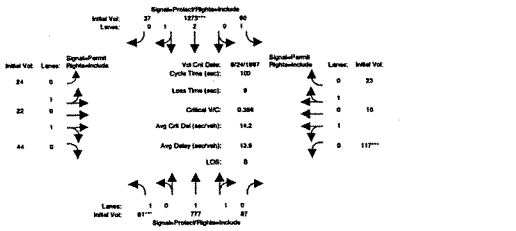


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	10		10	10	10		10	10
Volume Module: >> Count Date: 24 Jun 1997 <<																
Base Vol:	91		702	87	59		1199	33	24		22	44	117		10	22
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	91		702	87	59		1199	33	24		22	44	117		10	22
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
ATI/Pending:	0		19	0	0		44	0	0		0	0	0		0	0
Initial Fut:	91		721	87	59		1243	33	24		22	44	117		10	22
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	91		721	87	59		1243	33	24		22	44	117		10	22
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	91		721	87	59		1243	33	24		22	44	117		10	22
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Final Vol.:	91		721	87	59		1243	33	24		22	44	117		10	22
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		0.98	0.95	0.92		0.98	0.95	0.95		0.95	0.95	0.95		0.95	0.95
Lanes:	1.00		1.78	0.22	1.00		2.92	0.08	0.53		0.49	0.98	1.00		0.31	0.69
Final Sat.:	1750		3301	398	1750		5455	145	960		880	1760	1800		562	1237
Capacity Analysis Module:																
Vol/Sat:	0.05		0.22	0.22	0.03		0.23	0.23	0.03		0.03	0.03	0.07		0.02	0.02
Crit Moves:	****						****						****			
Green Time:	13.7		66.8	66.8	7.0		60.1	60.1	17.2		17.2	17.2	17.2		17.2	17.2
Volume/Cap:	0.38		0.33	0.33	0.48		0.38	0.38	0.15		0.15	0.15	0.38		0.10	0.10
Delay/Veh:	40.3		7.1	7.1	47.7		10.4	10.4	35.3		35.3	35.3	37.3		35.0	35.0
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	40.3		7.1	7.1	47.7		10.4	10.4	35.3		35.3	35.3	37.3		35.0	35.0
HCM2kAvg:	3		5	5	2		7	6	1		1	1	3		1	1

BAREC 120 units = 165 Sr units
June 2004

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

Intersection #8: Winchester/Dorcich

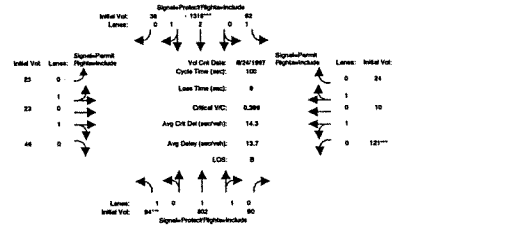


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7	10	10		7	10	10		10	10	10		10	10	10	
Volume Module: >> Count Date: 24 Jun 1997 <<																
Base Vol:	91	702	87		59	1199	33		24	22	44		117	10	22	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	91	702	87		59	1199	33		24	22	44		117	10	22	
Added Vol:	0	56	0		1	32	4		0	0	0		0	0	1	
ATI/Pending:	0	19	0		0	44	0		0	0	0		0	0	0	
Initial Fut:	91	777	87		60	1275	37		24	22	44		117	10	23	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	91	777	87		60	1275	37		24	22	44		117	10	23	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	91	777	87		60	1275	37		24	22	44		117	10	23	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	91	777	87		60	1275	37		24	22	44		117	10	23	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	0.98	0.95		0.92	0.98	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
Lanes:	1.00	1.79	0.21		1.00	2.91	0.09		0.53	0.49	0.98		1.00	0.30	0.70	
Final Sat.:	1750	3327	373		1750	5442	158		960	880	1760		1800	545	1255	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.23	0.23		0.03	0.23	0.23		0.03	0.03	0.03		0.07	0.02	0.02	
Crit Moves:	****					****							****			
Green Time:	13.5	67.2	67.2		7.0	60.7	60.7		16.8	16.8	16.8		16.8	16.8	16.8	
Volume/Cap:	0.39	0.35	0.35		0.49	0.39	0.39		0.15	0.15	0.15		0.39	0.11	0.11	
Delay/Veh:	40.5	7.1	7.1		47.8	10.2	10.2		35.6	35.6	35.6		37.6	35.3	35.3	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	40.5	7.1	7.1		47.8	10.2	10.2		35.6	35.6	35.6		37.6	35.3	35.3	
HCM2kAvg:	3	6	6		2	7	7		1	1	1		4	1	1	

BAREC 120 units = 165 Sr units
June 2004

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

Intersection #8: Winchester/Dorcich

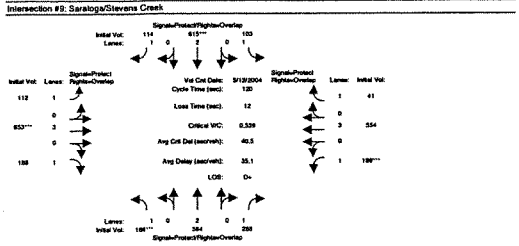


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7	10	10		7	10	10		10	10	10		10	10	10	
Volume Module: >> Count Date: 24 Jun 1997 <<																
Base Vol:	91	702	87		59	1199	33		24	22	44		117	10	22	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	94	727	90		61	1242	34		25	23	46		121	10	23	
Added Vol:	0	56	0		1	32	4		0	0	0		0	0	1	
ATI/Pending:	0	19	0		0	44	0		0	0	0		0	0	0	
Initial Fut:	94	802	90		62	1318	38		25	23	46		121	10	24	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	94	802	90		62	1318	38		25	23	46		121	10	24	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	94	802	90		62	1318	38		25	23	46		121	10	24	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	94	802	90		62	1318	38		25	23	46		121	10	24	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	0.98	0.95		0.92	0.98	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
Lanes:	1.00	1.79	0.21		1.00	2.91	0.09		0.53	0.49	0.98		1.00	0.30	0.70	
Final Sat.:	1750	3326	374		1750	5442	158		960	880	1760		1800	546	1254	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.24	0.24		0.04	0.24	0.24		0.03	0.03	0.03		0.07	0.02	0.02	
Crit Moves:	****					****							****			
Green Time:	13.5	67.1	67.1		7.0	60.6	60.6		16.9	16.9	16.9		16.9	16.9	16.9	
Volume/Cap:	0.40	0.36	0.36		0.51	0.40	0.40		0.15	0.15	0.15		0.40	0.11	0.11	
Delay/Veh:	40.7	7.2	7.2		48.3	10.3	10.3		35.6	35.6	35.6		37.7	35.3	35.3	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	40.7	7.2	7.2		48.3	10.3	10.3		35.6	35.6	35.6		37.7	35.3	35.3	
HCM2kAvg:	3	6	6		3	7	7		1	1	1		4	1	1	

BAREC 120 units = 165 Sr units
June 2004

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

Intersection #9: Saratoga/Stevens Creek

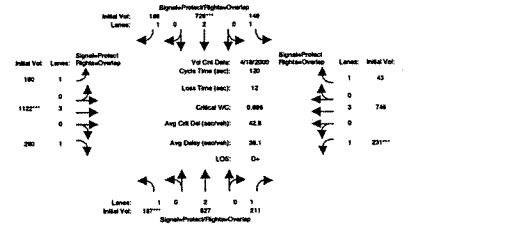


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7	10	10		7	10	10		7	10	10		7	10	10	
Volume Module: >> Count Date: 12 May 2004 <<																
Base Vol:	166	564	288		103	615	114		112	653	188		199	554	41	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	166	564	288		103	615	114		112	653	188		199	554	41	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
ATI/Pending:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	166	564	288		103	615	114		112	653	188		199	554	41	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	166	564	288		103	615	114		112	653	188		199	554	41	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	166	564	288		103	615	114		112	653	188		199	554	41	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	166	564	288		103	615	114		112	653	188		199	554	41	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.92		0.92	1.00	0.92		0.92	1.00	0.92		0.92	1.00	0.92	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	3.00	1.00		1.00	3.00	1.00	
Final Sat.:	1750	3800	1750		1750	3800	1750		1750	5700	1750		1750	5700	1750	
Capacity Analysis Module:																
Vol/Sat:	0.09	0.15	0.16		0.06	0.16	0.07		0.06	0.11	0.11		0.11	0.10	0.02	
Crit Moves:	****					****				****			****			
Green Time:	21.1	40.9	66.3		16.2	36.0	56.2		20.2	25.5	46.6		25.3	30.7	46.9	
Volume/Cap:	0.54	0.44	0.30		0.44	0.54	0.14		0.38	0.54	0.28		0.54	0.38	0.06	
Delay/Veh:	46.9	30.8	14.6		49.0	35.6	18.2		45.2	42.5	25.3		43.7	37.0	22.8	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	46.9	30.8	14.6		49.0	35.6	18.2		45.2	42.5	25.3		43.7	37.0	22.8	
HCM2kAvg:	6	8	6		4	10	2		4	8	5		7	6	1	

BAREC 120 units = 165 Sr units
June 2004

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

Intersection #9: Saratoga/Stevens Creek

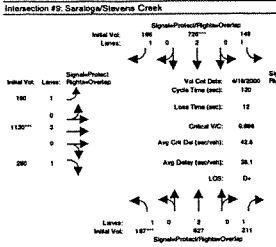


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7	10	10		7	10	10		7	10	10		7	10	10	
Volume Module: >> Count Date: 18 Apr 2000 <<																
Base Vol:	187	586	211		149	705	166		160	1034	260		231	705	43	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	187	586	211		149	705	166		160	1034	260		231	705	43	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
ATI/Pending:	0	41	0		0	21	0		0	88	0		0	41	0	
Initial Fut:	187	627	211		149	726	166		160	1122	260		231	746	43	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	187	627	211		149	726	166		160	1122	260		231	746	43	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	187	627	211		149	726	166		160	1122	260		231	746	43	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	187	627	211		149	726	166		160	1122	260		231	746	43	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.92		0.92	1.00	0.92		0.92	1.00	0.92		0.92	1.00	0.92	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	3.00	1.00		1.00	3.00	1.00	
Final Sat.:	1750	3800	1750		1750	3800	1750		1750	5700	1750		1750	5700	1750	
Capacity Analysis Module:																
Vol/Sat:	0.11	0.17	0.12		0.09	0.19	0.09		0.09	0.20	0.15		0.13	0.13	0.02	
Crit Moves:	****					****				****			****			
Green Time:	18.4	33.9	56.6		17.5	32.9	56.2		23.3	33.9	52.3		22.7	33.4	50.8	
Volume/Cap:	0.70	0.58	0.26		0.58	0.70	0.20		0.47	0.70	0.34		0.70	0.47	0.06	
Delay/Veh:	55.9	37.9	19.2		51.3	41.1	18.8		43.9	39.8	22.7		51.8	36.2	20.5	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	55.9	37.9	19.2		51.3	41.1	18.8		43.9	39.8	22.7		51.8	36.2	20.5	
HCM2kAvg:	8	10	5		6	13	4		6	13	6		9	8	1	

BAREC 120 units + 165 Sr units
June 2004

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

Intersection #9: Saratoga/Stevens Creek

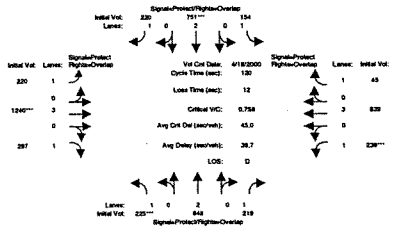


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 18 Apr 2000 <<												
Base Vol:	187	586	211	149	705	166	160	1034	260	231	705	43
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	187	586	211	149	705	166	160	1034	260	231	705	43
Added Vol:	0	0	0	0	0	0	0	8	0	0	5	0
ATI/Pending:	0	41	0	0	21	0	0	88	0	0	41	0
Initial Fut:	187	627	211	149	726	166	160	1130	260	231	751	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	187	627	211	149	726	166	160	1130	260	231	751	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	187	627	211	149	726	166	160	1130	260	231	751	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	187	627	211	149	726	166	160	1130	260	231	751	43
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.17	0.12	0.09	0.19	0.09	0.09	0.20	0.15	0.13	0.13	0.02
Crit Moves:	****				****			****		****		
Green Time:	18.4	33.8	56.5	17.4	32.8	56.1	23.3	34.1	52.5	22.7	33.5	51.0
Volume/Cap:	0.70	0.59	0.26	0.59	0.70	0.20	0.47	0.70	0.34	0.70	0.47	0.06
Delay/Veh:	56.1	37.9	19.3	51.4	41.2	18.9	44.0	39.7	22.6	51.9	36.1	20.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.1	37.9	19.3	51.4	41.2	18.9	44.0	39.7	22.6	51.9	36.1	20.4
HCM2kAvg:	8	10	5	6	13	4	6	13	6	9	8	1

BAREC 120 units + 165 Sr units
June 2004

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

Intersection #9: Saratoga/Stevens Creek

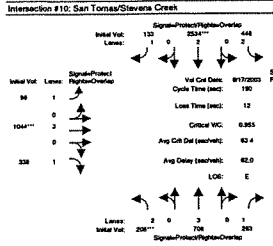


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 18 Apr 2000 <<												
Base Vol:	187	586	211	149	705	166	160	1034	260	231	705	43
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	194	607	219	154	730	172	166	1071	269	239	730	45
Added Vol:	0	0	0	0	0	0	0	8	0	0	5	0
ATI/Pending:	31	41	0	0	21	48	54	161	28	0	104	0
Initial Fut:	225	648	219	154	751	220	220	1240	297	239	839	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	225	648	219	154	751	220	220	1240	297	239	839	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	225	648	219	154	751	220	220	1240	297	239	839	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	225	648	219	154	751	220	220	1240	297	239	839	45
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.17	0.12	0.09	0.20	0.13	0.13	0.22	0.17	0.14	0.15	0.03
Crit Moves:	****				****			****		****		
Green Time:	20.4	34.1	55.8	17.6	31.4	57.3	25.9	34.5	54.9	21.7	30.4	48.0
Volume/Cap:	0.76	0.60	0.27	0.60	0.76	0.26	0.58	0.76	0.37	0.76	0.58	0.06
Delay/Veh:	58.0	38.0	19.8	51.8	44.2	18.9	44.5	41.0	21.6	56.6	39.9	22.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.0	38.0	19.8	51.8	44.2	18.9	44.5	41.0	21.6	56.6	39.9	22.2
HCM2kAvg:	10	11	5	6	14	5	8	15	7	10	9	1

BAREC 120 units + 165 Sr units
June 2004

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

Intersection #10: San Tomas/Stevens Creek

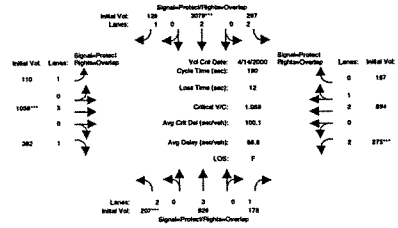


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	14	87	10	14	105	10	14	10	10	14	10	10
Volume Module: >> Count Date: 17 Sep 2003 <<												
Base Vol:	208	708	263	448	2534	133	96	1044	338	269	917	213
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	208	708	263	448	2534	133	96	1044	338	269	917	213
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI/Pending:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	208	708	263	448	2534	133	96	1044	338	269	917	213
User Adj:	1.00	1.00	1.00	1.00	0.84	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	208	708	263	448	2129	133	96	1044	338	269	917	213
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	208	708	263	448	2129	133	96	1044	338	269	917	213
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	208	708	263	448	2129	133	96	1044	338	269	917	213
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	0.99	0.95
Lanes:	2.00	3.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00	2.00	2.41	0.59
Final Sat.:	3150	5700	1750	3150	3800	1750	1750	5700	1750	3150	4543	1055
Capacity Analysis Module:												
Vol/Sat:	0.07	0.12	0.15	0.14	0.56	0.08	0.05	0.18	0.19	0.09	0.20	0.20
Crit Moves:	****				****			****		****		
Green Time:	14.0	87.0	103.9	37.9	111	124.9	14.0	36.2	50.2	16.9	39.1	77.0
Volume/Cap:	0.90	0.27	0.27	0.71	0.96	0.12	0.74	0.96	0.73	0.96	0.98	0.50
Delay/Veh:	120.1	26.4	15.9	74.9	34.2	5.1	107.0	94.6	69.6	129.0	96.7	42.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	120.1	26.4	15.9	74.9	34.2	5.1	107.0	94.6	69.6	129.0	96.7	42.3
HCM2kAvg:	8	6	5	13	58	1	7	24	20	11	26	15

BAREC 120 units + 165 Sr units
June 2004

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

Intersection #10: San Tomas/Stevens Creek

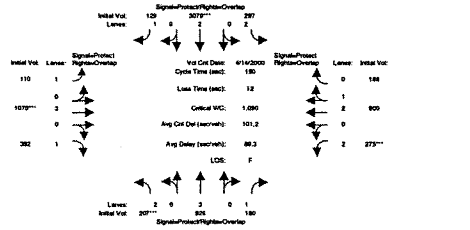


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	14	87	10	14	105	10	14	10	10	14	10	10
Volume Module: >> Count Date: 14 Apr 2000 <<												
Base Vol:	204	751	178	264	2674	129	110	991	372	275	856	134
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	204	751	178	264	2674	129	110	991	372	275	856	134
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI/Pending:	3	175	0	33	405	0	0	68	20	0	38	33
Initial Fut:	207	926	178	297	3079	129	110	1059	392	275	894	167
User Adj:	1.00	1.00	1.00	1.00	0.84	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	207	926	178	297	2586	129	110	1059	392	275	894	167
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	207	926	178	297	2586	129	110	1059	392	275	894	167
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	207	926	178	297	2586	129	110	1059	392	275	894	167
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	0.99	0.95
Lanes:	2.00	3.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00	2.00	2.51	0.49
Final Sat.:	3150	5700	1750	3150	3800	1750	1750	5700	1750	3150	4717	881
Capacity Analysis Module:												
Vol/Sat:	0.07	0.16	0.10	0.09	0.68	0.07	0.06	0.19	0.22	0.09	0.19	0.19
Crit Moves:	****				****			****		****		
Green Time:	14.0	87.0	102.0	44.0	117	131.0	14.0	31.9	45.9	15.0	33.0	77.0
Volume/Cap:	0.89	0.35	0.19	0.41	1.10	0.11	0.85	1.10	0.93	1.10	1.09	0.47
Delay/Veh:	119.2	27.6	16.1	62.3	73.8	3.0	126.0	141	96.7	175.5	136	41.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	119.2	27.6	16.1	62.3	73.8	3.0	126.0	141	96.7	175.5	136	41.6
HCM2kAvg:	8	9	3	7	91	1	8	28	26	12	28	14

BAREC 120 units + 185 Sr units
June 2004

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

Intersection #10: San Tomas/Stevens Creek



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	87	10	14	105	10	14	10	10	14	10	10
Volume Module: >> Count Date: 14 Apr 2000 <<												
Base Vol:	204	751	178	264	2674	129	110	991	372	275	856	134
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	204	751	178	264	2674	129	110	991	372	275	856	134
Added Vol:	0	0	2	0	0	0	0	11	0	0	6	1
ATI/Pending:	3	175	0	33	405	0	0	68	20	0	38	33
Initial Fut:	207	926	180	297	3079	129	110	1070	392	275	900	168
User Adj:	1.00	1.00	1.00	1.00	0.84	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	207	926	180	297	2586	129	110	1070	392	275	900	168
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	207	926	180	297	2586	129	110	1070	392	275	900	168
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	207	926	180	297	2586	129	110	1070	392	275	900	168
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	0.99	0.95
Lanes:	2.00	3.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00	2.00	2.51	0.49
Final Sat.:	3150	5700	1750	3150	3800	1750	1750	5700	1750	3150	4718	881
Capacity Analysis Module:												
Vol/Sat:	0.07	0.16	0.10	0.09	0.68	0.07	0.06	0.19	0.22	0.09	0.19	0.19
Crit Moves:	****				****			****		****		
Green Time:	14.0	87.0	102.0	43.8	117	130.8	14.0	32.2	46.2	15.0	33.2	77.0
Volume/Cap:	0.89	0.35	0.19	0.41	1.11	0.11	0.85	1.11	0.92	1.11	1.09	0.47
Delay/Veh:	119.2	27.6	16.1	62.5	74.9	3.1	126.0	142	95.3	176.4	136	41.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	119.2	27.6	16.1	62.5	74.9	3.1	126.0	142	95.3	176.4	136	41.7
HCM2kAvg:	8	9	3	7	91	1	8	28	26	12	28	14

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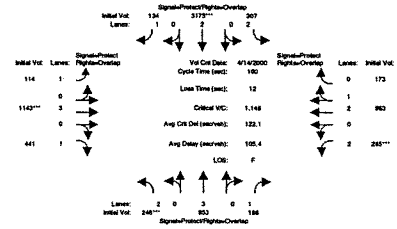
BAREC 120 units + 185 Sr units
June 2004

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

Intersection #10: San Tomas/Stevens Creek



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	87	10	14	105	10	14	10	10	14	10	10
Volume Module: >> Count Date: 14 Apr 2000 <<												
Base Vol:	204	751	178	264	2674	129	110	991	372	275	856	134
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	211	778	184	274	2770	134	114	1027	385	285	887	139
Added Vol:	0	0	2	0	0	0	0	11	0	0	6	1
ATI/Pending:	35	175	0	33	405	0	0	105	56	0	70	33
Initial Fut:	246	953	186	307	3175	134	114	1143	441	285	963	173
User Adj:	1.00	1.00	1.00	1.00	0.84	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	246	953	186	307	2667	134	114	1143	441	285	963	173
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	246	953	186	307	2667	134	114	1143	441	285	963	173
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	246	953	186	307	2667	134	114	1143	441	285	963	173
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	0.99	0.95
Lanes:	2.00	3.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00	2.00	2.53	0.47
Final Sat.:	3150	5700	1750	3150	3800	1750	1750	5700	1750	3150	4747	852
Capacity Analysis Module:												
Vol/Sat:	0.08	0.17	0.11	0.10	0.70	0.08	0.07	0.20	0.25	0.09	0.20	0.20
Crit Moves:	****				****			****		****		
Green Time:	14.8	91.8	106.6	37.9	115	129.7	14.8	32.8	47.6	14.8	32.9	70.7
Volume/Cap:	1.01	0.35	0.19	0.49	1.16	0.11	0.84	1.16	1.01	1.16	1.17	0.54
Delay/Veh:	141.9	22.9	12.9	64.5	97.5	3.2	116.2	158	112.1	190.7	163	44.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	141.9	22.9	12.9	64.5	97.5	3.2	116.2	158	112.1	190.7	163	44.8
HCM2kAvg:	10	8	3	7	96	1	8	30	30	13	30	16

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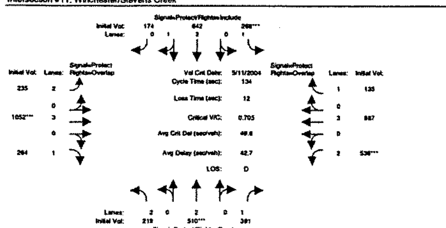
BAREC 120 units + 185 Sr units
June 2004

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

Intersection #11: Winchester/Stevens Creek



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 11 May 2004 <<												
Base Vol:	219	510	391	268	642	174	235	1052	264	536	887	135
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	219	510	391	268	642	174	235	1052	264	536	887	135
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI/Pending:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	219	510	391	268	642	174	235	1052	264	536	887	135
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	219	510	391	268	642	174	235	1052	264	536	887	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	219	510	391	268	642	174	235	1052	264	536	887	135
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	219	510	391	268	642	174	235	1052	264	536	887	135
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	2.34	0.66	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	1750	4404	1194	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.13	0.22	0.15	0.15	0.15	0.07	0.18	0.15	0.17	0.16	0.08
Crit Moves:		****		****				****		****		
Green Time:	17.6	25.5	57.8	29.1	37.0	37.0	21.8	35.1	52.7	32.3	45.6	74.7
Volume/Cap:	0.53	0.71	0.52	0.71	0.53	0.53	0.46	0.71	0.38	0.71	0.46	0.14
Delay/Veh:	55.6	53.9	28.5	54.4	41.5	41.5	51.4	46.3	29.4	49.5	34.7	14.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.6	53.9	28.5	54.4	41.5	41.5	51.4	46.3	29.4	49.5	34.7	14.3
HCM2kAvg:	5	11	12	11	10	9	5	14	8	11	9	3

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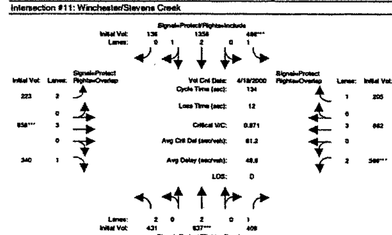
BAREC 120 units + 185 Sr units
June 2004

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

Intersection #11: Winchester/Stevens Creek



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 18 Apr 2000 <<												
Base Vol:	359	517	400	472	1215	127	220	926	261	550	844	193
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	359	517	400	472	1215	127	220	926	261	550	844	193
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI/Pending:	72	120	9	14	143	9	3	32	79	16	18	12
Initial Fut:	431	637	409	486	1358	136	223	958	340	566	862	205
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	431	637	409	486	1358	136	223	958	340	566	862	205
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	431	637	409	486	1358	136	223	958	340	566	862	205
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	431	637	409	486	1358	136	223	958	340	566	862	205
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	2.72	0.28	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	1750	5090	510	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.17	0.23	0.28	0.27	0.27	0.07	0.17	0.19	0.18	0.15	0.12
Crit Moves:		****		****				****		****		
Green Time:	23.2	25.8	53.4	42.7	45.3	45.3	17.1	25.9	49.1	27.6	36.4	79.2
Volume/Cap:	0.79	0.87	0.59	0.87	0.79	0.79	0.56	0.87	0.53	0.87	0.56	0.20
Delay/Veh:	60.7	63.6	32.9	57.0	42.4	42.4	56.6	60.2	34.2	63.7	42.3	12.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.7	63.6	32.9	57.0	42.4	42.4	56.6	60.2	34.2	63.7	42.3	12.8
HCM2kAvg:	10	16	13	22	20	19	5	16	11	14	10	4

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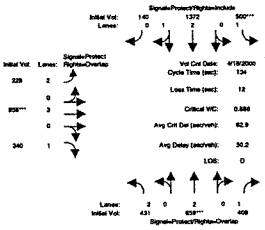
BAREC 120 units + 163 Sr units
June 2004

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

Intersection #11: Winchester/Stevens Creek

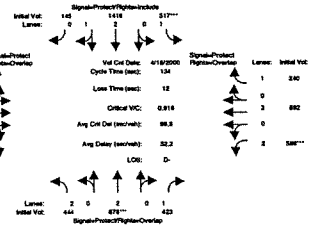


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Min. Green:	7	10		10	7	10		10	7	10		10	7	10		10
Volume Module: >> Count Date: 18 Apr 2000 <<																
Base Vol:	359	517		400	472	1215		127	220	926		261	550	844		193
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	359	517		400	472	1215		127	220	926		261	550	844		193
Added Vol:	0	22		0	14	14		4	6	0		0	0	0		28
ATI/Pending:	72	120		9	14	143		9	3	32		79	16	18		12
Initial Fut:	431	659		409	500	1372		140	229	958		340	566	862		233
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	431	659		409	500	1372		140	229	958		340	566	862		233
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	431	659		409	500	1372		140	229	958		340	566	862		233
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Final Vol.:	431	659		409	500	1372		140	229	958		340	566	862		233
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.83	1.00		0.92	0.92	0.99		0.95	0.83	1.00		0.92	0.83	1.00		0.92
Lanes:	2.00	2.00		1.00	1.00	2.71		0.29	2.00	3.00		1.00	2.00	3.00		1.00
Final Sat.:	3150	3800		1750	1750	5081		518	3150	5700		1750	3150	5700		1750
Capacity Analysis Module:																
Vol/Sat:	0.14	0.17		0.23	0.29	0.27		0.27	0.07	0.17		0.19	0.18	0.15		0.13
Crit Moves:		****			****					****			****			
Green Time:	23.3	26.2		53.4	43.2	46.1		46.1	17.1	25.4		48.8	27.2	35.5		78.7
Volume/Cap:	0.79	0.89		0.59	0.89	0.79		0.79	0.57	0.89		0.53	0.89	0.57		0.23
Delay/Veh:	60.3	64.9		32.9	58.7	41.7		41.7	57.0	61.9		34.5	66.0	43.2		13.3
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:	60.3	64.9		32.9	58.7	41.7		41.7	57.0	61.9		34.5	66.0	43.2		13.3
HCM2kAvg:	10	16		13	23	20		19	5	16		11	14	11		4

BAREC 120 units + 163 Sr units
June 2004

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

Intersection #11: Winchester/Stevens Creek

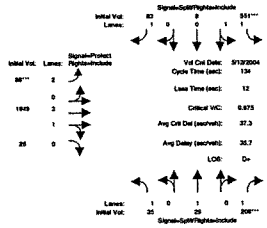


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Min. Green:	7	10		10	7	10		10	7	10		10	7	10		10
Volume Module: >> Count Date: 18 Apr 2000 <<																
Base Vol:	359	517		400	472	1215		127	220	926		261	550	844		193
Growth Adj:	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04
Initial Bse:	372	536		414	489	1259		132	228	959		270	570	874		200
Added Vol:	0	22		0	14	14		4	6	0		0	0	0		28
ATI/Pending:	72	120		9	14	143		9	3	32		79	16	18		12
Initial Fut:	444	678		423	517	1416		145	237	991		349	586	892		240
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	444	678		423	517	1416		145	237	991		349	586	892		240
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	444	678		423	517	1416		145	237	991		349	586	892		240
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Final Vol.:	444	678		423	517	1416		145	237	991		349	586	892		240
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.83	1.00		0.92	0.92	0.99		0.95	0.83	1.00		0.92	0.83	1.00		0.92
Lanes:	2.00	2.00		1.00	1.00	2.71		0.29	2.00	3.00		1.00	2.00	3.00		1.00
Final Sat.:	3150	3800		1750	1750	5080		519	3150	5700		1750	3150	5700		1750
Capacity Analysis Module:																
Vol/Sat:	0.14	0.18		0.24	0.30	0.28		0.28	0.08	0.17		0.20	0.19	0.16		0.14
Crit Moves:		****			****					****			****			
Green Time:	23.3	26.1		53.3	43.2	46.0		46.0	17.1	25.5		48.7	27.2	35.6		78.8
Volume/Cap:	0.81	0.92		0.61	0.92	0.81		0.81	0.59	0.92		0.55	0.92	0.59		0.23
Delay/Veh:	62.1	68.9		33.6	63.3	42.7		42.7	57.5	65.1		34.9	70.2	43.5		13.3
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:	62.1	68.9		33.6	63.3	42.7		42.7	57.5	65.1		34.9	70.2	43.5		13.3
HCM2kAvg:	11	17		14	24	21		20	5	17		12	15	11		5

BAREC 120 units + 163 Sr units
June 2004

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

Intersection #12: Monroe/Stevens Creek

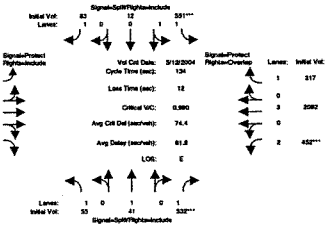


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Min. Green:	10	10		10	10	10		10	7	10		10	7	10		10
Volume Module: >> Count Date: 12 May 2004 <<																
Base Vol:	35	29		206	551	9		83	88	1949		26	244	1775		317
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	35	29		206	551	9		83	88	1949		26	244	1775		317
Added Vol:	0	0		0	0	0		0	0	0		0	0	0		0
ATI/Pending:	0	0		0	0	0		0	0	0		0	0	0		0
Initial Fut:	35	29		206	551	9		83	88	1949		26	244	1775		317
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	35	29		206	551	9		83	88	1949		26	244	1775		317
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	35	29		206	551	9		83	88	1949		26	244	1775		317
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Final Vol.:	35	29		206	551	9		83	88	1949		26	244	1775		317
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.92	1.00		0.92	0.93	0.95		0.92	0.83	0.99		0.95	0.83	1.00		0.92
Lanes:	1.00	1.00		1.00	1.97	0.03		1.00	2.00	3.95		0.05	2.00	3.00		1.00
Final Sat.:	1750	1900		1750	3493	57		1750	3150	7401		99	3150	5700		1750
Capacity Analysis Module:																
Vol/Sat:	0.02	0.02		0.12	0.16	0.16		0.05	0.03	0.26		0.26	0.08	0.31		0.18
Crit Moves:				****	****				****					****		
Green Time:	23.1	23.1		23.1	30.9	30.9		30.9	7.0	52.6		52.6	15.5	61.0		91.9
Volume/Cap:	0.12	0.09		0.68	0.68	0.68		0.21	0.53	0.67		0.67	0.67	0.68		0.26
Delay/Veh:	47.0	46.7		58.4	49.5	49.5		41.9	65.3	34.2		34.2	61.7	29.6		8.2
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:	47.0	46.7		58.4	49.5	49.5		41.9	65.3	34.2		34.2	61.7	29.6		8.2
HCM2kAvg:	1	1		9	11	12		3	3	17		16	6	19		5

BAREC 120 units + 163 Sr units
June 2004

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

Intersection #12: Monroe/Stevens Creek

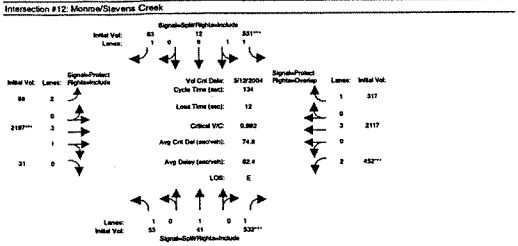


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Min. Green:	10	10		10	10	10		10	7	10		10	7	10		10
Volume Module: >> Count Date: 12 May 2004 <<																
Base Vol:	35	29		206	551	9		83	88	1949		26	244	1775		317
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	35	29		206	551	9		83	88	1949		26	244	1775		317
Added Vol:	0	0		0	0	0		0	0	0		0	0	0		0
ATI/Pending:	20	12		326	0	3		0	0	236		5	208	317		0
Initial Fut:	55	41		532	551	12		83	88	2185		31	452	2092		317
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	55	41		532	551	12		83	88	2185		31	452	2092		317
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	55	41		532	551	12		83	88	2185		31	452	2092		317
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Final Vol.:	55	41		532	551	12		83	88	2185		31	452	2092		317
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.92	1.00		0.92	0.93	0.95		0.92	0.83	0.99		0.95	0.83	1.00		0.92
Lanes:	1.00	1.00		1.00	1.96	0.04		1.00	2.00	3.94		0.06	2.00	3.00		1.00
Final Sat.:	1750	1900		1750	3474	76		1750	3150	7395		105	3150	5700		1750
Capacity Analysis Module:																
Vol/Sat:	0.03	0.02		0.30	0.16	0.16		0.05	0.03	0.30		0.30	0.14	0.37		0.18
Crit Moves:				****	****					****			****			
Green Time:	41.1	41.1		41.1	21.5	21.5		21.5	7.0	40.0		40.0	19.4	52.4		73.9
Volume/Cap:	0.10	0.07		0.99	0.99	0.99		0.30	0.53	0.99		0.99	0.99	0.94		0.33
Delay/Veh:	33.3	32.9		82.4	91.3	91.3		50.2	65.3	63.5		63.5	96.6	47.8		16.7
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:	33.3	32.9		82.4	91.3	91.3		50.2	65.3	63.5		63.5	96.6	47.8		16.7
HCM2kAvg:	2	1		28	16	16		3	3	29		28	14	32		7

BAPEC 120 units + 165 Sr units
June 2004

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

Intersection #12: Monroe/Stevens Creek



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10		10	10	10		10	10	7		10	10	7		10	10

Volume Module: >> Count Date: 12 May 2004 <<

Base Vol:	35		29	206	551		9	83	88	1949		26	244	1775		317
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	35		29	206	551		9	83	88	1949		26	244	1775		317
Added Vol:	0		0	0	0		0	0	0	12		0	0	25		0
ATI/Pending:	20		12	326	0		3	0	0	236		5	208	317		0
Initial Fut:	55		41	532	551		12	83	88	2197		31	452	2117		317
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	55		41	532	551		12	83	88	2197		31	452	2117		317
Reduct Vol:	0		0	0	0		0	0	0	0		0	0	0		0
Reduced Vol:	55		41	532	551		12	83	88	2197		31	452	2117		317
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Final Vol.:	55		41	532	551		12	83	88	2197		31	452	2117		317

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.93	0.95	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	1.00	1.00	1.00	1.96	0.04	1.00	2.00	3.94	0.06	2.00	3.00	1.00
Final Sat.:	1750	1900	1750	3474	76	1750	3150	7395	104	3150	5700	1750

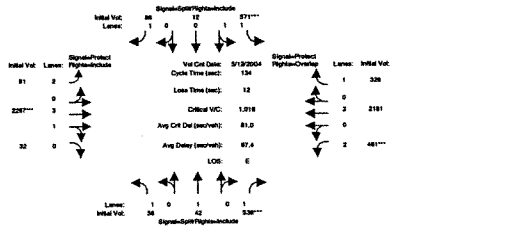
Capacity Analysis Module:

Vol/Sat:	0.03	0.02	0.30	0.16	0.16	0.05	0.03	0.30	0.30	0.14	0.37	0.18
Crit Moves:			****	****				****		****		
Green Time:	41.1	41.1	41.1	21.4	21.4	21.4	7.0	40.1	40.1	19.4	52.5	73.9
Volume/Cap:	0.10	0.07	0.99	0.99	0.99	0.30	0.53	0.99	0.99	0.99	0.95	0.33
Delay/Veh:	33.4	33.0	83.0	91.8	91.8	50.2	65.3	63.9	63.9	97.2	48.9	16.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.4	33.0	83.0	91.8	91.8	50.2	65.3	63.9	63.9	97.2	48.9	16.6
HCM2kAvg:	2	1	28	16	16	3	3	29	28	14	33	7

BAPEC 120 units + 165 Sr units
June 2004

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

Intersection #12: Monroe/Stevens Creek



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10		10	10	10		10	10	7		10	10	7		10	10

Volume Module: >> Count Date: 12 May 2004 <<

Base Vol:	35		29	206	551		9	83	88	1949		26	244	1775		317
Growth Adj:	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04
Initial Bse:	36		30	213	571		9	86	91	2019		27	253	1839		328
Added Vol:	0		0	0	0		0	0	0	12		0	0	25		0
ATI/Pending:	20		12	326	0		3	0	0	236		5	208	317		0
Initial Fut:	56		42	539	571		12	86	91	2267		32	461	2181		328
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	56		42	539	571		12	86	91	2267		32	461	2181		328
Reduct Vol:	0		0	0	0		0	0	0	0		0	0	0		0
Reduced Vol:	56		42	539	571		12	86	91	2267		32	461	2181		328
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Final Vol.:	56		42	539	571		12	86	91	2267		32	461	2181		328

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.93	0.95	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	1.00	1.00	1.00	1.96	0.04	1.00	2.00	3.94	0.06	2.00	3.00	1.00
Final Sat.:	1750	1900	1750	3475	75	1750	3150	7396	104	3150	5700	1750

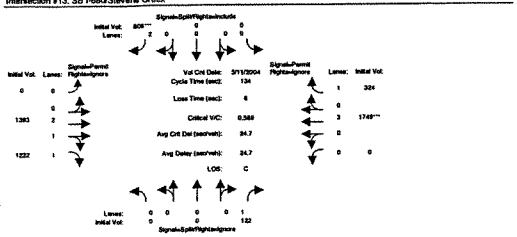
Capacity Analysis Module:

Vol/Sat:	0.03	0.02	0.31	0.16	0.16	0.05	0.03	0.31	0.31	0.15	0.38	0.19
Crit Moves:			****	****				****		****		
Green Time:	40.6	40.6	40.6	21.7	21.7	21.7	7.0	40.4	40.4	19.3	52.7	74.4
Volume/Cap:	0.11	0.07	1.02	1.02	1.02	0.30	0.55	1.02	1.02	1.02	0.97	0.34
Delay/Veh:	33.7	33.3	89.9	97.9	97.9	50.1	66.1	69.9	69.9	103.8	53.2	16.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.7	33.3	89.9	97.9	97.9	50.1	66.1	69.9	69.9	103.8	53.2	16.5
HCM2kAvg:	2	1	29	17	17	3	3	30	29	14	35	7

BAPEC 120 units + 165 Sr units
June 2004

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

Intersection #13: SB I-880/Stevens Creek



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0		0	10	0		0	10	0		10	10	0		10	10

Volume Module: >> Count Date: 11 May 2004 <<

Base Vol:	0		0	122	0		0	806	0	1393		1222	0	1749		324
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	0		0	122	0		0	806	0	1393		1222	0	1749		324
Added Vol:	0		0	0	0		0	0	0	0		0	0	0		0
ATI/Pending:	0		0	0	0		0	0	0	0		0	0	0		0
Initial Fut:	0		0	122	0		0	806	0	1393		1222	0	1749		324
User Adj:	1.00	1.00		0.00	1.00	1.00		1.00	1.00	0.00		0.00	1.00	1.00		0.00
PHF Adj:	1.00	1.00		0.00	1.00	1.00		1.00	1.00	1.00		0.00	1.00	1.00		0.00
PHF Volume:	0		0	0	0		0	806	0	0		0	0	1749		0
Reduct Vol:	0		0	0	0		0	0	0	0		0	0	0		0
Reduced Vol:	0		0	0	0		0	806	0	0		0	0	1749		0
PCE Adj:	1.00	1.00		0.00	1.00	1.00		1.00	1.00	1.00		0.00	1.00	1.00		0.00
MLF Adj:	1.00	1.00		0.00	1.00	1.00		1.00	1.00	1.00		0.00	1.00	1.00		0.00
Final Vol.:	0		0	0	0		0	806	0	0		0	0	1749		0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	1.00	0.00	0.00	2.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	1750	0	0	3150	0	5700	1750	0	5700	1750

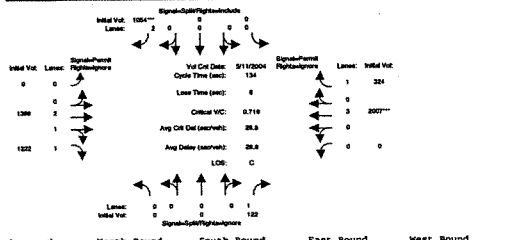
Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.26	0.00	0.00	0.00	0.00	0.31	0.00
Crit Moves:						****					****	
Green Time:	0.0	0.0	0.0	0.0	0.0	58.2	0.0	0.0	0.0	0.0	69.8	0.0
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.59	0.00	0.00	0.00	0.00	0.59	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	29.5	0.0	0.0	0.0	0.0	22.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	29.5	0.0	0.0	0.0	0.0	22.5	0.0
HCM2kAvg:	0	0	0	0	0	13	0	0	0	0	16	0

BAPEC 120 units + 165 Sr units
June 2004

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

Intersection #13: SB I-880/Stevens Creek



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0		0	10	0		0	10	0		10	10	0		10	10

Volume Module: >> Count Date: 11 May 2004 <<

Base Vol:	0		0	122	0		0	806	0	1393		1222	0	1749		324
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	0		0	122	0		0	806	0	1393		1222	0	1749		324
Added Vol:	0		0	0	0		0	0	0	0		0	0	0		0
ATI/Pending:	0		0	0	0		0	248	0	6		0	0	258		0
Initial Fut:	0		0	122	0		0	1054	0	1399		1222	0	2007		324
User Adj:	1.00	1.00		0.00	1.00	1.00		1.00	1.00	0.00		0.00	1.00	1.00		0.00
PHF Adj:	1.00	1.00		0.00	1.00	1.00		1.00	1.00	1.00		0.00	1.00	1.00		0.00
PHF Volume:	0		0	0	0		0	1054	0	0		0	0	2007		0
Reduct Vol:	0		0	0	0		0	0	0	0		0	0	0		0
Reduced Vol:	0		0	0	0		0	1054	0	0		0	0	2007		0
PCE Adj:	1.00	1.00		0.00	1.00	1.00		1.00	1.00	1.00		0.00	1.00	1.00		0.00
MLF Adj:	1.00	1.00		0.00	1.00	1.00		1.00	1.00	1.00		0.00	1.00	1.00		0.00
Final Vol.:	0		0	0	0		0	1054	0	0		0	0	2007		0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	1.00	0.00	0.00	2.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	1750	0	0	3150	0	5700	1750	0	5700	1750

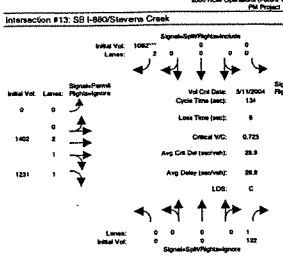
Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.33	0.00	0.00	0.00	0.00	0.35	0.00
Crit Moves:						****					****	
Green Time:	0.0	0.0	0.0	0.0	0.0	62.4	0.0	0.0	0.0	0.0	65.6	0.0
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.72	0.00	0.00	0.00	0.00	0.72	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	30.5	0.0	0.0	0.0	0.0	27.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	30.5	0.0	0.0	0.0	0.0	27.8	0.0
HCM2kAvg:	0	0	0	0	0	18	0	0	0	0	22	0

BAREC 120 units + 165 Sr units
June 2004

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

Intersection #13: SB I-880/Stevens Creek



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	0	0	10			0	0	10			0	10	10			0	10	10		
Volume Module: >> Count Date: 11 May 2004 <<																				
Base Vol:	0	0	122			0	0	806			0	1393	1222			0	1749	324		
Growth Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
Initial Bse:	0	0	122			0	0	806			0	1393	1222			0	1749	324		
Added Vol:	0	0	0			0	0	8			0	3	9			0	17	0		
ATI/Pending:	0	0	0			0	0	248			0	6	0			0	258	0		
Initial Fut:	0	0	122			0	0	1062			0	1402	1231			0	2024	324		
User Adj:	1.00	1.00	0.00			1.00	1.00	1.00			1.00	0.00	0.00			1.00	1.00	0.00		
PHF Adj:	1.00	1.00	0.00			1.00	1.00	1.00			1.00	1.00	0.00			1.00	1.00	0.00		
PHF Volume:	0	0	0			0	0	1062			0	0	0			0	2024	0		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
Reduced Vol:	0	0	0			0	0	1062			0	0	0			0	2024	0		
PCE Adj:	1.00	1.00	0.00			1.00	1.00	1.00			1.00	1.00	0.00			1.00	1.00	0.00		
MLF Adj:	1.00	1.00	0.00			1.00	1.00	1.00			1.00	1.00	0.00			1.00	1.00	0.00		
Final Vol.:	0	0	0			0	0	1062			0	0	0			0	2024	0		
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900			1900	1900	1900			1900	1900	1900			1900	1900	1900		
Adjustment:	0.92	1.00	0.92			0.92	1.00	0.83			0.92	1.00	0.92			0.92	1.00	0.92		
Lanes:	0.00	0.00	1.00			0.00	0.00	2.00			0.00	3.00	1.00			0.00	3.00	1.00		
Final Sat.:	0	0	1750			0	0	3150			0	5700	1750			0	5700	1750		
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.00	0.00			0.00	0.00	0.34			0.00	0.00	0.00			0.00	0.36	0.00		
Crit Moves:								****									****			
Green Time:	0.0	0.0	0.0			0.0	0.0	62.3			0.0	0.0	0.0			0.0	65.7	0.0		
Volume/Cap:	0.00	0.00	0.00			0.00	0.00	0.72			0.00	0.00	0.00			0.00	0.72	0.00		
Delay/Veh:	0.0	0.0	0.0			0.0	0.0	30.7			0.0	0.0	0.0			0.0	28.0	0.0		
User DelAdj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
AdjDel/Veh:	0.0	0.0	0.0			0.0	0.0	30.7			0.0	0.0	0.0			0.0	28.0	0.0		
HCM2kAvg:	0	0	0			0	0	18			0	0	0			0	22	0		

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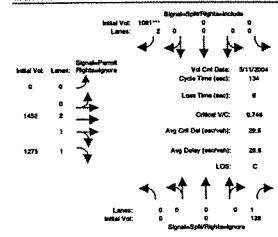
BAREC 120 units + 165 Sr units
June 2004

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

Intersection #13: SB I-880/Stevens Creek



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	0	0	10			0	0	10			0	10	10			0	10	10		
Volume Module: >> Count Date: 11 May 2004 <<																				
Base Vol:	0	0	122			0	0	806			0	1393	1222			0	1749	324		
Growth Adj:	1.04	1.04	1.04			1.04	1.04	1.04			1.04	1.04	1.04			1.04	1.04	1.04		
Initial Bse:	0	0	126			0	0	835			0	1443	1266			0	1812	336		
Added Vol:	0	0	0			0	0	8			0	3	9			0	17	0		
ATI/Pending:	0	0	0			0	0	248			0	6	0			0	258	0		
Initial Fut:	0	0	126			0	0	1091			0	1452	1275			0	2087	336		
User Adj:	1.00	1.00	0.00			1.00	1.00	1.00			1.00	1.00	0.00			1.00	1.00	0.00		
PHF Adj:	1.00	1.00	0.00			1.00	1.00	1.00			1.00	1.00	0.00			1.00	1.00	0.00		
PHF Volume:	0	0	0			0	0	1091			0	0	0			0	2087	0		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
Reduced Vol:	0	0	0			0	0	1091			0	0	0			0	2087	0		
PCE Adj:	1.00	1.00	0.00			1.00	1.00	1.00			1.00	1.00	0.00			1.00	1.00	0.00		
MLF Adj:	1.00	1.00	0.00			1.00	1.00	1.00			1.00	1.00	0.00			1.00	1.00	0.00		
Final Vol.:	0	0	0			0	0	1091			0	0	0			0	2087	0		
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900			1900	1900	1900			1900	1900	1900			1900	1900	1900		
Adjustment:	0.92	1.00	0.92			0.92	1.00	0.83			0.92	1.00	0.92			0.92	1.00	0.92		
Lanes:	0.00	0.00	1.00			0.00	0.00	2.00			0.00	3.00	1.00			0.00	3.00	1.00		
Final Sat.:	0	0	1750			0	0	3150			0	5700	1750			0	5700	1750		
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.00	0.00			0.00	0.00	0.35			0.00	0.00	0.00			0.00	0.37	0.00		
Crit Moves:								****									****			
Green Time:	0.0	0.0	0.0			0.0	0.0	62.2			0.0	0.0	0.0			0.0	65.8	0.0		
Volume/Cap:	0.00	0.00	0.00			0.00	0.00	0.75			0.00	0.00	0.00			0.00	0.75	0.00		
Delay/Veh:	0.0	0.0	0.0			0.0	0.0	31.6			0.0	0.0	0.0			0.0	28.5	0.0		
User DelAdj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
AdjDel/Veh:	0.0	0.0	0.0			0.0	0.0	31.6			0.0	0.0	0.0			0.0	28.5	0.0		
HCM2kAvg:	0	0	0			0	0	19			0	0	0			0	23	0		

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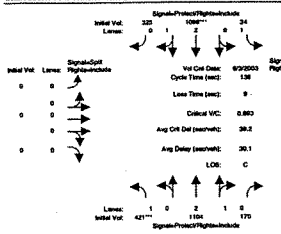
BAREC 120 units + 165 Sr units
June 2004

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

Intersection #14: Winchester/I-280 NB



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	7	10	10			7	10	10			0	0	0			10	10	10		
Volume Module: >> Count Date: 3 Jun 2003 <<																				
Base Vol:	421	1104	170			34	1096	325			0	0	0			380	55	23		
Growth Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
Initial Bse:	421	1104	170			34	1096	325			0	0	0			380	55	23		
Added Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
ATI/Pending:	0	0	0			0	0	0			0	0	0			0	0	0		
Initial Fut:	421	1104	170			34	1096	325			0	0	0			380	55	23		
User Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Volume:	421	1104	170			34	1096	325			0	0	0			380	55	23		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
Reduced Vol:	421	1104	170			34	1096	325			0	0	0			380	55	23		
PCE Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
Final Vol.:	421	1104	170			34	1096	325			0	0	0			380	55	23		
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900			1900	1900	1900			1900	1900	1900			1900	1900	1900		
Adjustment:	0.92	0.99	0.95			0.92	0.99	0.95			0.92	1.00	0.92			0.92	0.92	0.92		
Lanes:	1.00	2.58	0.42			1.00	2.29	0.71			0.00	0.00	0.00			1.71	0.20	0.09		
Final Sat.:	1750	4852	747			1750	4318	1280			0	0	0			2991	359	150		
Capacity Analysis Module:																				
Vol/Sat:	0.24	0.23	0.23			0.02	0.25	0.25			0.00	0.00	0.00			0.13	0.15	0.15		
Crit Moves:	****						****										****			
Green Time:	47.2	90.0	90.0			7.0	49.8	49.8			0.0	0.0	0.0			30.0	30.0	30.0		
Volume/Cap:	0.69	0.34	0.34			0.38	0.69	0.69			0.00	0.00	0.00			0.58	0.69	0.69		
Delay/Veh:	41.7	10.1	10.1			65.0	37.7	37.7			0.0	0.0	0.0			48.3	51.9	51.9		
User DelAdj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
AdjDel/Veh:	41.7	10.1	10.1			65.0	37.7	37.7			0.0	0.0	0.0			48.3	51.9	51.9		
HCM2kAvg:	16	8	7			2	17	17			0	0	0			9	11	11		

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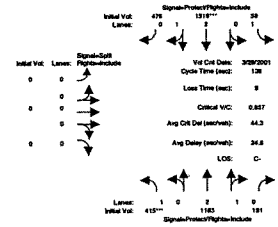
BAREC 120 units + 165 Sr units
June 2004

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

Intersection #14: Winchester/I-280 NB



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	7	10	10			7	10	10			0	0	0			10	10	10		
Volume Module: >> Count Date: 29 Mar 2001 <<																				
Base Vol:	410	958	165			54	1433	382			0	0	0			276	90	15		
Growth Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
Initial Bse:	410	958	165			54	1433	382			0	0	0			276	90	15		
Added Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
ATI/Pending:	5	207	26			5	83	94			0	0	0			40	79	20		
Initial Fut:	415	1165	191			59	1516	476			0	0	0			316	169	35		
User Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Volume:	415	1165	191			59	1516	476			0	0	0			316	169	35		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
Reduced Vol:	415	1165	191			59	1516	476			0	0	0			316	169	35		
PCE Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
Final Vol.:	415	1165	191			59	1516	476			0	0	0			316	169	35		
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900			1900	1900	1900			1900	1900	1900			1900	1900	1900		
Adjustment:	0.92	0.99	0.95			0.92	0.99	0.95			0.92	1.00	0.92			0.92	0.92	0.92		
Lanes:	1.00	2.56	0.44			1.00	2.26	0.74			0.00	0.00	0.00			1.43	0.47	0.10		
Final Sat.:	1750	4810	789			1750	4260	1338			0	0	0			2514	817	169		
Capacity Analysis Module:																				
Vol/Sat:	0.24	0.24	0.24			0.03	0.36	0.36			0.00	0.00	0.00			0.13	0.21	0.21		
Crit Moves:	****						****										****			
Green Time:	37.7	87.2	87.2			7.0	56.5	56.5			0.0	0.0	0.0			32.8	32.8	32.8		
Volume/Cap:	0.86	0.38	0.38			0.66	0.86	0.86			0.00	0.00	0.00			0.52	0.86	0.86		
Delay/Veh:	60.7	11.6	11.6			79.4	39.5	39.5			0.0	0.0	0.0			45.2	60.9	60.9		
User DelAdj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
AdjDel/Veh:	60.7	11.6	11.6			79.4	39.5	39.5			0.0	0.0	0.0			45.2	60.9	60.9		
HCM2kAvg:	19	9	8			4	28	26			0	0	0			8	17	17		

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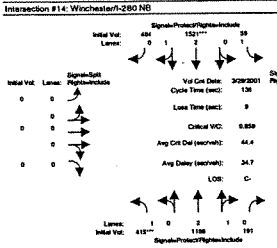
BAREC 120 units + 183 Sr units
June 2004

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

Intersection #14: Winchester/I-280 NB

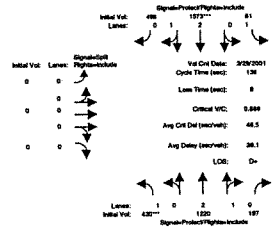


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Volume Module: >> Count Date: 29 Mar 2001 <<												
Base Vol:	410	958	165	54	1433	382	0	0	0	276	90	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	410	958	165	54	1433	382	0	0	0	276	90	15
Added Vol:	0	21	0	0	5	8	0	0	0	0	0	0
ATI/Pending:	5	207	26	5	83	94	0	0	0	40	79	20
Initial Fut:	415	1186	191	59	1521	484	0	0	0	316	169	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	415	1186	191	59	1521	484	0	0	0	316	169	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	415	1186	191	59	1521	484	0	0	0	316	169	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	415	1186	191	59	1521	484	0	0	0	316	169	35
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.99	0.95	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	1.00	2.57	0.43	1.00	2.25	0.75	0.00	0.00	0.00	1.43	0.47	0.10
Final Sat.:	1750	4822	777	1750	4246	1351	0	0	0	2514	817	169
Capacity Analysis Module:												
Vol/Sat:	0.24	0.25	0.25	0.03	0.36	0.36	0.00	0.00	0.00	0.13	0.21	0.21
Crit Moves:	****				****							****
Green Time:	37.5	87.3	87.3	7.0	56.7	56.7	0.0	0.0	0.0	32.7	32.7	32.7
Volume/Cap:	0.86	0.38	0.38	0.66	0.86	0.86	0.00	0.00	0.00	0.52	0.86	0.86
Delay/Veh:	61.1	11.7	11.7	79.4	39.5	39.5	0.0	0.0	0.0	45.3	61.2	61.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.1	11.7	11.7	79.4	39.5	39.5	0.0	0.0	0.0	45.3	61.2	61.2
HCM2kAvg:	19	9	9	4	28	27	0	0	0	8	17	17

BAREC 120 units + 165 Sr units
June 2004

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

Intersection #14: Winchester/I-280 NB

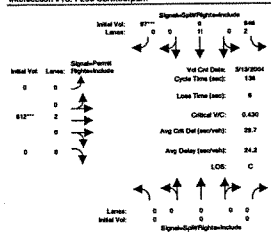


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Volume Module: >> Count Date: 29 Mar 2001 <<												
Base Vol:	410	958	165	54	1433	382	0	0	0	276	90	15
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	425	992	171	56	1485	396	0	0	0	286	93	16
Added Vol:	0	21	0	0	5	8	0	0	0	0	0	0
ATI/Pending:	5	207	26	5	83	94	0	0	0	40	79	20
Initial Fut:	430	1220	197	61	1573	498	0	0	0	326	172	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	430	1220	197	61	1573	498	0	0	0	326	172	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	430	1220	197	61	1573	498	0	0	0	326	172	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	430	1220	197	61	1573	498	0	0	0	326	172	36
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.99	0.95	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	1.00	2.57	0.43	1.00	2.25	0.75	0.00	0.00	0.00	1.44	0.46	0.10
Final Sat.:	1750	4821	778	1750	4252	1346	0	0	0	2519	813	168
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.25	0.03	0.37	0.37	0.00	0.00	0.00	0.13	0.21	0.21
Crit Moves:	****				****							****
Green Time:	37.7	87.5	87.5	7.0	56.8	56.8	0.0	0.0	0.0	32.5	32.5	32.5
Volume/Cap:	0.89	0.39	0.39	0.68	0.89	0.89	0.00	0.00	0.00	0.54	0.89	0.89
Delay/Veh:	64.6	11.7	11.7	82.0	41.1	41.1	0.0	0.0	0.0	45.8	64.7	64.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.6	11.7	11.7	82.0	41.1	41.1	0.0	0.0	0.0	45.8	64.7	64.7
HCM2kAvg:	20	9	9	4	30	28	0	0	0	9	18	18

BAREC 120 units + 165 Sr units
June 2004

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

Intersection #15: I-280 SB/Moorpark

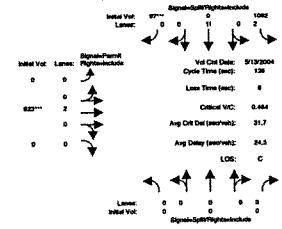


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Min. Green:	0	0	0	10	0	10	0	10	0	0	10	0
Volume Module: >> Count Date: 13 May 2004 <<												
Base Vol:	0	0	0	946	0	97	0	612	0	0	605	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	946	0	97	0	612	0	0	605	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI/Pending:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	946	0	97	0	612	0	0	605	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	946	0	97	0	612	0	0	605	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	946	0	97	0	612	0	0	605	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	946	0	97	0	612	0	0	605	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.85	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.78	0.00	0.22	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	0	4505	0	388	0	3800	0	0	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.21	0.00	0.25	0.00	0.16	0.00	0.00	0.16	0.00
Crit Moves:						****		****				
Green Time:	0.0	0.0	0.0	79.1	0.0	79.1	0.0	50.9	0.0	0.0	50.9	0.0
Volume/Cap:	0.00	0.00	0.00	0.36	0.00	0.43	0.00	0.43	0.00	0.00	0.43	0.00
Delay/Veh:	0.0	0.0	0.0	15.2	0.0	16.0	0.0	31.9	0.0	0.0	31.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	15.2	0.0	16.0	0.0	31.9	0.0	0.0	31.8	0.0
HCM2kAvg:	0	0	0	7	0	10	0	9	0	0	9	0

BAREC 120 units + 165 Sr units
June 2004

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

Intersection #15: I-280 SB/Moorpark

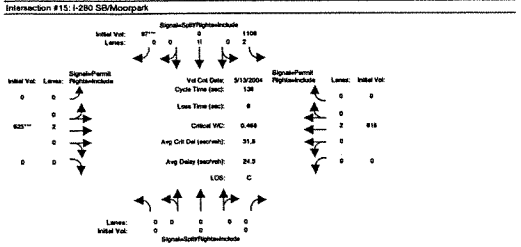


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Min. Green:	0	0	0	10	0	10	0	10	0	0	10	0
Volume Module: >> Count Date: 13 May 2004 <<												
Base Vol:	0	0	0	946	0	97	0	612	0	0	605	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	946	0	97	0	612	0	0	605	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI/Pending:	0	0	0	146	0	0	0	11	0	0	12	0
Initial Fut:	0	0	0	1092	0	97	0	623	0	0	617	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	1092	0	97	0	623	0	0	617	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1092	0	97	0	623	0	0	617	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	1092	0	97	0	623	0	0	617	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.85	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.80	0.00	0.20	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	0	4547	0	347	0	3800	0	0	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.24	0.00	0.28	0.00	0.16	0.00	0.00	0.16	0.00
Crit Moves:						****		****				
Green Time:	0.0	0.0	0.0	82.0	0.0	82.0	0.0	48.0	0.0	0.0	48.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.40	0.00	0.46	0.00	0.46	0.00	0.00	0.46	0.00
Delay/Veh:	0.0	0.0	0.0	14.2	0.0	15.0	0.0	34.3	0.0	0.0	34.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	14.2	0.0	15.0	0.0	34.3	0.0	0.0	34.2	0.0
HCM2kAvg:	0	0	0	8	0	11	0	10	0	0	10	0

BAREC 120 units + 163 Sr units
June 2004

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

Intersection #15: I-280 SB/Moorpark

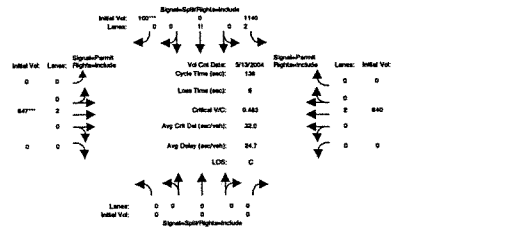


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	0		0		0	10		0		10	0		10		0	0		10		0
Volume Module: >> Count Date: 13 May 2004 <<																				
Base Vol:	0		0		0	946		0		97	0		605		0					
Growth Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00					
Initial Bse:	0		0		0	946		0		97	0		605		0					
Added Vol:	0		0		0	14		0		0	0		1		0					
ATI/Pending:	0		0		0	146		0		0	0		12		0					
Initial Fut:	0		0		0	1106		0		97	0		618		0					
User Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00					
PHF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00					
PHF Volume:	0		0		0	1106		0		97	0		618		0					
Reduct Vol:	0		0		0	0		0		0	0		0		0					
Reduced Vol:	0		0		0	1106		0		97	0		618		0					
PCE Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00					
MLF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00					
Final Vol.:	0		0		0	1106		0		97	0		618		0					
Saturation Flow Module:																				
Sat/Lane:	1900		1900		1900	1900		1900		1900	1900		1900		1900					
Adjustment:	0.92		1.00		0.92	0.85		1.00		0.92	0.92		1.00		0.92					
Lanes:	0.00		0.00		0.00	2.80		0.00		0.20	0.00		2.00		0.00					
Final Sat.:	0		0		0	4551		0		343	0		3800		0					
Capacity Analysis Module:																				
Vol/Sat:	0.00		0.00		0.00	0.24		0.00		0.28	0.00		0.16		0.00					
Crit Moves:										****			****							
Green Time:	0.0		0.0		0.0	82.2		0.0		82.2	0.0		47.8		0.0					
Volume/Cap:	0.00		0.00		0.00	0.40		0.00		0.47	0.00		0.47		0.00					
Delay/Veh:	0.0		0.0		0.0	14.2		0.0		15.0	0.0		34.5		0.0					
User DelAdj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00					
AdjDel/Veh:	0.0		0.0		0.0	14.2		0.0		15.0	0.0		34.5		0.0					
HCM2kAvg:	0		0		0	8		0		11	0		10		0					

BAREC 120 units + 163 Sr units
June 2004

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

Intersection #15: I-280 SB/Moorpark

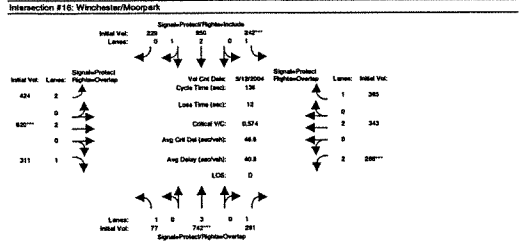


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	0		0		0	10		0		10	0		10		0	0		10		0
Volume Module: >> Count Date: 13 May 2004 <<																				
Base Vol:	0		0		0	946		0		97	0		612		0		0		605		0
Growth Adj:	1.04		1.04		1.04	1.04		1.04		1.04	1.04		1.04		1.04		1.04		1.04	
Initial Bse:	0		0		0	980		0		100	0		634		0		0		627		0
Added Vol:	0		0		0	14		0		0	0		2		0		0		1		0
ATI/Pending:	0		0		0	146		0		0	0		11		0		0		12		0
Initial Fut:	0		0		0	1140		0		100	0		647		0		0		640		0
User Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	
PHF Volume:	0		0		0	1140		0		100	0		647		0		0		640		0
Reduct Vol:	0		0		0	0		0		0	0		0		0		0		0		0
Reduced Vol:	0		0		0	1140		0		100	0		647		0		0		640		0
PCE Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	
Final Vol.:	0		0		0	1140		0		100	0		647		0		0		640		0
Saturation Flow Module:																				
Sat/Lane:	1900		1900		1900	1900		1900		1900	1900		1900		1900		1900		1900	
Adjustment:	0.92		1.00		0.92	0.85		1.00		0.92	0.92		1.00		0.92		0.92		1.00	
Lanes:	0.00		0.00		0.00	2.80		0.00		0.20	0.00		2.00		0.00		0.00		2.00	
Final Sat.:	0		0		0	4549		0		345	0		3800		0		0		3800	
Capacity Analysis Module:																				
Vol/Sat:	0.00		0.00		0.00	0.25		0.00		0.29	0.00		0.17		0.00		0.00		0.17	
Crit Moves:										****			****							
Green Time:	0.0		0.0		0.0	82.1		0.0		82.1	0.0		47.9		0.0		0.0		47.9	
Volume/Cap:	0.00		0.00		0.00	0.42		0.00		0.48	0.00		0.48		0.00		0.00		0.48	
Delay/Veh:	0.0		0.0		0.0	14.4		0.0		15.2	0.0		34.6		0.0		0.0		34.6	
User DelAdj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	0.0		0.0		0.0	14.4		0.0		15.2	0.0		34.6		0.0		0.0		34.6	
HCM2kAvg:	0		0		0	9		0		12	0		10		0		0		10	

BAREC 120 units + 163 Sr units
June 2004

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

Intersection #16: Winchester/Moorpark

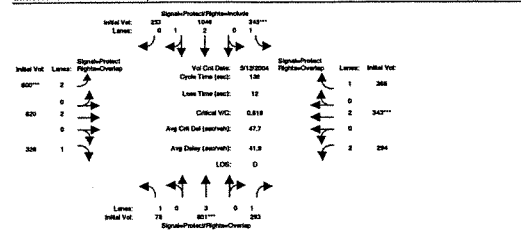


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	7		10		10	7		10		10	7		10		10	7		10		10
Volume Module: >> Count Date: 12 May 2004 <<																				
Base Vol:	77		742		291	242		950		229	424		620		311	288		343		365
Growth Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	77		742		291	242		950		229	424		620		311	288		343		365
Added Vol:	0		0		0	0		0		0	0		0		0	0		0		0
ATI/Pending:	0		0		0	0		0		0	0		0		0	0		0		0
Initial Fut:	77		742		291	242		950		229	424		620		311	288		343		365
User Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Volume:	77		742		291	242		950		229	424		620		311	288		343		365
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
Reduced Vol:	77		742		291	242		950		229	424		620		311	288		343		365
PCE Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
MLF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Final Vol.:	77		742		291	242		950		229	424		620		311	288		343		365
Saturation Flow Module:																				
Sat/Lane:	1900		1900		1900	1900		1900		1900	1900		1900		1900	1900		1900		1900
Adjustment:	0.92		1.00		0.92	0.92		0.99		0.95	0.83		1.00		0.92	0.83		1.00		0.92
Lanes:	1.00		3.00		1.00	1.00		2.40		0.60	2.00		2.00		1.00	2.00		2.00		1.00
Final Sat.:	1750		5700		1750	1750		4511		1087	3150		3800		1750	3150		3800		1750
Capacity Analysis Module:																				
Vol/Sat:	0.04		0.13		0.17	0.14		0.21		0.21	0.13		0.16		0.18	0.09		0.09		0.21
Crit Moves:			****			****							****			****				
Green Time:	7.0		30.9		52.5	32.8		56.6		56.6	36.1		38.7		45.7	21.7		24.2		57.0
Volume/Cap:	0.85		0.57		0.43	0.57		0.51		0.51	0.51		0.57		0.53	0.57		0.51		0.50
Delay/Veh:	114.8		47.4		31.2	47.4		29.5		29.5	42.9		42.4		37.4	54.5		51.1		29.5
User DelAdj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
AdjDel/Veh:	114.8		47.4		31.2	47.4		29.5		29.5	42.9		42.4		37.4	54.5		51.1		29.5
HCM2kAvg:	5		10		9	9		12		12	8		11		11	6		7		11

BAREC 120 units + 163 Sr units
June 2004

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

Intersection #16: Winchester/Moorpark

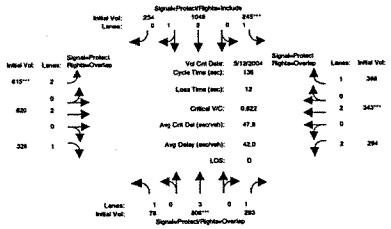


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	7		10		10	7		10		10	7		10		10	7		10		10
Volume Module: >> Count Date: 12 May 2004 <<																				
Base Vol:	77		742		291	242		950		229	424		620		311	288		343		365
Growth Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	77		742		291	242		950		229	424		620		311	288		343		365
Added Vol:	0		0		0	0		0		0	0		0		0	0		0		0
ATI/Pending:	1		59		2	3		96		24	176		0		15	6		0		3
Initial Fut:	78		801		293	245		1046		253	600		620		326	294		343		368
User Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Volume:	78		801		293	245		1046		253	600		620		326	294		343		368
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
Reduced Vol:	78		801		293	245		1046		253	600		620		326	294		343		368
PCE Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
MLF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Final Vol.:	78		801		293	245		1046		253	600		620		326	294		343		368
Saturation Flow Module:																				
Sat/Lane:	1900		1900		1900	1900		1900		1900	1900		1900		1900	1900		1900		1900
Adjustment:	0.92		1.00		0.92	0.92		0.99		0.95	0.83		1.00		0.92	0.83		1.00		0.92
Lanes:	1.00		3.00		1.00	1.00		2.39		0.61	2.00		2.00		1.00	2.00		2.00		1.00
Final Sat.:	1750		5700		1750	1750		4508		1090	3150		3800		1750	3150		3800		1750
Capacity Analysis Module:																				
Vol/Sat:	0.04		0.14		0.17	0.14		0.23		0.23	0.19		0.16		0.19	0.09		0.09		0.21
Crit Moves:			****			****					****							****		
Green Time:	7.0		31.0		53.6	30.9		55.0		55.0	42.1		39.5		46.5	22.6		19.9		50.9
Volume/Cap:	0.87		0.62		0.42	0.62		0.57		0.57	0.62		0.56		0.55	0.56		0.62		0.56
Delay/Veh:	117.7		48.0		30.4	50.1		31.8		31.8	41.2		41.6		37.3	53.6		56.5		34.9
User DelAdj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
AdjDel/Veh:	117.7		48.0		30.4	50.1		31.8		31.8	41.2		41.6		37.3	53.6		56.5		34.9
HCM2kAvg:	5		11		9	10		14		14	11		11		11	6		8		12

BAREC 120 units + 183 Sr units
June 2004

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

Intersection #16: Winchester/Moorpark

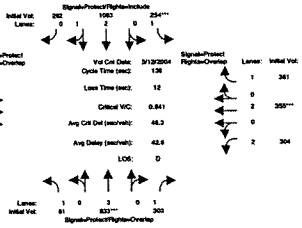


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	7		10		10	7		10		10	7		10		10	7		10		10
Volume Module: >> Count Date: 12 May 2004 <<																				
Base Vol:		77	742		291		242	950		229		424	620		311		288	343		365
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Initial Bse:		77	742		291		242	950		229		424	620		311		288	343		365
Added Vol:		0	5		0		0	3		1		15	0		0		0	0		0
ATI/Pending:		1	59		2		3	96		24		176	0		15		6	0		3
Initial Fut:		78	806		293		245	1049		254		615	620		326		294	343		368
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Volume:		78	806		293		245	1049		254		615	620		326		294	343		368
Reduct Vol:		0	0		0		0	0		0		0	0		0		0	0		0
Reduced Vol:		78	806		293		245	1049		254		615	620		326		294	343		368
PCE Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
MLF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Final Vol.:		78	806		293		245	1049		254		615	620		326		294	343		368
Saturation Flow Module:																				
Sat/Lane:	1900	1900		1900		1900	1900		1900		1900	1900		1900		1900	1900		1900	
Adjustment:	0.92	1.00		0.92		0.92	0.99		0.95		0.83	1.00		0.92		0.83	1.00		0.92	
Lanes:	1.00	3.00		1.00		1.00	2.39		0.61		2.00	2.00		1.00		2.00	2.00		1.00	
Final Sat.:	1750	5700		1750		1750	4507		1091		3150	3800		1750		3150	3800		1750	
Capacity Analysis Module:																				
Vol/Sat:	0.04	0.14		0.17		0.14	0.23		0.23		0.20	0.16		0.19		0.09	0.09		0.21	
Crit Moves:		****				****					****						****			
Green Time:	7.0	30.9		53.7		30.6	54.6		54.6		42.7	39.7		46.7		22.7	19.7		50.4	
Volume/Cap:	0.87	0.62		0.42		0.62	0.58		0.58		0.62	0.56		0.54		0.56	0.62		0.57	
Delay/Veh:	117.7	48.2		30.4		50.5	32.2		32.2		41.0	41.4		37.0		53.4	56.8		35.3	
User DelAdj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
AdjDel/Veh:	117.7	48.2		30.4		50.5	32.2		32.2		41.0	41.4		37.0		53.4	56.8		35.3	
HCM2kAvg:		5	11		9		10	14		14		11	11		11		6	8		12

BAREC 120 units + 183 Sr units
June 2004

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

Intersection #16: Winchester/Moorpark



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	7		10		10	7		10		10	7		10		10	7		10		10
Volume Module: >> Count Date: 12 May 2004 <<																				
Base Vol:		77	742		291		242	950		229		424	620		311		288	343		365
Growth Adj:	1.04	1.04		1.04		1.04	1.04		1.04		1.04	1.04		1.04		1.04	1.04		1.04	
Initial Bse:		80	769		301		251	984		237		439	642		322		298	355		378
Added Vol:		0	5		0		0	3		1		15	0		0		0	0		0
ATI/Pending:		1	59		2		3	96		24		176	0		15		6	0		3
Initial Fut:		81	833		303		254	1083		262		630	642		337		304	355		381
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Volume:		81	833		303		254	1083		262		630	642		337		304	355		381
Reduct Vol:		0	0		0		0	0		0		0	0		0		0	0		0
Reduced Vol:		81	833		303		254	1083		262		630	642		337		304	355		381
PCE Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
MLF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Final Vol.:		81	833		303		254	1083		262		630	642		337		304	355		381
Saturation Flow Module:																				
Sat/Lane:	1900	1900		1900		1900	1900		1900		1900	1900		1900		1900	1900		1900	
Adjustment:	0.92	1.00		0.92		0.92	0.99		0.95		0.83	1.00		0.92		0.83	1.00		0.92	
Lanes:	1.00	3.00		1.00		1.00	2.39		0.61		2.00	2.00		1.00		2.00	2.00		1.00	
Final Sat.:	1750	5700		1750		1750	4507		1091		3150	3800		1750		3150	3800		1750	
Capacity Analysis Module:																				
Vol/Sat:	0.05	0.15		0.17		0.14	0.24		0.24		0.20	0.17		0.19		0.10	0.09		0.22	
Crit Moves:		****				****					****						****			
Green Time:	7.0	31.0		53.6		30.7	54.7		54.7		42.4	39.6		46.6		22.6	19.8		50.6	
Volume/Cap:	0.90	0.64		0.44		0.64	0.60		0.60		0.64	0.58		0.56		0.58	0.64		0.59	
Delay/Veh:	126.2	48.6		30.6		51.2	32.4		32.4		41.7	41.9		37.6		53.9	57.3		35.7	
User DelAdj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
AdjDel/Veh:	126.2	48.6		30.6		51.2	32.4		32.4		41.7	41.9		37.6		53.9	57.3		35.7	
HCM2kAvg:		6	11		9		10	15		14		12	12		12		7	8		13

BAREC 120 SFD + 90 FDr
June 2004

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

Intersection		AM Existing				AM Bckgrnd				AM Project						AM Cumul			
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#1	Winchester/Newhall	B-	19.0	0.327	18.5	B-	19.3	0.379	18.8	B-	19.3	0.382	+ 0.003	18.9	+ 0.0	B-	19.4	0.394	19.0
#2	San Tomas/Pruneridge	D	41.8	0.856	44.3	D-	52.6	0.931	54.0	D-	53.0	0.934	+ 0.003	54.7	+ 0.7	E+	57.0	0.967	60.9
#3	Saratoga/Pruneridge	C	23.5	0.419	24.0	C	23.5	0.460	24.1	C	23.5	0.465	+ 0.004	24.1	+ 0.0	C	23.7	0.481	24.3
#4	Winchester/Hedding	C-	32.6	0.317	28.1	C-	34.9	0.612	28.5	D+	35.0	0.619	+ 0.007	28.7	+ 0.1	C-	33.9	0.641	29.2
#5	Bascom/Hedding	D+	35.3	0.623	31.9	D	50.9	0.912	50.9	D-	51.4	0.916	+ 0.004	51.4	+ 0.5	E+	55.6	0.948	57.0
#6	Winchester/Forest	B-	19.9	0.383	14.2	C+	20.0	0.403	17.5	C+	22.6	0.469	+ 0.067	22.1	+ 4.6	C+	22.6	0.483	22.1
#7	Bascom/Forest	D+	37.3	0.585	33.5	D+	38.1	0.592	34.1	D+	38.6	0.593	+ 0.001	34.1	+ 0.0	D	39.4	0.614	34.6
#8	Winchester/Dorcich	A	9.1	0.279	5.7	A	8.9	0.457	6.1	A	9.2	0.465	+ 0.008	6.3	+ 0.1	A	9.4	0.481	6.5
#9	Saratoga/Stevens Creek	C-	32.9	0.411	30.2	D+	36.6	0.585	33.8	D+	36.7	0.587	+ 0.002	33.8	+ 0.0	D+	38.1	0.622	35.0
#10	San Tomas/Stevens Creek	E+	56.5	0.949	60.3	F	86.7	1.096	106.7	F	87.5	1.099	+ 0.003	107.9	+ 1.2	F	95.9	1.141	122.5
#11	Winchester/Stevens Creek	C-	33.3	0.481	34.9	D	42.1	0.819	43.0	D	44.6	0.839	+ 0.020	44.9	+ 1.9	D	46.5	0.867	47.0
#12	Monroe/Stevens Creek	C	26.2	0.490	24.3	D+	36.3	0.623	32.5	D+	36.3	0.625	+ 0.002	32.5	+ 0.0	D+	36.5	0.643	33.2
#13	SB I-880/Stevens Creek	C+	20.2	0.500	20.2	C+	21.0	0.574	21.0	C+	21.0	0.577	+ 0.002	21.0	+ 0.0	C+	21.4	0.595	21.4
#14	Winchester/I-280 NB	B-	19.7	0.547	28.1	B-	18.2	0.680	29.0	B-	18.3	0.690	+ 0.010	29.6	+ 0.6	B-	18.6	0.711	30.3
#15	I-280 SB/Moorpark	B-	19.5	0.302	21.1	B-	19.6	0.311	22.0	B-	19.6	0.312	+ 0.001	22.1	+ 0.1	B-	19.7	0.323	22.2
#16	Winchester/Moorpark	D+	37.5	0.579	39.7	D+	38.5	0.629	40.5	D+	38.6	0.631	+ 0.002	40.5	+ 0.0	D+	36.0	0.656	37.4

BAREC 120 units + 90 SFD units
June 2004

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

Intersection		PM Existing LOS	PM Existing Avg Del (sec)	PM Existing Crit V/C	PM Existing Avg Crit Del (sec)	PM Bckgrnd LOS	PM Bckgrnd Avg Del (sec)	PM Bckgrnd Crit V/C	PM Bckgrnd Avg Crit Del (sec)	PM Project LOS	PM Project Avg Del (sec)	PM Project Crit V/C	PM Project Crit V/C Change	PM Project Avg Crit Del	PM Project Avg Crit Del Change	PM Cumul LOS	PM Cumul Avg Del (sec)	PM Cumul Crit V/C	PM Cumul Avg Crit Del (sec)
#1	Winchester/Newhall	B	17.8	0.465	18.4	B-	18.1	0.538	18.8	B-	18.3	0.547	+ 0.009	19.0	+ 0.3	B-	18.5	0.564	19.3
#2	San Tomas/Pruneridge	D	43.7	0.793	43.9	E	60.7	0.940	71.4	E	61.2	0.942	+ 0.003	72.2	+ 0.8	E	67.0	0.978	82.4
#3	Saratoga/Pruneridge	C	27.7	0.423	25.1	C	27.3	0.474	24.7	C	27.2	0.479	+ 0.005	24.6	- 0.0	C	27.0	0.499	25.0
#4	Winchester/Hedding	D+	36.7	0.510	38.4	D+	38.4	0.746	44.1	D	39.1	0.765	+ 0.019	45.2	+ 1.1	D	40.0	0.788	46.4
#5	Bascom/Hedding	D+	38.0	0.709	35.6	D	42.8	0.836	35.0	D	43.1	0.841	+ 0.004	35.5	+ 0.5	D	45.2	0.871	41.7
#6	Winchester/Forest	C+	21.5	0.482	26.3	C+	21.6	0.493	22.1	C	24.0	0.541	+ 0.048	23.4	+ 1.3	C	24.2	0.559	27.2
#7	Bascom/Forest	D	41.8	0.580	40.4	D	42.7	0.599	41.6	D	42.9	0.603	+ 0.005	42.0	+ 0.4	D	43.3	0.624	42.6
#8	Winchester/Dorcich	B	14.4	0.358	16.5	B	13.8	0.379	14.4	B	13.5	0.388	+ 0.009	14.1	- 0.3	B	13.6	0.384	14.2
#9	Saratoga/Stevens Creek	D+	35.1	0.539	40.5	D+	38.1	0.696	42.8	D+	38.1	0.699	+ 0.002	42.8	+ 0.0	D	39.7	0.757	45.0
#10	San Tomas/Stevens Creek	E	62.0	0.955	63.4	F	88.8	1.088	100.1	F	89.4	1.091	+ 0.003	101.6	+ 1.5	F	105.6	1.148	122.5
#11	Winchester/Stevens Creek	D	42.7	0.705	49.6	D	49.6	0.871	61.2	D	50.4	0.890	+ 0.019	63.4	+ 2.2	D-	52.5	0.920	67.4
#12	Monroe/Stevens Creek	D+	35.7	0.675	37.3	E	61.8	0.990	74.4	E	62.6	0.992	+ 0.002	74.8	+ 0.5	E	67.6	1.017	81.1
#13	SB I-880/Stevens Creek	C	24.7	0.589	24.7	C	28.8	0.719	28.8	C	29.0	0.727	+ 0.008	29.0	+ 0.2	C	29.6	0.748	29.6
#14	Winchester/I-280 NB	C	30.1	0.693	39.2	C-	34.8	0.857	44.3	C-	34.7	0.860	+ 0.003	44.4	+ 0.1	D+	36.1	0.887	46.5
#15	I-280 SB/Moorpark	C	24.2	0.430	29.7	C	24.5	0.464	31.7	C	24.5	0.469	+ 0.005	31.9	+ 0.2	C	24.7	0.484	32.1
#16	Winchester/Moorpark	D	40.8	0.574	46.8	D	41.9	0.616	47.7	D	42.1	0.624	+ 0.009	47.8	+ 0.1	D	42.6	0.644	48.3

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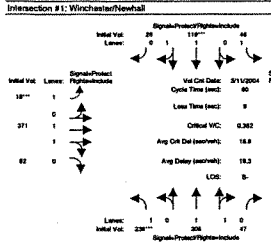
BAREC 120 SFD + 90 FD
June 2004

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

Intersection #1: Winchester/Newhall



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Min. Green:	7	10	10		7	10	10		7	10	10		7	10	10	
Volume Module: >> Count Date: 11 May 2004 <<																
Base Vol:	206	272	42		46	99	26		18	345	87		25	396	34	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	206	272	42		46	99	26		18	345	87		25	396	34	
Added Vol:	2	12	2		0	4	0		0	0	1		1	0	0	
ATI:	28	24	3		0	16	0		0	26	4		0	89	0	
Initial Fut:	236	308	47		46	119	26		18	371	92		26	485	34	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	236	308	47		46	119	26		18	371	92		26	485	34	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	236	308	47		46	119	26		18	371	92		26	485	34	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	236	308	47		46	119	26		18	371	92		26	485	34	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	0.98	0.95		0.92	0.98	0.95		0.92	0.98	0.95		0.92	0.98	0.95	
Lanes:	1.00	1.73	0.27		1.00	1.63	0.37		1.00	1.59	0.41		1.00	1.87	0.13	
Final Sat.:	1750	3210	490		1750	3036	663		1750	2964	735		1750	3457	242	
Capacity Analysis Module:																
Vol/Sat:	0.13	0.10	0.10		0.03	0.04	0.04		0.01	0.13	0.13		0.01	0.14	0.14	
Crit Moves:	****					****			****					****		
Green Time:	16.7	15.7	15.7		11.0	10.0	10.0		7.0	14.3	14.3		10.0	17.3	17.3	
Volume/Cap:	0.49	0.37	0.37		0.14	0.24	0.24		0.09	0.52	0.52		0.09	0.49	0.49	
Delay/Veh:	18.9	18.3	18.3		20.8	21.9	21.9		23.8	20.5	20.5		21.3	18.0	18.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	18.9	18.3	18.3		20.8	21.9	21.9		23.8	20.5	20.5		21.3	18.0	18.0	
HCM2kAvg:	4	3	3		1	1	1		0	4	4		0	5	4	

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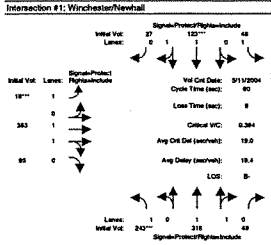
BAREC 120 SFD + 90 FD
June 2004

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

Intersection #1: Winchester/Newhall



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Min. Green:	7	10	10		7	10	10		7	10	10		7	10	10	
Volume Module: >> Count Date: 11 May 2004 <<																
Base Vol:	206	272	42		46	99	26		18	345	87		25	396	34	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	213	282	44		48	103	27		19	357	90		26	410	35	
Added Vol:	2	12	2		0	4	0		0	0	1		1	0	0	
ATI:	28	24	3		0	16	0		0	26	4		0	89	0	
Initial Fut:	243	318	49		48	123	27		19	383	95		27	499	35	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	243	318	49		48	123	27		19	383	95		27	499	35	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	243	318	49		48	123	27		19	383	95		27	499	35	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	243	318	49		48	123	27		19	383	95		27	499	35	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	0.98	0.95		0.92	0.98	0.95		0.92	0.98	0.95		0.92	0.98	0.95	
Lanes:	1.00	1.73	0.27		1.00	1.63	0.37		1.00	1.59	0.41		1.00	1.86	0.14	
Final Sat.:	1750	3210	490		1750	3033	667		1750	2964	735		1750	3456	244	
Capacity Analysis Module:																
Vol/Sat:	0.14	0.10	0.10		0.03	0.04	0.04		0.01	0.13	0.13		0.02	0.14	0.14	
Crit Moves:	****					****			****					****		
Green Time:	16.7	15.7	15.7		11.0	10.0	10.0		7.0	14.3	14.3		10.0	17.3	17.3	
Volume/Cap:	0.50	0.38	0.38		0.15	0.24	0.24		0.09	0.54	0.54		0.09	0.50	0.50	
Delay/Veh:	19.0	18.4	18.4		20.8	21.9	21.9		23.9	20.7	20.7		21.3	18.1	18.1	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	19.0	18.4	18.4		20.8	21.9	21.9		23.9	20.7	20.7		21.3	18.1	18.1	
HCM2kAvg:	4	3	3		1	1	1		0	5	5		0	5	5	

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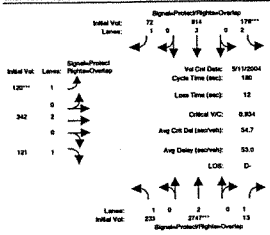
BAREC 120 SFD + 90 FDr
June 2004

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

Intersection #2: San Tomas/Pruneridge



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10

Volume Module: >> Count Date: 11 May 2004 <<

	NB L	NB T	NB R	SB L	SB T	SB R	EB L	EB T	EB R	WB L	WB T	WB R
Base Vol:	94	2558	13	171	814	72	120	315	76	3	394	199
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	94	2558	13	171	814	72	120	315	76	3	394	199
Added Vol:	0	2	0	2	0	0	0	2	0	0	7	6
ATI:	139	187	0	6	100	0	0	25	45	0	100	27
Initial Fut:	233	2747	13	179	914	72	120	342	121	3	501	232
User Adj:	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	233	2335	13	179	914	72	120	342	121	3	501	232
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	233	2335	13	179	914	72	120	342	121	3	501	232
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	233	2335	13	179	914	72	120	342	121	3	501	232

Saturation Flow Module:

	NB L	NB T	NB R	SB L	SB T	SB R	EB L	EB T	EB R	WB L	WB T	WB R
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	3150	5700	1750	1750	3800	1750	1750	3800	1750

Capacity Analysis Module:

	NB L	NB T	NB R	SB L	SB T	SB R	EB L	EB T	EB R	WB L	WB T	WB R
Vol/Sat:	0.13	0.61	0.01	0.06	0.16	0.04	0.07	0.09	0.07	0.00	0.13	0.13
Crit Moves:		****			****		****				****	
Green Time:	58.7	118	125.4	11.0	70.7	83.9	13.2	31.6	90.3	7.0	25.4	36.4
Volume/Cap:	0.41	0.93	0.01	0.93	0.41	0.09	0.93	0.51	0.14	0.04	0.93	0.66
Delay/Veh:	47.6	34.6	8.3	130.6	44.8	32.2	142.2	67.9	24.1	83.5	100	70.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.6	34.6	8.3	130.6	44.8	32.2	142.2	67.9	24.1	83.5	100	70.5
HCM2kAvg:	10	60	0	7	13	3	9	9	5	0	17	13

BAREC 120 SFD + 90 FDr
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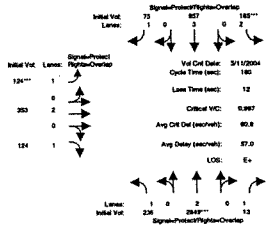
Intersection #2: San Tomas/Pruneridge



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10

Volume Module: >> Count Date: 11 May 2004 <<

	NB L	NB T	NB R	SB L	SB T	SB R	EB L	EB T	EB R	WB L	WB T	WB R
Base Vol:	94	2558	13	171	814	72	120	315	76	3	394	199
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	97	2650	13	177	843	75	124	326	79	3	408	206
Added Vol:	0	2	0	2	0	0	0	2	0	0	7	6
ATI:	139	197	0	6	114	0	0	25	45	0	100	27
Initial Fut:	236	2849	13	185	957	75	124	353	124	3	515	239
User Adj:	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	236	2422	13	185	957	75	124	353	124	3	515	239
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	236	2422	13	185	957	75	124	353	124	3	515	239
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	236	2422	13	185	957	75	124	353	124	3	515	239

Saturation Flow Module:

	NB L	NB T	NB R	SB L	SB T	SB R	EB L	EB T	EB R	WB L	WB T	WB R
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	3150	5700	1750	1750	3800	1750	1750	3800	1750

Capacity Analysis Module:

	NB L	NB T	NB R	SB L	SB T	SB R	EB L	EB T	EB R	WB L	WB T	WB R
Vol/Sat:	0.14	0.64	0.01	0.06	0.17	0.04	0.07	0.09	0.07	0.00	0.14	0.14
Crit Moves:		****		****			****				****	
Green Time:	57.7	119	125.6	10.9	71.8	85.0	13.2	31.5	89.2	7.0	25.2	36.2
Volume/Cap:	0.42	0.97	0.01	0.97	0.42	0.09	0.97	0.53	0.14	0.05	0.97	0.68
Delay/Veh:	48.5	40.2	8.3	139.7	44.5	31.7	152.1	68.4	24.7	83.6	108	71.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.5	40.2	8.3	139.7	44.5	31.7	152.1	68.4	24.7	83.6	108	71.9
HCM2kAvg:	10	67	0	8	14	3	10	10	5	0	18	14

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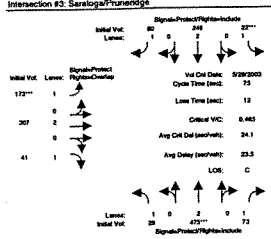
Intersection #3: Saratoga/Pruneridge



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10

Volume Module: >> Count Date: 29 May 2003 <<

	NB L	NB T	NB R	SB L	SB T	SB R	EB L	EB T	EB R	WB L	WB T	WB R
Base Vol:	29	474	73	22	249	80	173	271	41	102	397	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	474	73	22	249	80	173	271	41	102	397	32
Added Vol:	0	0	0	0	0	0	0	5	0	0	13	0
ATI:	0	1	0	0	0	0	0	31	0	0	127	0
Initial Fut:	29	475	73	22	249	80	173	307	41	102	537	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	29	475	73	22	249	80	173	307	41	102	537	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	475	73	22	249	80	173	307	41	102	537	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	29	475	73	22	249	80	173	307	41	102	537	32

Saturation Flow Module:

	NB L	NB T	NB R	SB L	SB T	SB R	EB L	EB T	EB R	WB L	WB T	WB R
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.88	0.12
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	1750	3492	208

Capacity Analysis Module:

	NB L	NB T	NB R	SB L	SB T	SB R	EB L	EB T	EB R	WB L	WB T	WB R
Vol/Sat:	0.02	0.13	0.04	0.01	0.07	0.05	0.10	0.08	0.02	0.06	0.15	0.15
Crit Moves:		****		****			****				****	
Green Time:	10.5	18.5	18.5	7.0	15.0	15.0	14.7	22.0	32.6	15.4	22.8	29.8
Volume/Cap:	0.12	0.51	0.17	0.13	0.33	0.23	0.51	0.27	0.05	0.28	0.51	0.39
Delay/Veh:	28.4	24.7	22.4	31.6	25.9	25.5	28.2	20.5	12.3	25.6	21.8	16.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.4	24.7	22.4	31.6	25.9	25.5	28.2	20.5	12.3	25.6	21.8	16.3
HCM2kAvg:	1	5	1	1	3	2	4	3	1	2	6	5

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2000 HCM Operations (Future Volume Alternative)
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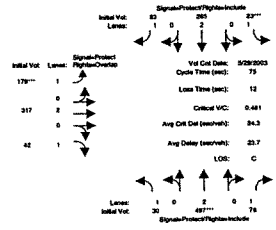
Intersection #3: Saratoga/Pruneridge



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10

Volume Module: >> Count Date: 29 May 2003 <<

	NB L	NB T	NB R	SB L	SB T	SB R	EB L	EB T	EB R	WB L	WB T	WB R
Base Vol:	29	474	73	22	249	80	173	271	41	102	397	32
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	30	491	76	23	258	83	179	281	42	106	411	33
Added Vol:	0	0	0	0	0	0	0	5	0	0	13	0
ATI:	0	6	0	0	7	0	0	31	0	0	127	0
Initial Fut:	30	497	76	23	265	83	179	317	42	106	551	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	497	76	23	265	83	179	317	42	106	551	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	497	76	23	265	83	179	317	42	106	551	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	30	497	76	23	265	83	179	317	42	106	551	33

Saturation Flow Module:

	NB L	NB T	NB R	SB L	SB T	SB R	EB L	EB T	EB R	WB L	WB T	WB R
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.88	0.12
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	1750	3490	210

Capacity Analysis Module:

	NB L	NB T	NB R	SB L	SB T	SB R	EB L	EB T	EB R	WB L	WB T	WB R
Vol/Sat:	0.02	0.13	0.04	0.01	0.07	0.05	0.10	0.08	0.02	0.06	0.16	0.16
Crit Moves:		****		****			****				****	
Green Time:	10.6	18.7	18.7	7.0	15.1	15.1	14.7	21.9	32.5	15.3	22.6	29.6
Volume/Cap:	0.12	0.52	0.17	0.14	0.35	0.23	0.52	0.29	0.06	0.30	0.52	0.40
Delay/Veh:	28.4	24.8	22.3	31.6	26.0	25.4	28.5	20.6	12.4	25.7	22.2	16.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.4	24.8	22.3	31.6	26.0	25.4	28.5	20.6	12.4	25.7	22.2	16.5
HCM2kAvg:	1	6	1	1	3	2	4	3	1	2	6	5

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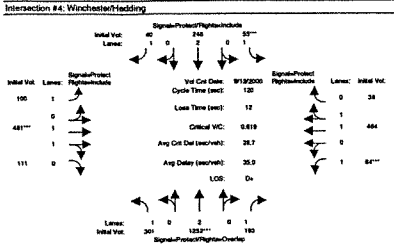
Intersection #4: Winchester/Hedding



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Min. Green:	7	10		10	7	10		10	7	10		10	7	10		10
Volume Module: >> Count Date: 12 Sep 2000 <<																
Base Vol:	261	1191		180	55	222		40	98	450		99	60	338		32
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	261	1191		180	55	222		40	98	450		99	60	338		32
Added Vol:	13	17		12	0	6		0	0	0		3	2	0		0
ATI:	27	44		1	0	20		0	2	31		9	2	126		6
Initial Fut:	301	1252		193	55	248		40	100	481		111	64	464		38
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	301	1252		193	55	248		40	100	481		111	64	464		38
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	301	1252		193	55	248		40	100	481		111	64	464		38
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Final Vol.:	301	1252		193	55	248		40	100	481		111	64	464		38
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.92	1.00		0.92	0.92	1.00		0.92	0.92	0.98		0.95	0.92	0.98		0.95
Lanes:	1.00	2.00		1.00	1.00	2.00		1.00	1.00	1.61		0.39	1.00	1.84		0.16
Final Sat.:	1750	3800		1750	1750	3800		1750	1750	3006		694	1750	3420		280
Capacity Analysis Module:																
Vol/Sat:	0.17	0.33		0.11	0.03	0.07		0.02	0.06	0.16		0.16	0.04	0.14		0.14
Crit Moves:		****				****				****				****		
Green Time:	60.3	63.3		70.3	7.0	10.0		10.0	7.0	30.7		30.7	7.0	30.7		30.7
Volume/Cap:	0.34	0.63		0.19	0.54	0.78		0.27	0.98	0.63		0.63	0.63	0.53		0.53
Delay/Veh:	18.2	20.6		11.7	60.6	65.9		52.6	138.7	40.9		40.9	66.7	39.0		39.0
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:	18.2	20.6		11.7	60.6	65.9		52.6	138.7	40.9		40.9	66.7	39.0		39.0
HCM2kAvg:	7	16		3	3	6		2	7	10		10	3	8		8

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2000 HCM Operations (Future Volume Alternative)
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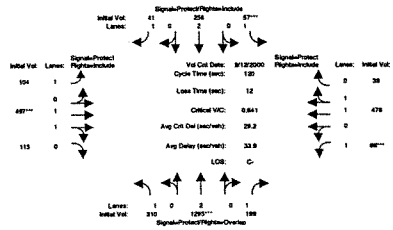
Intersection #4: Winchester/Hedding



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Min. Green:	7	10		10	7	10		10	7	10		10	7	10		10
Volume Module: >> Count Date: 12 Sep 2000 <<																
Base Vol:	261	1191		180	55	222		40	98	450		99	60	338		32
Growth Adj:	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04
Initial Bse:	270	1234		186	57	230		41	102	466		103	62	350		33
Added Vol:	13	17		12	0	6		0	0	0		3	2	0		0
ATI:	27	44		1	0	20		0	2	31		9	2	126		6
Initial Fut:	310	1295		199	57	256		41	104	497		115	66	476		39
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	310	1295		199	57	256		41	104	497		115	66	476		39
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	310	1295		199	57	256		41	104	497		115	66	476		39
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Final Vol.:	310	1295		199	57	256		41	104	497		115	66	476		39
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.92	1.00		0.92	0.92	1.00		0.92	0.92	0.98		0.95	0.92	0.98		0.95
Lanes:	1.00	2.00		1.00	1.00	2.00		1.00	1.00	1.62		0.38	1.00	1.84		0.16
Final Sat.:	1750	3800		1750	1750	3800		1750	1750	3007		693	1750	3419		281
Capacity Analysis Module:																
Vol/Sat:	0.18	0.34		0.11	0.03	0.07		0.02	0.06	0.17		0.17	0.04	0.14		0.14
Crit Moves:		****				****				****				****		
Green Time:	60.3	63.3		70.3	7.0	10.0		10.0	11.2	30.7		30.7	7.0	26.5		26.5
Volume/Cap:	0.35	0.65		0.19	0.56	0.81		0.28	0.63	0.65		0.65	0.65	0.63		0.63
Delay/Veh:	18.3	21.1		11.7	61.7	68.3		52.7	60.1	41.4		41.4	68.7	43.9		43.9
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:	18.3	21.1		11.7	61.7	68.3		52.7	60.1	41.4		41.4	68.7	43.9		43.9
HCM2kAvg:	7	17		3	3	7		2	5	11		11	4	9		9

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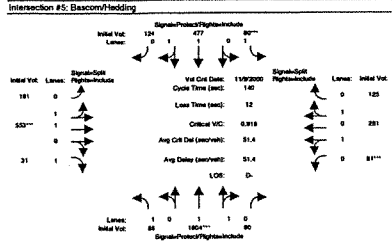
Intersection #5: Bascom/Hedding



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Min. Green:	7	10		10	7	10		10	10	10		10	10	10		10
Volume Module: >> Count Date: 9 Nov 2000 <<																
Base Vol:	88	1598		89	80	461		123	172	551		31	76	280		125
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	88	1598		89	80	461		123	172	551		31	76	280		125
Added Vol:	0	0		0	0	0		1	9	2		0	0	1		0
ATI:	0	6		1	0	16		0	0	0		0	5	0		0
Initial Fut:	88	1604		90	80	477		124	181	553		31	81	281		125
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	88	1604		90	80	477		124	181	553		31	81	281		125
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	88	1604		90	80	477		124	181	553		31	81	281		125
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Final Vol.:	88	1604		90	80	477		124	181	553		31	81	281		125
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.92	0.98		0.95	0.92	0.98		0.95	0.95	0.98		0.92	0.95	0.95		0.95
Lanes:	1.00	1.89		0.11	1.00	1.58		0.42	0.51	1.49		1.00	0.33	1.16		0.51
Final Sat.:	1750	3503		197	1750	2936		763	912	2787		1750	599	2077		924
Capacity Analysis Module:																
Vol/Sat:	0.05	0.46		0.46	0.05	0.16		0.16	0.20	0.20		0.02	0.14	0.14		0.14
Crit Moves:		****			****					****			****			
Green Time:	18.2	70.0		70.0	7.0	58.8		58.8	30.3	30.3		30.3	20.7	20.7		20.7
Volume/Cap:	0.39	0.92		0.92	0.91	0.39		0.39	0.92	0.92		0.08	0.92	0.92		0.92
Delay/Veh:	56.9	39.9		39.9	134.5	28.3		28.3	68.7	68.7		43.8	79.4	79.4		79.4
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:	56.9	39.9		39.9	134.5	28.3		28.3	68.7	68.7		43.8	79.4	79.4		79.4
HCM2kAvg:	4	37		36	6	9		9	19	19		1	14	14		14

BAREC 120 SFD + 90 FD
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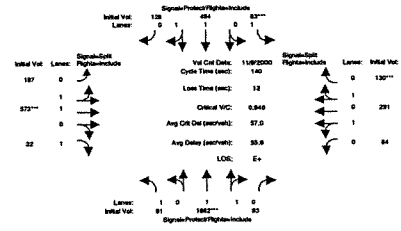
Intersection #5: Bascom/Hedding



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Min. Green:	7	10		10	7	10		10	10	10		10	10	10		10
Volume Module: >> Count Date: 9 Nov 2000 <<																
Base Vol:	88	1598		89	80	461		123	172	551		31	76	280		125
Growth Adj:	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04
Initial Bse:	91	1656		92	83	478		127	178	571		32	79	290		130
Added Vol:	0	0		0	0	0		1	9	2		0	0	1		0
ATI:	0	6		1	0	16		0	0	0		0	5	0		0
Initial Fut:	91	1662		93	83	494		128	187	573		32	84	291		130
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	91	1662		93	83	494		128	187	573		32	84	291		130
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	91	1662		93	83	494		128	187	573		32	84	291		130
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Final Vol.:	91	1662		93	83	494		128	187	573		32	84	291		130
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.92	0.98		0.95	0.92	0.98		0.95	0.95	0.98		0.92	0.95	0.95		0.95
Lanes:	1.00	1.89		0.11	1.00	1.58		0.42	0.51	1.49		1.00	0.33	1.16		0.51
Final Sat.:	1750	3503		197	1750	2935		764	911	2788		1750	598	2078		924
Capacity Analysis Module:																
Vol/Sat:	0.05	0.47		0.47	0.05	0.17		0.17	0.21	0.21		0.02	0.14	0.14		0.14
Crit Moves:		****			****					****			****			
Green Time:	18.2	70.0		70.0	7.0	58.8		58.8	30.3	30.3		30.3	20.7	20.7		20.7
Volume/Cap:	0.40	0.95		0.95	0.95	0.40		0.40	0.95	0.95		0.08	0.95	0.95		0.95
Delay/Veh:	57.0	44.4		44.4	144.8	28.5		28.5	74.3	74.3		43.9	85.8	85.8		85.8
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:	57.0	44.4		44.4	144.8	28.5		28.5	74.3	74.3		43.9	85.8	85.8		85.8
HCM2kAvg:	4	40		39	6	9		9	20	20		1	15	15		15

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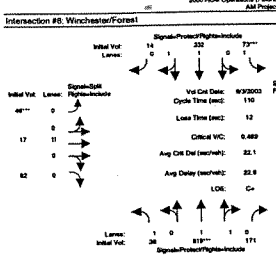
Intersection #8: Winchester/Forest



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Volume Module: >> Count Date: 3 Jun 2003 <<												
Base Vol:	14	776	164	67	311	3	4	5	34	86	1	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	776	164	67	311	3	4	5	34	86	1	130
Added Vol:	22	0	0	0	4	11	42	12	48	1	3	0
ATI:	0	43	7	6	17	0	0	0	0	1	0	1
Initial Fut:	36	819	171	73	332	14	46	17	82	88	4	131
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	36	819	171	73	332	14	46	17	82	88	4	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	819	171	73	332	14	46	17	82	88	4	131
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	36	819	171	73	332	14	46	17	82	88	4	131
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.97	0.95	0.92	0.92	0.92	0.93	0.95	0.92
Lanes:	1.00	1.65	0.35	1.00	1.92	0.08	0.32	0.12	0.56	1.91	0.09	1.00
Final Sat.:	1750	3060	639	1750	3550	150	555	205	990	3396	154	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.27	0.27	0.04	0.09	0.09	0.08	0.08	0.08	0.03	0.03	0.07
Crit Moves:		****		****			****			****		
Green Time:	7.0	60.0	60.0	9.4	62.4	62.4	18.6	18.6	18.6	10.0	10.0	19.4
Volume/Cap:	0.32	0.49	0.49	0.49	0.16	0.16	0.49	0.49	0.49	0.29	0.29	0.43
Delay/Veh:	50.9	15.7	15.7	50.6	11.4	11.4	42.7	42.7	42.7	47.2	47.2	41.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.9	15.7	15.7	50.6	11.4	11.4	42.7	42.7	42.7	47.2	47.2	41.3
HCM2kAvg:	2	10	10	3	3	3	5	5	5	2	2	4

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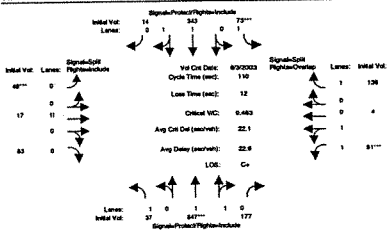
Intersection #8: Winchester/Forest



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Volume Module: >> Count Date: 3 Jun 2003 <<												
Base Vol:	14	776	164	67	311	3	4	5	34	86	1	130
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	15	804	170	69	322	3	4	5	35	89	1	135
Added Vol:	22	0	0	0	4	11	42	12	48	1	3	0
ATI:	0	43	7	6	17	0	0	0	0	1	0	1
Initial Fut:	37	847	177	75	343	14	46	17	83	91	4	136
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	37	847	177	75	343	14	46	17	83	91	4	136
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	847	177	75	343	14	46	17	83	91	4	136
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	37	847	177	75	343	14	46	17	83	91	4	136
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.97	0.95	0.92	0.92	0.92	0.93	0.95	0.92
Lanes:	1.00	1.64	0.36	1.00	1.92	0.08	0.31	0.12	0.57	1.92	0.08	1.00
Final Sat.:	1750	3060	639	1750	3554	146	551	205	994	3399	151	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.28	0.28	0.04	0.10	0.10	0.08	0.08	0.08	0.03	0.03	0.08
Crit Moves:		****		****			****			****		
Green Time:	7.0	60.3	60.3	9.4	62.7	62.7	18.3	18.3	18.3	10.0	10.0	19.4
Volume/Cap:	0.33	0.50	0.50	0.50	0.17	0.17	0.50	0.50	0.50	0.29	0.29	0.44
Delay/Veh:	51.0	15.7	15.7	50.8	11.3	11.3	43.2	43.2	43.2	47.2	47.2	41.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.0	15.7	15.7	50.8	11.3	11.3	43.2	43.2	43.2	47.2	47.2	41.5
HCM2kAvg:	2	11	11	3	3	3	5	5	5	2	2	4

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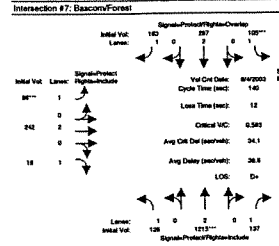
Intersection #7: Bascom/Forest



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 4 Jun 2003 <<												
Base Vol:	109	1214	136	105	286	141	79	234	8	120	420	91
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	109	1214	136	105	286	141	79	234	8	120	420	91
Added Vol:	2	0	0	0	0	0	0	5	5	0	2	0
ATI:	15	1	1	0	1	22	7	3	5	2	8	0
Initial Fut:	126	1215	137	105	287	163	86	242	18	122	430	91
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	126	1215	137	105	287	163	86	242	18	122	430	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	1215	137	105	287	163	86	242	18	122	430	91
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	126	1215	137	105	287	163	86	242	18	122	430	91
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.32	0.08	0.06	0.08	0.09	0.05	0.06	0.01	0.07	0.11	0.05
Crit Moves:		****		****			****				****	
Green Time:	43.8	75.5	75.5	14.2	45.9	57.5	11.6	10.0	10.0	28.3	26.7	40.9
Volume/Cap:	0.23	0.59	0.15	0.59	0.23	0.23	0.59	0.89	0.14	0.34	0.59	0.18
Delay/Veh:	35.9	22.3	16.2	65.5	34.3	27.0	68.4	92.9	61.5	48.5	53.0	37.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.9	22.3	16.2	65.5	34.3	27.0	68.4	92.9	61.5	48.5	53.0	37.2
HCM2kAvg:	4	17	3	5	4	4	4	8	1	5	9	3

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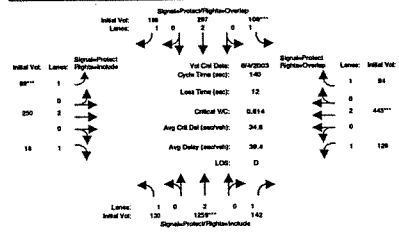
Intersection #7: Bascom/Forest



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 4 Jun 2003 <<												
Base Vol:	109	1214	136	105	286	141	79	234	8	120	420	91
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	113	1258	141	109	296	146	82	242	8	124	435	94
Added Vol:	2	0	0	0	0	0	0	5	5	0	2	0
ATI:	15	1	1	0	1	22	7	3	5	2	8	0
Initial Fut:	130	1259	142	109	297	168	89	250	18	126	445	94
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	130	1259	142	109	297	168	89	250	18	126	445	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	1259	142	109	297	168	89	250	18	126	445	94
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	130	1259	142	109	297	168	89	250	18	126	445	94
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.33	0.08	0.06	0.08	0.10	0.05	0.07	0.01	0.07	0.12	0.05
Crit Moves:		****		****			****				****	
Green Time:	43.7	75.5	75.5	14.2	46.0	57.6	11.6	10.0	10.0	28.3	26.7	40.9
Volume/Cap:	0.24	0.61	0.15	0.61	0.24	0.33	0.61	0.92	0.15	0.36	0.61	0.18
Delay/Veh:	36.0	22.8	16.2	66.6	34.3	27.0	69.7	99.3	61.5	48.7	53.5	37.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.0	22.8	16.2	66.6	34.3	27.0	69.7	99.3	61.5	48.7	53.5	37.3
HCM2kAvg:	4	18	3	5	5	5	5	8	1	5	9	3

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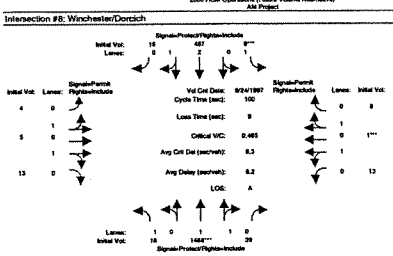
AM Project

Intersection #8: Winchester/Dorcich



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7	10	10		7	10	10		10	10	10		10	10	10	
Volume Module: >> Count Date: 24 Jun 1997 <<																
Base Vol:	18	1423	39		7	409	11		4	5	13		13	1	8	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	18	1423	39		7	409	11		4	5	13		13	1	8	
Added Vol:	0	22	0		2	61	7		0	0	0		0	0	0	
ATI:	0	43	0		0	17	0		0	0	0		0	0	0	
Initial Fut:	18	1488	39		9	487	18		4	5	13		13	1	8	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	18	1488	39		9	487	18		4	5	13		13	1	8	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	18	1488	39		9	487	18		4	5	13		13	1	8	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	18	1488	39		9	487	18		4	5	13		13	1	8	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	0.97	0.95		0.92	0.98	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
Lanes:	1.00	1.95	0.05		1.00	2.89	0.11		0.44	0.56	1.00		1.00	0.11	0.89	
Final Sat.:	1750	3605	94		1750	5400	200		800	1000	1800		1800	200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.41	0.41		0.01	0.09	0.09		0.01	0.01	0.01		0.01	0.01	0.01	
Crit Moves:		****			****									****		
Green Time:	33.4	74.0	74.0		7.0	47.6	47.6		10.0	10.0	10.0		10.0	10.0	10.0	
Volume/Cap:	0.03	0.56	0.56		0.07	0.19	0.19		0.05	0.05	0.07		0.07	0.05	0.05	
Delay/Veh:	22.5	6.0	6.0		43.7	15.1	15.1		40.8	40.8	40.9		40.9	40.8	40.8	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	22.5	6.0	6.0		43.7	15.1	15.1		40.8	40.8	40.9		40.9	40.8	40.8	
HCM2kAvg:	0	11	10		0	3	3		0	0	0		0	0	0	

BAREC 120 SFD + 90 FDr
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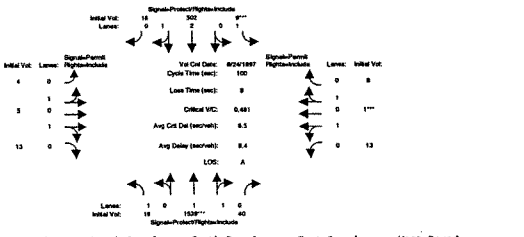
AM Correct

Intersection #8: Winchester/Dorcich



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7	10	10		7	10	10		10	10	10		10	10	10	
Volume Module: >> Count Date: 24 Jun 1997 <<																
Base Vol:	18	1423	39		7	409	11		4	5	13		13	1	8	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	19	1474	40		7	424	11		4	5	13		13	1	8	
Added Vol:	0	22	0		2	61	7		0	0	0		0	0	0	
ATI:	0	43	0		0	17	0		0	0	0		0	0	0	
Initial Fut:	19	1539	40		9	502	18		4	5	13		13	1	8	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	19	1539	40		9	502	18		4	5	13		13	1	8	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	19	1539	40		9	502	18		4	5	13		13	1	8	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	19	1539	40		9	502	18		4	5	13		13	1	8	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	0.97	0.95		0.92	0.98	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
Lanes:	1.00	1.95	0.05		1.00	2.89	0.11		0.44	0.56	1.00		1.00	0.11	0.89	
Final Sat.:	1750	3605	55		1750	5402	198		800	1000	1800		1800	200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.43	0.43		0.01	0.09	0.09		0.01	0.01	0.01		0.01	0.01	0.01	
Crit Moves:		****			****									****		
Green Time:	33.4	74.0	74.0		7.0	47.6	47.6		10.0	10.0	10.0		10.0	10.0	10.0	
Volume/Cap:	0.03	0.58	0.58		0.08	0.19	0.19		0.05	0.05	0.07		0.07	0.05	0.05	
Delay/Veh:	22.5	6.2	6.2		43.7	15.1	15.1		40.8	40.8	40.9		40.9	40.8	40.8	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	22.5	6.2	6.2		43.7	15.1	15.1		40.8	40.8	40.9		40.9	40.8	40.8	
HCM2kAvg:	0	11	11		0	3	3		0	0	0		0	0	0	

BAREC 120 SFD + 90 FDr
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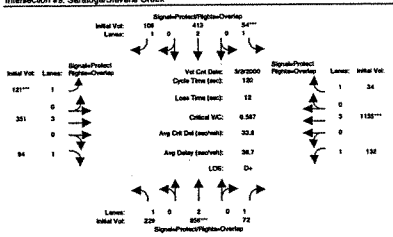
2000 HCM Operations (Future Volume Alternative)
AM Project

Intersection #9: Saratoga/Stevens Creek



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7	10	10		7	10	10		7	10	10		7	10	10	
Volume Module: >> Count Date: 2 May 2000 <<																
Base Vol:	229	846	72		54	405	106		121	327	94		132	1067	34	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	229	846	72		54	405	106		121	327	94		132	1067	34	
Added Vol:	0	0	0		0	0	0		0	3	0		0	10	0	
ATI:	0	10	0		0	8	0		0	21	0		0	78	0	
Initial Fut:	229	856	72		54	413	106		121	351	94		132	1155	34	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	229	856	72		54	413	106		121	351	94		132	1155	34	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	229	856	72		54	413	106		121	351	94		132	1155	34	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	229	856	72		54	413	106		121	351	94		132	1155	34	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.92		0.92	1.00	0.92		0.92	1.00	0.92		0.92	1.00	0.92	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	3.00	1.00		1.00	3.00	1.00	
Final Sat.:	1750	3800	1750		1750	3800	1750		1750	5700	1750		1750	5700	1750	
Capacity Analysis Module:																
Vol/Sat:	0.13	0.23	0.04		0.03	0.11	0.06		0.07	0.06	0.05		0.08	0.20	0.02	
Crit Moves:		****			****				****					****		
Green Time:	28.8	45.8	91.0		7.0	23.9	38.0		14.1	10.0	38.8		45.2	41.2	48.2	
Volume/Cap:	0.54	0.59	0.05		0.53	0.54	0.19		0.59	0.74	0.17		0.20	0.59	0.05	
Delay/Veh:	41.3	30.3	3.7		60.0	44.0	30.0		54.8	59.8	29.2		25.3	33.0	21.9	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	41.3	30.3	3.7		60.0	44.0	30.0		54.8	59.8	29.2		25.3	33.0	21.9	
HCM2kAvg:	8	13	1		3	7	3		5	6	2		3	12	1	

BAREC 120 SFD + 90 FDr
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Level Of Service Computation Report
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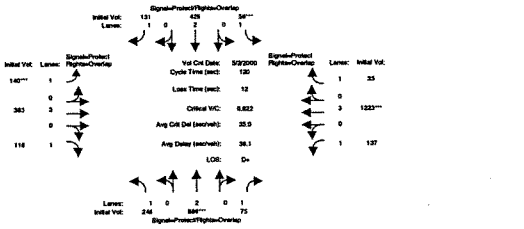
AM Correct

Intersection #9: Saratoga/Stevens Creek



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7	10	10		7	10	10		7	10	10		7	10	10	
Volume Module: >> Count Date: 2 May 2000 <<																
Base Vol:	229	846	72		54	405	106		121	327	94		132	1067	34	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	237	876	75		56	420	110		125	339	97		137	1105	35	
Added Vol:	0	0	0		0	0	0		0	3	0		0	10	0	
ATI:	11	10	0		0	8	21		15	41	19		0	108	0	
Initial Fut:	248	886	75		56	428	131		140	383	116		137	1223	35	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	248	886	75		56	428	131		140	383	116		137	1223	35	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	248	886	75		56	428	131		140	383	116		137	1223	35	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	248	886	75		56	428	131		140	383	116		137	1223	35	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.92		0.92	1.00	0.92		0.92	1.00	0.92		0.92	1.00	0.92	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	3.00	1.00		1.00	3.00	1.00	
Final Sat.:	1750	3800	1750		1750	3800	1750		1750	5700	1750		1750	5700	1750	
Capacity Analysis Module:																
Vol/Sat:	0.14	0.23	0.04		0.03	0.11	0.07		0.08	0.07	0.07		0.08	0.21	0.02	
Crit Moves:		****			****				****					****		
Green Time:	28.8	44.6	91.0		7.0	22.8	38.2		15.3	10.0	38.8		46.4	41.0	48.0	
Volume/Cap:	0.59	0.63	0.06		0.55	0.59	0.24		0.63	0.81	0.21		0.20	0.63	0.05	
Delay/Veh:	42.6	31.8	3.7		61.1	45.6	30.4		55.2	63.8	29.6		24.6	33.7	22.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	42.6	31.8	3.7		61.1	45.6	30.4		55.2	63.8	29.6		24.6	33.7	22.0	
HCM2kAvg:	9	14	1		3	8	4		6	7	3		3	13	1	

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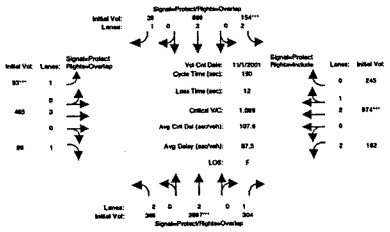
AM Project

Intersection #10: San Tomas/Stevens Creek



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 1 Nov 2001 <<												
Base Vol:	344	2396	303	139	585	39	93	443	82	161	906	201
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	344	2396	303	139	585	39	93	443	82	161	906	201
Added Vol:	0	0	1	0	0	0	0	4	0	1	12	2
ATI:	22	301	0	15	101	0	0	18	4	0	56	42
Initial Fut:	366	2697	304	154	686	39	93	465	86	162	974	245
User Adj:	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	366	2292	304	154	686	39	93	465	86	162	974	245
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	366	2292	304	154	686	39	93	465	86	162	974	245
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	366	2292	304	154	686	39	93	465	86	162	974	245
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.85	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	0.99	0.95
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00	2.00	2.37	0.63
Final Sat.:	3150	3230	1750	3150	5700	1750	1750	5700	1750	3150	4473	1125
Capacity Analysis Module:												
Vol/Sat:	0.12	0.71	0.17	0.05	0.12	0.02	0.05	0.08	0.05	0.05	0.22	0.22
Crit Moves:		****			****			****			****	
Green Time:	64.4	123	140.8	8.5	66.7	75.9	9.2	28.7	93.2	18.1	37.6	37.6
Volume/Cap:	0.34	1.10	0.23	1.10	0.34	0.06	1.10	0.54	0.10	0.54	1.10	1.10
Delay/Veh:	47.1	86.3	7.8	195.8	42.9	31.4	217.6	75.2	26.0	83.9	134	134.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.1	86.3	7.8	195.8	42.9	31.4	217.6	75.2	26.0	83.9	134	134.5
HCM2kAvg:	8	81	5	8	8	1	9	9	4	5	31	30

BAREC 120 SFD + 90 FD
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Level Of Service Computation Report
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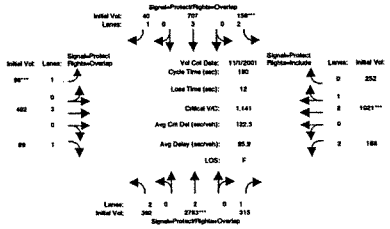
AM Cumul

Intersection #10: San Tomas/Stevens Creek



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 1 Nov 2001 <<												
Base Vol:	344	2396	303	139	585	39	93	443	82	161	906	201
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	356	2492	314	144	606	40	96	459	85	167	939	208
Added Vol:	0	0	1	0	0	0	0	4	0	1	12	2
ATI:	36	301	0	15	101	0	0	29	14	0	70	42
Initial Fut:	392	2783	315	159	707	40	96	492	99	168	1021	252
User Adj:	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	392	2366	315	159	707	40	96	492	99	168	1021	252
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	392	2366	315	159	707	40	96	492	99	168	1021	252
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	392	2366	315	159	707	40	96	492	99	168	1021	252
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.85	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	0.99	0.95
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00	2.00	2.38	0.62
Final Sat.:	3150	3230	1750	3150	5700	1750	1750	5700	1750	3150	4489	1109
Capacity Analysis Module:												
Vol/Sat:	0.12	0.73	0.18	0.05	0.12	0.02	0.06	0.09	0.06	0.05	0.23	0.23
Crit Moves:		****		****			****				****	
Green Time:	65.3	122	139.9	8.4	65.0	74.2	9.2	29.1	94.4	17.9	37.8	37.8
Volume/Cap:	0.36	1.14	0.24	1.14	0.36	0.06	1.14	0.56	0.11	0.56	1.14	1.14
Delay/Veh:	44.5	102	7.7	205.3	42.4	31.0	226.9	71.5	24.2	80.5	147	146.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.5	102	7.7	205.3	42.4	31.0	226.9	71.5	24.2	80.5	147	146.8
HCM2kAvg:	8	84	5	8	8	1	9	9	4	5	33	31

BAREC 120 SFD + 90 FD
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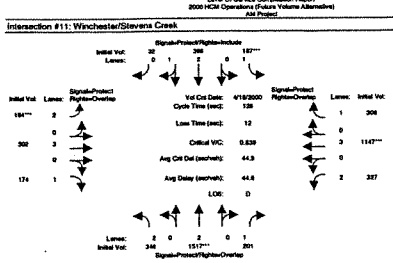
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM Project

Intersection #11: Winchester/Stevens Creek



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 18 Apr 2000 <<												
Base Vol:	273	1431	189	150	327	21	149	488	142	318	1117	288
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	273	1431	189	150	327	21	149	488	142	318	1117	288
Added Vol:	0	8	0	27	26	8	2	0	0	0	0	11
ATI:	75	78	12	10	43	3	13	14	32	9	30	9
Initial Fut:	348	1517	201	187	396	32	164	502	174	327	1147	308
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	348	1517	201	187	396	32	164	502	174	327	1147	308
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	348	1517	201	187	396	32	164	502	174	327	1147	308
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	348	1517	201	187	396	32	164	502	174	327	1147	308
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	2.77	0.23	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	1750	5181	419	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.40	0.11	0.11	0.08	0.08	0.05	0.09	0.10	0.10	0.20	0.18
Crit Moves:		****		****			****				****	
Green Time:	66.0	59.9	80.5	16.0	10.0	10.0	7.8	17.5	83.4	20.6	30.2	46.3
Volume/Cap:	0.21	0.84	0.18	0.84	0.96	0.96	0.84	0.64	0.15	0.64	0.84	0.48
Delay/Veh:	16.1	32.5	9.4	77.3	91.0	91.0	84.7	53.0	8.0	51.8	50.4	31.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.1	32.5	9.4	77.3	91.0	91.0	84.7	53.0	8.0	51.8	50.4	31.2
HCM2kAvg:	4	27	3	9	9	9	5	7	2	7	16	9

BAREC 120 SFD + 90 FD
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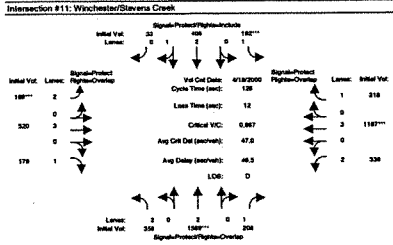
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM Cumul

Intersection #11: Winchester/Stevens Creek



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 18 Apr 2000 <<												
Base Vol:	273	1431	189	150	327	21	149	488	142	318	1117	288
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	283	1483	196	155	339	22	154	506	147	329	1157	298
Added Vol:	0	8	0	27	26	8	2	0	0	0	0	11
ATI:	75	78	12	10	43	3	13	14	32	9	30	9
Initial Fut:	358	1569	208	192	408	33	169	520	179	338	1187	318
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	358	1569	208	192	408	33	169	520	179	338	1187	318
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	358	1569	208	192	408	33	169	520	179	338	1187	318
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	358	1569	208	192	408	33	169	520	179	338	1187	318
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	2.77	0.23	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	1750	5183	416	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.41	0.12	0.11	0.08	0.08	0.05	0.09	0.10	0.11	0.21	0.18
Crit Moves:		****		****			****				****	
Green Time:	65.9	60.0	80.6	16.0	10.0	10.0	7.8	17.5	83.4	20.6	30.3	46.2
Volume/Cap:	0.22	0.87	0.19	0.87	0.99	0.99	0.87	0.66	0.15	0.66	0.87	0.50
Delay/Veh:	16.2	34.2	9.4	82.3	98.3	98.3	89.8	53.5	8.1	52.5	52.1	31.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.2	34.2	9.4	82.3	98.3	98.3	89.8	53.5	8.1	52.5	52.1	31.5
HCM2kAvg:	4	29	3	10	9	9	5	7	3	7	17	10

BAREC 130 SFD + 80 FDr
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Level Of Service Computation Report
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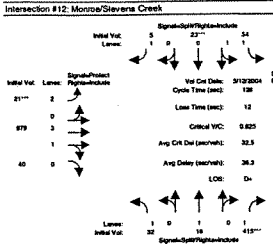
AM Project

Intersection #12: Monroe/Stevens Creek



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10		10	10	10		10	10	7		10	10	7		10	10
Volume Module: >> Count Date: 12 May 2004 <<																
Base Vol:	27		13	234	54		11	5	21		756	20	187		1620	100
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	27		13	234	54		11	5	21		756	20	187		1620	100
Added Vol:	0		0	0	0		0	0	0		23	0	0		10	0
ATI:	5		3	181	0		12	0	0		200	20	267		81	0
Initial Fut:	32		16	415	54		23	5	21		979	40	454		1711	100
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	32		16	415	54		23	5	21		979	40	454		1711	100
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	32		16	415	54		23	5	21		979	40	454		1711	100
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Final Vol.:	32		16	415	54		23	5	21		979	40	454		1711	100
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.93		0.95	0.92	0.83		0.99	0.95	0.83		1.00	0.92
Lanes:	1.00		1.00	1.00	1.41		0.59	1.00	2.00		3.84	0.16	2.00		3.00	1.00
Final Sat.:	1750		1900	1750	2489		1060	1750	3150		7205	294	3150		5700	1750
Capacity Analysis Module:																
Vol/Sat:	0.02		0.01	0.24	0.02		0.02	0.00	0.01		0.14	0.14	0.14		0.30	0.06
Crit Moves:				****			****		****						****	
Green Time:	42.8		42.8	42.8	10.0		10.0	10.0	7.0		29.7	29.7	31.5		54.2	64.2
Volume/Cap:	0.05		0.02	0.70	0.27		0.27	0.04	0.12		0.58	0.58	0.58		0.70	0.11
Delay/Veh:	28.0		27.7	39.7	55.1		55.1	53.7	56.9		43.1	43.1	42.5		30.1	16.1
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	28.0		27.7	39.7	55.1		55.1	53.7	56.9		43.1	43.1	42.5		30.1	16.1
HCM2kAvg:	1		0	15	2		2	0	0		9	9	8		18	2

BAREC 130 SFD + 80 FDr
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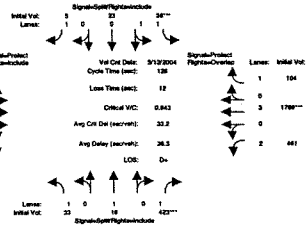
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM Queue

Intersection #12: Monroe/Stevens Creek



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10		10	10	10		10	10	7		10	10	7		10	10
Volume Module: >> Count Date: 12 May 2004 <<																
Base Vol:	27		13	234	54		11	5	21		756	20	187		1620	100
Growth Adj:	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04
Initial Bse:	28		13	242	56		11	5	22		783	21	194		1678	104
Added Vol:	0		0	0	0		0	0	0		23	0	0		10	0
ATI:	5		3	181	0		12	0	0		200	20	267		81	0
Initial Fut:	33		16	423	56		23	5	22		1006	41	461		1769	104
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	33		16	423	56		23	5	22		1006	41	461		1769	104
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	33		16	423	56		23	5	22		1006	41	461		1769	104
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Final Vol.:	33		16	423	56		23	5	22		1006	41	461		1769	104
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.93		0.95	0.92	0.83		0.99	0.95	0.83		1.00	0.92
Lanes:	1.00		1.00	1.00	1.42		0.58	1.00	2.00		3.84	0.16	2.00		3.00	1.00
Final Sat.:	1750		1900	1750	2503		1047	1750	3150		7208	292	3150		5700	1750
Capacity Analysis Module:																
Vol/Sat:	0.02		0.01	0.24	0.02		0.02	0.00	0.01		0.14	0.14	0.15		0.31	0.06
Crit Moves:				****	****				****						****	
Green Time:	42.5		42.5	42.5	10.0		10.0	10.0	7.0		30.0	30.0	31.5		54.5	64.5
Volume/Cap:	0.06		0.03	0.72	0.28		0.28	0.04	0.12		0.59	0.59	0.59		0.72	0.12
Delay/Veh:	28.2		27.9	40.7	55.2		55.2	53.7	56.9		43.0	43.0	42.7		30.4	16.0
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	28.2		27.9	40.7	55.2		55.2	53.7	56.9		43.0	43.0	42.7		30.4	16.0
HCM2kAvg:	1		0	15	2		2	0	1		9	9	8		19	2

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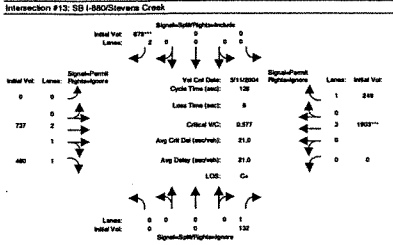
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM Project

Intersection #13: SB I-880/Stevens Creek



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0		0	10	0		0	10	0		10	10	0		10	10
Volume Module: >> Count Date: 11 May 2004 <<																
Base Vol:	0		0	132	0		0	607	0		723	443	0		1616	249
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	0		0	132	0		0	607	0		723	443	0		1616	249
Added Vol:	0		0	0	0		0	3	0		6	17	0		7	0
ATI:	0		0	0	0		0	68	0		8	0	0		280	0
Initial Fut:	0		0	132	0		0	678	0		737	460	0		1903	249
User Adj:	1.00		1.00	0.00	1.00		1.00	1.00	1.00		0.00	0.00	1.00		1.00	0.00
PHF Adj:	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	0.00	1.00		1.00	0.00
PHF Volume:	0		0	0	0		0	678	0		0	0	0		1903	0
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	0		0	0	0		0	678	0		0	0	0		1903	0
PCE Adj:	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	0.00	1.00		1.00	0.00
MLF Adj:	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	0.00	1.00		1.00	0.00
Final Vol.:	0		0	0	0		0	678	0		0	0	0		1903	0
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		0.00	0.92	0.92		1.00	0.83	0.92		1.00	0.92	0.92		1.00	0.92
Lanes:	0.00		0.00	1.00	0.00		0.00	2.00	0.00		3.00	1.00	0.00		3.00	1.00
Final Sat.:	0		0	1750	0		0	3150	0		5700	1750	0		5700	1750
Capacity Analysis Module:																
Vol/Sat:	0.00		0.00	0.00	0.00		0.00	0.22	0.00		0.00	0.00	0.00		0.33	0.00
Crit Moves:								****							****	
Green Time:	0.0		0.0	0.0	0.0		0.0	47.0	0.0		0.0	0.0	0.0		73.0	0.0
Volume/Cap:	0.00		0.00	0.00	0.00		0.00	0.58	0.00		0.00	0.00	0.00		0.58	0.00
Delay/Veh:	0.0		0.0	0.0	0.0		0.0	32.2	0.0		0.0	0.0	0.0		17.0	0.0
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	0.0		0.0	0.0	0.0		0.0	32.2	0.0		0.0	0.0	0.0		17.0	0.0
HCM2kAvg:	0		0	0	0		0	11	0		0	0	0		15	0

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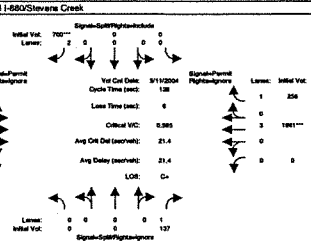
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM Queue

Intersection #13: SB I-880/Stevens Creek



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0		0	10	0		0	10	0		10	10	0		10	10
Volume Module: >> Count Date: 11 May 2004 <<																
Base Vol:	0		0	132	0		0	607	0		723	443	0		1616	249
Growth Adj:	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04
Initial Bse:	0		0	137	0		0	629	0		749	459	0		1674	258
Added Vol:	0		0	0	0		0	3	0		6	17	0		7	0
ATI:	0		0	0	0		0	68	0		8	0	0		280	0
Initial Fut:	0		0	137	0		0	700	0		763	476	0		1961	258
User Adj:	1.00		1.00	0.00	1.00		1.00	1.00	1.00		0.00	0.00	1.00		1.00	0.00
PHF Adj:	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	0.00	1.00		1.00	0.00
PHF Volume:	0		0	0	0		0	700	0		0	0	0		1961	0
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	0		0	0	0		0	700	0		0	0	0		1961	0
PCE Adj:	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	0.00	1.00		1.00	0.00
MLF Adj:	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	0.00	1.00		1.00	0.00
Final Vol.:	0		0	0	0		0	700	0		0	0	0		1961	0
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		0.00	0.92	0.92		1.00	0.83	0.92		1.00	0.92	0.92		1.00	0.92
Lanes:	0.00		0.00	1.00	0.00		0.00	2.00	0.00		3.00	1.00	0.00		3.00	1.00
Final Sat.:	0		0	1750	0		0	3150	0		5700	1750	0		5700	1750
Capacity Analysis Module:																
Vol/Sat:	0.00		0.00	0.00	0.00		0.00	0.22	0.00		0.00	0.00	0.00		0.34	0.00
Crit Moves:								****							****	
Green Time:	0.0		0.0	0.0	0.0		0.0	47.1	0.0		0.0	0.0	0.0		72.9	0.0
Volume/Cap:	0.00		0.00	0.00	0.00		0.00	0.59	0.00		0.00	0.00	0.00		0.59	0.00
Delay/Veh:	0.0		0.0	0.0	0.0		0.0	32.6	0.0		0.0	0.0	0.0		17.3	0.0
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	0.0		0.0	0.0	0.0		0.0	32.6	0.0		0.0	0.0	0.0		17.3	0.0
HCM2kAvg:	0		0	0	0		0	11	0		0	0	0		16	0

BAREC 120 SFD + 90 FDr
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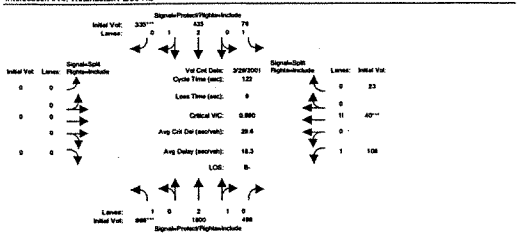
Intersection #14: Winchester/I-280 NB



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Min. Green:	7	10		10	7	10		10	0	0		0	10	10		10
Volume Module: >> Count Date: 29 Mar 2001 <<																
Base Vol:	654	1684		380	56	400		193	0	0		0	82	40		18
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	654	1684		380	56	400		193	0	0		0	82	40		18
Added Vol:	0	8		0	0	9		16	0	0		0	0	0		0
ATI:	12	108		119	20	26		126	0	0		0	26	0		5
Initial Fut:	666	1800		499	76	435		335	0	0		0	108	40		23
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	666	1800		499	76	435		335	0	0		0	108	40		23
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	666	1800		499	76	435		335	0	0		0	108	40		23
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Final Vol.:	666	1800		499	76	435		335	0	0		0	108	40		23
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.92	0.99		0.95	0.92	1.00		0.92	0.92	1.00		0.92	0.92	0.92		0.92
Lanes:	1.00	2.32		0.68	1.00	2.00		1.00	0.00	0.00		0.00	1.46	0.34		0.20
Final Sat.:	1750	4383		1215	1750	3800		1750	0	0		0	2558	598		344
Capacity Analysis Module:																
Vol/Sat:	0.38	0.41		0.41	0.04	0.11		0.19	0.00	0.00		0.00	0.04	0.07		0.07
Crit Moves:	****							****						****		
Green Time:	67.3	94.2		94.2	7.0	33.9		33.9	0.0	0.0		0.0	11.8	11.8		11.8
Volume/Cap:	0.69	0.53		0.53	0.76	0.41		0.69	0.00	0.00		0.00	0.44	0.69		0.69
Delay/Veh:	21.9	5.5		5.5	84.3	36.1		41.2	0.0	0.0		0.0	52.7	61.3		61.3
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:	21.9	5.5		5.5	84.3	36.1		41.2	0.0	0.0		0.0	52.7	61.3		61.3
HCM2kAvg:	18	11		11	4	7		12	0	0		0	3	6		6

BAREC 120 SFD + 90 FDr
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2000 HCM Operations (Future Volume Alternative)
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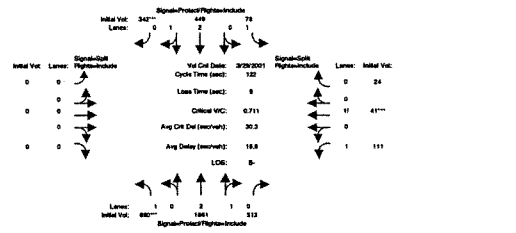
Intersection #14: Winchester/I-280 NB



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Min. Green:	7	10		10	7	10		10	0	0		0	10	10		10
Volume Module: >> Count Date: 29 Mar 2001 <<																
Base Vol:	654	1684		380	56	400		193	0	0		0	82	40		18
Growth Adj:	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04
Initial Bse:	678	1745		394	58	414		200	0	0		0	85	41		19
Added Vol:	0	8		0	0	9		16	0	0		0	0	0		0
ATI:	12	108		119	20	26		126	0	0		0	26	0		5
Initial Fut:	690	1861		513	78	449		342	0	0		0	111	41		24
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	690	1861		513	78	449		342	0	0		0	111	41		24
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	690	1861		513	78	449		342	0	0		0	111	41		24
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Final Vol.:	690	1861		513	78	449		342	0	0		0	111	41		24
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.92	0.99		0.95	0.92	1.00		0.92	0.92	1.00		0.92	0.92	0.92		0.92
Lanes:	1.00	2.33		0.67	1.00	2.00		1.00	0.00	0.00		0.00	1.46	0.34		0.20
Final Sat.:	1750	4389		1209	1750	3800		1750	0	0		0	2555	602		343
Capacity Analysis Module:																
Vol/Sat:	0.39	0.42		0.42	0.04	0.12		0.20	0.00	0.00		0.00	0.04	0.07		0.07
Crit Moves:	****							****						****		
Green Time:	67.6	94.2		94.2	7.0	33.5		33.5	0.0	0.0		0.0	11.8	11.8		11.8
Volume/Cap:	0.71	0.55		0.55	0.78	0.43		0.71	0.00	0.00		0.00	0.45	0.71		0.71
Delay/Veh:	22.5	5.7		5.7	87.7	36.5		42.0	0.0	0.0		0.0	52.8	62.7		62.7
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:	22.5	5.7		5.7	87.7	36.5		42.0	0.0	0.0		0.0	52.8	62.7		62.7
HCM2kAvg:	19	12		11	5	7		13	0	0		0	3	6		6

BAREC 120 SFD + 90 FDr
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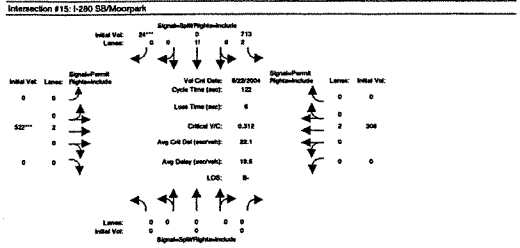
AM Project

Intersection #15: I-280 SB/Moorpark



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Min. Green:	0	0		0	10	0		10	0	10		0	0	10		0
Volume Module: >> Count Date: 22 Jun 2004 <<																
Base Vol:	0	0		0	666	0		24	0	520		0	0	304		0
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	0	0		0	666	0		24	0	520		0	0	304		0
Added Vol:	0	0		0	5	0		0	0	1		0	0	3		0
ATI:	0	0		0	42	0		0	0	1		0	0	1		0
Initial Fut:	0	0		0	713	0		24	0	522		0	0	308		0
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	0	0		0	713	0		24	0	522		0	0	308		0
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	0	0		0	713	0		24	0	522		0	0	308		0
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Final Vol.:	0	0		0	713	0		24	0	522		0	0	308		0
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.92	1.00		0.92	0.86	1.00		0.92	0.92	1.00		0.92	0.92	1.00		0.92
Lanes:	0.00	0.00		0.00	2.91	0.00		0.09	0.00	2.00		0.00	0.00	2.00		0.00
Final Sat.:	0	0		0	4748	0		150	0	3800		0	0	3800		0
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00		0.00	0.15	0.00		0.16	0.00	0.14		0.00	0.00	0.08		0.00
Crit Moves:								****		****						
Green Time:	0.0	0.0		0.0	62.3	0.0		62.3	0.0	53.7		0.0	0.0	53.7		0.0
Volume/Cap:	0.00	0.00		0.00	0.29	0.00		0.31	0.00	0.31		0.00	0.00	0.18		0.00
Delay/Veh:	0.0	0.0		0.0	17.2	0.0		17.4	0.0	22.3		0.0	0.0	20.9		0.0
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:	0.0	0.0		0.0	17.2	0.0		17.4	0.0	22.3		0.0	0.0	20.9		0.0
HCM2kAvg:	0	0		0	5	0		6	0	6		0	0	3		0

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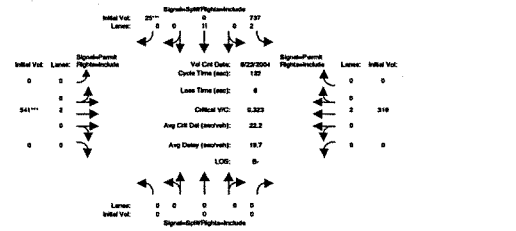
2000 HCM Operations (Future Volume Alternative)
AM Const

Intersection #15: I-280 SB/Moorpark



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Min. Green:	0	0		0	10	0		10	0	10		0	0	10		0
Volume Module: >> Count Date: 22 Jun 2004 <<																
Base Vol:	0	0		0	666	0		24	0	520		0	0	304		0
Growth Adj:	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04
Initial Bse:	0	0		0	690	0		25	0	539		0	0	315		0
Added Vol:	0	0		0	5	0		0	0	1		0	0	3		0
ATI:	0	0		0	42	0		0	0	1		0	0	1		0
Initial Fut:	0	0		0	737	0		25	0	541		0	0	319		0
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	0	0		0	737	0		25	0	541		0	0	319		0
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	0	0		0	737	0		25	0	541		0	0	319		0
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Final Vol.:	0	0		0	737	0		25	0	541		0	0	319		0
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.92	1.00		0.92	0.86	1.00		0.92	0.92	1.00		0.92	0.92	1.00		0.92
Lanes:	0.00	0.00		0.00	2.91	0.00		0.09	0.00	2.00		0.00	0.00	2.00		0.00
Final Sat.:	0	0		0	4748	0		151	0	3800		0	0	3800		0
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00		0.00	0.16	0.00		0.16	0.00	0.14		0.00	0.00	0.08		0.00
Crit Moves:								****		****						
Green Time:	0.0	0.0		0.0	62.3	0.0		62.3	0.0	53.7		0.0	0.0	53.7		0.0
Volume/Cap:	0.00	0.00		0.00	0.30	0.00		0.32	0.00	0.32		0.00	0.00	0.19		0.00
Delay/Veh:	0.0	0.0		0.0	17.4	0.0		17.6	0.0	22.4		0.0	0.0	20.9		0.0
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:	0.0	0.0		0.0	17.4	0.0		17.6	0.0	22.4		0.0	0.0	20.9		0.0
HCM2kAvg:	0	0		0	5	0		6	0	6		0	0	4		0

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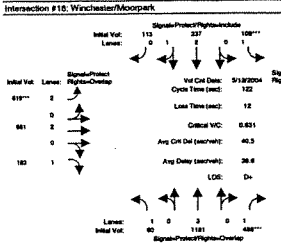
Intersection #18: Winchester/Moorpark

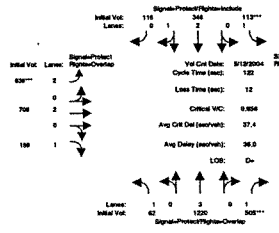


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Min. Green:	7	10		10	7	10		10	7	10		10	7	10		10
Volume Module: >> Count Date: 12 May 2004 <<																
Base Vol:	57	1074		482	109	298		90	479	681		177	178	336		270
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	57	1074		482	109	298		90	479	681		177	178	336		270
Added Vol:	0	2		0	0	6		3	6	0		0	0	0		0
ATI:	3	105		6	0	33		20	134	0		6	2	0		0
Initial Fut:	60	1181		488	109	337		113	619	681		183	180	336		270
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	60	1181		488	109	337		113	619	681		183	180	336		270
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	60	1181		488	109	337		113	619	681		183	180	336		270
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Final Vol.:	60	1181		488	109	337		113	619	681		183	180	336		270
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.92	1.00		0.92	0.92	0.99		0.95	0.83	1.00		0.92	0.83	1.00		0.92
Lanes:	1.00	3.00		1.00	1.00	2.22		0.78	2.00	2.00		1.00	2.00	2.00		1.00
Final Sat.:	1750	5700		1750	1750	4192		1406	3150	3800		1750	3150	3800		1750
Capacity Analysis Module:																
Vol/Sat:	0.03	0.21		0.28	0.06	0.08		0.08	0.20	0.18		0.10	0.06	0.09		0.15
Crit Moves:				****	****				****					****		
Green Time:	22.6	42.8		49.8	12.0	32.3		32.3	38.0	48.1		70.7	7.0	17.1		29.1
Volume/Cap:	0.19	0.59		0.68	0.63	0.30		0.30	0.63	0.45		0.18	1.00	0.63		0.65
Delay/Veh:	42.2	32.9		32.3	60.2	36.0		36.0	37.3	27.5		12.1	123.2	51.9		45.3
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:	42.2	32.9		32.3	60.2	36.0		36.0	37.3	27.5		12.1	123.2	51.9		45.3
HCM2kAvg:	2	12		16	5	5		4	11	9		3	6	7		10

BAREC 120 SFD + 90 FD
June 2004

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

Intersection #18: Winchester/Moorpark

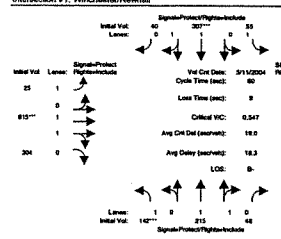


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Min. Green:	7	10		10	7	10		10	7	10		10	7	10		10
Volume Module: >> Count Date: 12 May 2004 <<																
Base Vol:	57	1074		482	109	298		90	479	681		177	178	336		270
Growth Adj:	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04
Initial Bse:	59	1113		499	113	309		93	496	706		183	184	348		280
Added Vol:	0	2		0	0	6		3	6	0		0	0	0		0
ATI:	3	105		6	0	33		20	134	0		6	2	0		0
Initial Fut:	62	1220		505	113	348		116	636	706		189	186	348		280
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	62	1220		505	113	348		116	636	706		189	186	348		280
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	62	1220		505	113	348		116	636	706		189	186	348		280
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Final Vol.:	62	1220		505	113	348		116	636	706		189	186	348		280
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.92	1.00		0.92	0.92	0.99		0.95	0.83	1.00		0.92	0.83	1.00		0.92
Lanes:	1.00	3.00		1.00	1.00	2.22		0.78	2.00	2.00		1.00	2.00	2.00		1.00
Final Sat.:	1750	5700		1750	1750	4195		1402	3150	3800		1750	3150	3800		1750
Capacity Analysis Module:																
Vol/Sat:	0.04	0.21		0.29	0.06	0.08		0.08	0.20	0.19		0.11	0.06	0.09		0.16
Crit Moves:				****	****				****							****
Green Time:	7.0	42.7		56.1	12.0	47.7		47.7	37.6	41.9		48.9	13.4	17.7		29.7
Volume/Cap:	0.62	0.61		0.63	0.66	0.21		0.21	0.66	0.54		0.27	0.54	0.63		0.66
Delay/Veh:	67.3	33.3		26.6	61.9	24.7		24.7	38.3	32.7		24.7	53.1	51.4		45.2
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:	67.3	33.3		26.6	61.9	24.7		24.7	38.3	32.7		24.7	53.1	51.4		45.2
HCM2kAvg:	3	13		15	5	4		4	11	11		5	4	7		10

BAREC 120 units + 90 SFD units
June 2004

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

Intersection #1: Winchester/Newhall

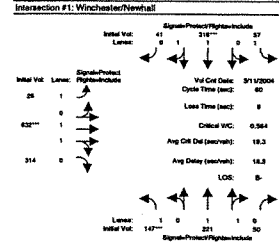


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Min. Green:	7	10		10	7	10		10	7	10		10	7	10		10
Volume Module: >> Count Date: 11 May 2004 <<																
Base Vol:	129	179		46	55	254		40	25	483		269	68	334		44
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	129	179		46	55	254		40	25	483		269	68	334		44
Added Vol:	2	8		2	0	15		0	0	0		3	3	0		0
ATI/Pending:	11	28		0	0	38		0	0	132		32	2	52		0
Initial Fut:	142	215		48	55	307		40	25	615		304	73	386		44
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	142	215		48	55	307		40	25	615		304	73	386		44
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	142	215		48	55	307		40	25	615		304	73	386		44
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Final Vol.:	142	215		48	55	307		40	25	615		304	73	386		44
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.92	0.98		0.95	0.92	0.98		0.95	0.92	0.99		0.95	0.92	0.98		0.95
Lanes:	1.00	1.62		0.38	1.00	1.76		0.24	1.00	1.32		0.68	1.00	1.79		0.21
Final Sat.:	1750	3024		675	1750	3273		426	1750	2475		1223	1750	3321		379
Capacity Analysis Module:																
Vol/Sat:	0.08	0.07		0.07	0.03	0.09		0.09	0.01	0.25		0.25	0.04	0.12		0.12
Crit Moves:	****					****				****			****			
Green Time:	8.4	10.8		10.8	7.6	10.0		10.0	13.4	25.6		25.6	7.0	19.2		19.2
Volume/Cap:	0.58	0.39		0.39	0.25	0.56		0.56	0.06	0.58		0.58	0.36	0.36		0.36
Delay/Veh:	27.7	22.1		22.1	24.3	24.2		24.2	18.4	13.7		13.7	25.5	15.9		15.9
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:	27.7	22.1		22.1	24.3	24.2		24.2	18.4	13.7		13.7	25.5	15.9		15.9
HCM2kAvg:	3	3		3	1	4		4	0	7		7	2	3		3

BAREC 120 units + 90 SFD units
June 2004

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

Intersection #1: Winchester/Newhall

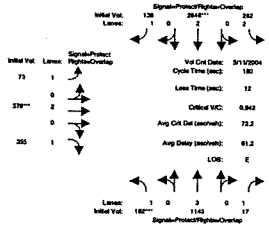


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Min. Green:	7	10		10	7	10		10	7	10		10	7	10		10
Volume Module: >> Count Date: 11 May 2004 <<																
Base Vol:	129	179		46	55	254		40	25	483		269	68	334		44
Growth Adj:	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04
Initial Bse:	134	185		48	57	263		41	26	500		279	70	346		46
Added Vol:	2	8		2	0	15		0	0	0		3	3	0		0
ATI/Pending:	11	28		0	0	38		0	0	132		32	2	52		0
Initial Fut:	147	221		50	57	316		41	26	632		314	75	398		46
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	147	221		50	57	316		41	26	632		314	75	398		46
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	147	221		50	57	316		41	26	632		314	75	398		46
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Final Vol.:	147	221		50	57	316		41	26	632		314	75	398		46
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.92	0.98		0.95	0.92	0.98		0.95	0.92	0.99		0.95	0.92	0.98		0.95
Lanes:	1.00	1.62		0.38	1.00	1.76		0.24	1.00	1.32		0.68	1.00	1.79		0.21
Final Sat.:	1750	3022		678	1750	3271		429	1750	2472		1226	1750	3320		380
Capacity Analysis Module:																
Vol/Sat:	0.08	0.07		0.07	0.03	0.10		0.10	0.01	0.26		0.26	0.04	0.12		0.12
Crit Moves:	****					****				****			****			
Green Time:	8.4	10.8		10.8	7.6	10.0		10.0	13.4	25.6		25.6	7.0	19.2		19.2
Volume/Cap:	0.60	0.41		0.41	0.26	0.58		0.58	0.07	0.60		0.60	0.37	0.38		0.38
Delay/Veh:	28.3	22.2		22.2	24.3	24.5		24.5	18.4	13.9		13.9	25.6	16.0		16.0
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:	28.3	22.2		22.2	24.3	24.5		24.5	18.4	13.9		13.9	25.6	16.0		16.0
HCM2kAvg:	4	3		3	1	4		4	0	8		7	2	3		3

SAREC 120 units + 90 SFD units
June 2004

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

Intersection #2: San Tomas/Pruneridge

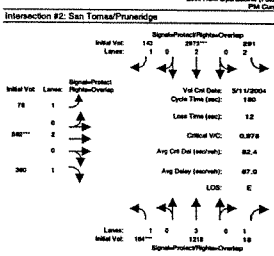


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Volume Module: >> Count Date: 11 May 2004 <<																
Base Vol:	66	1019		17	239	2632		138	73	438		130	10	342		169
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	66	1019		17	239	2632		138	73	438		130	10	342		169
Added Vol:	0	1		0	9	0		0	0	9		0	0	5		4
ATI/Pending:	96	125		0	34	216		0	0	129		225	0	45		12
Initial Fut:	162	1145		17	282	2848		138	73	576		355	10	392		185
User Adj:	1.00	1.00		1.00	1.00	0.84		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	162	1145		17	282	2392		138	73	576		355	10	392		185
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	162	1145		17	282	2392		138	73	576		355	10	392		185
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Final Vol.:	162	1145		17	282	2392		138	73	576		355	10	392		185
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.92	1.00		0.92	0.83	1.00		0.92	0.92	1.00		0.92	0.92	1.00		0.92
Lanes:	1.00	3.00		1.00	2.00	2.00		1.00	1.00	2.00		1.00	1.00	2.00		1.00
Final Sat.:	1750	5700		1750	3150	3800		1750	1750	3800		1750	1750	3800		1750
Capacity Analysis Module:																
Vol/Sat:	0.09	0.20	0.01		0.09	0.63		0.08	0.04	0.15		0.20	0.01	0.10		0.11
Crit Moves:	****					****				****			****			
Green Time:	17.1	92.0	99.0		41.0	116		126.1	10.1	27.9		45.0	7.0	24.9		65.9
Volume/Cap:	0.98	0.39	0.02		0.39	0.98		0.11	0.75	0.98		0.81	0.15	0.75		0.29
Delay/Veh:	144.0	27.0	18.4		60.6	59.0		14.6	110.3	107		74.5	84.6	80.3		40.7
User DelAdj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:	144.0	27.0	18.4		60.6	59.0		14.6	110.3	107		74.5	84.6	80.3		40.7
HCM2kAvg:	12	12	0		7	69		4	5	20		21	1	12		9

SAREC 120 units + 90 SFD units
June 2004

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

Intersection #2: San Tomas/Pruneridge



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Volume Module: >> Count Date: 11 May 2004 <<																
Base Vol:	66	1019		17	239	2632		138	73	438		130	10	342		169
Growth Adj:	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04
Initial Bse:	68	1056		18	248	2727		143	76	454		135	10	354		175
Added Vol:	0	1		0	9	0		0	0	9		0	0	5		4
ATI/Pending:	96	161		0	34	248		0	0	129		225	0	45		12
Initial Fut:	164	1218		18	291	2975		143	76	592		360	10	404		191
User Adj:	1.00	1.00		1.00	1.00	0.84		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	164	1218		18	291	2499		143	76	592		360	10	404		191
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	164	1218		18	291	2499		143	76	592		360	10	404		191
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Final Vol.:	164	1218		18	291	2499		143	76	592		360	10	404		191
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.92	1.00		0.92	0.83	1.00		0.92	0.92	1.00		0.92	0.92	1.00		0.92
Lanes:	1.00	3.00		1.00	2.00	2.00		1.00	1.00	2.00		1.00	1.00	2.00		1.00
Final Sat.:	1750	5700		1750	3150	3800		1750	1750	3800		1750	1750	3800		1750
Capacity Analysis Module:																
Vol/Sat:	0.09	0.21	0.01		0.09	0.66		0.08	0.04	0.16		0.21	0.01	0.11		0.11
Crit Moves:	****					****				****			****			
Green Time:	16.7	93.1	100.1		40.2	117		126.7	10.0	27.6		44.3	7.0	24.6		64.9
Volume/Cap:	1.01	0.41	0.02		0.41	1.01		0.12	0.78	1.01		0.84	0.15	0.78		0.30
Delay/Veh:	156.2	26.7	17.9		61.3	69.3		14.4	115.7	117		77.6	84.7	82.3		41.6
User DelAdj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:	156.2	26.7	17.9		61.3	69.3		14.4	115.7	117		77.6	84.7	82.3		41.6
HCM2kAvg:	13	13	0		7	76		4	6	21		21	1	13		9

SAREC 120 units + 90 SFD units
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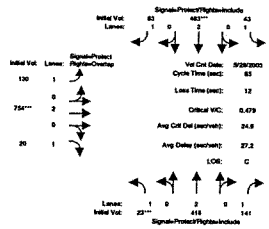
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM Project

Intersection #3: Saratoga/Pruneridge



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Volume Module: >> Count Date: 29 May 2003 <<																
Base Vol:	23	418		141	43	483		83	130	573		20	127	424		42
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	23	418		141	43	483		83	130	573		20	127	424		42
Added Vol:	0	0		0	0	0		0	0	17		0	0	9		0
ATI/Pending:	0	0		0	0	0		0	0	164		0	0	57		0
Initial Fut:	23	418		141	43	483		83	130	754		20	127	490		42
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	23	418		141	43	483		83	130	754		20	127	490		42
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	23	418		141	43	483		83	130	754		20	127	490		42
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Final Vol.:	23	418		141	43	483		83	130	754		20	127	490		42
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.92	1.00		0.92	0.92	1.00		0.92	0.92	1.00		0.92	0.92	0.98		0.95
Lanes:	1.00	2.00		1.00	1.00	2.00		1.00	1.00	2.00		1.00	1.00	1.84		0.16
Final Sat.:	1750	3800		1750	1750	3800		1750	1750	3800		1750	1750	3408		292
Capacity Analysis Module:																
Vol/Sat:	0.01	0.11	0.08		0.02	0.13		0.05	0.07	0.20		0.01	0.07	0.14		0.14
Crit Moves:	****					****				****			****			
Green Time:	7.0	16.5	16.5		11.6	21.1		21.1	7.0	32.9		39.9	12.0	37.9		37.9
Volume/Cap:	0.16	0.57	0.41		0.18	0.51		0.19	0.90	0.51		0.02	0.51	0.32		0.32
Delay/Veh:	36.8	32.0	30.8		32.9	28.0		25.5	85.6	20.2		12.1	35.6	15.3		15.3
User DelAdj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:	36.8	32.0	30.8		32.9	28.0		25.5	85.6	20.2		12.1	35.6	15.3		15.3
HCM2kAvg:	1	6	4		1	6		2	6	8		0	4	5		4

SAREC 120 units + 90 SFD units
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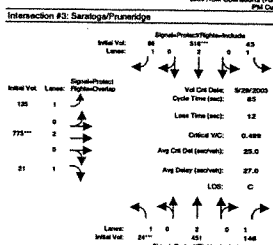
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM Cumul

Intersection #3: Saratoga/Pruneridge



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Volume Module: >> Count Date: 29 May 2003 <<																
Base Vol:	23	418		141	43	483		83	130	573		20	127	424		42
Growth Adj:	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04
Initial Bse:	24	433		146	45	500		86	135	594		21	132	439		44
Added Vol:	0	0		0	0	0		0	0	17		0	0	9		0
ATI/Pending:	0	18		0	0	16		0	0	164		0	0	57		0
Initial Fut:	24	451		146	45	516		86	135	775		21	132	505		44
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	24	451		146	45	516		86	135	775		21	132	505		44
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	24	451		146	45	516		86	135	775		21	132	505		44
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Final Vol.:	24	451		146	45	516		86	135	775		21	132	505		44
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.92	1.00		0.92	0.92	1.00		0.92	0.92	1.00		0.92	0.92	0.98		0.95
Lanes:	1.00	2.00		1.00	1.00	2.00		1.00	1.00	2.00		1.00	1.00	1.84		0.16
Final Sat.:	1750	3800		1750	1750	3800		1750	1750	3800		1750	1750	3406		293
Capacity Analysis Module:																
Vol/Sat:	0.01	0.12	0.08		0.03	0.14		0.05	0.08	0.20		0.01	0.08	0.15		0.15
Crit Moves:	****					****				****			****			
Green Time:	7.0	21.6	21.6		7.0	21.6		21.6	7.0	32.4		39.4	12.0	37.4		37.4
Volume/Cap:	0.17	0.47	0.33		0.31	0.53		0.19	0.93	0.53		0.03	0.53	0.34		0.34
Delay/Veh:	36.8	27.2	26.2		37.9	27.9		25.1	94.2	20.8		12.4	36.2	15.8		15.8
User DelAdj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:	36.8	27.2	26.2		37.9	27.9		25.1	94.2	20.8		12.4	36.2	15.8		15.8
HCM2kAvg:	1	5	3		1	6		2	7	8		0	4	5		5

BAREC 120 units + 80 SFD units
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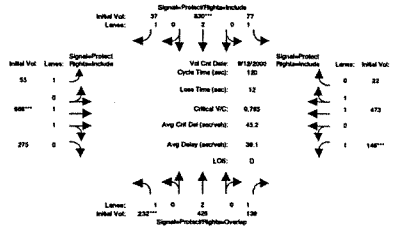
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM Project

Intersection #4: Winchester/Hedding

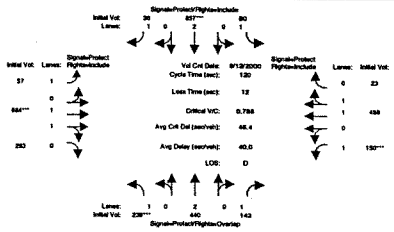


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Min. Green:	7	10	10		7	10	10		7	10	10		7	10	10	
Volume Module: >> Count Date: 12 Sep 2000 <<																
Base Vol:	201	375	113		71	748	35		55	503	213		122	416	22	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	201	375	113		71	748	35		55	503	213		122	416	22	
Added Vol:	9	11	8		0	20	0		0	0	10		7	0	0	
ATI/Pending:	22	40	18		6	62	2		0	163	52		17	57	0	
Initial Fut:	232	426	139		77	830	37		55	666	275		146	473	22	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	232	426	139		77	830	37		55	666	275		146	473	22	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	232	426	139		77	830	37		55	666	275		146	473	22	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	232	426	139		77	830	37		55	666	275		146	473	22	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.92		0.92	1.00	0.92		0.92	0.98	0.95		0.92	0.97	0.95	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	1.40	0.60		1.00	1.91	0.09	
Final Sat.:	1750	3800	1750		1750	3800	1750		1750	2618	1081		1750	3535	164	
Capacity Analysis Module:																
Vol/Sat:	0.13	0.11	0.08		0.04	0.22	0.02		0.03	0.25	0.25		0.08	0.13	0.13	
Crit Moves:	****					****				****			****			
Green Time:	20.8	48.0	61.1		7.0	34.2	34.2		7.0	39.9	39.9		13.1	46.0	46.0	
Volume/Cap:	0.77	0.28	0.16		0.75	0.77	0.07		0.54	0.77	0.77		0.77	0.35	0.35	
Delay/Veh:	58.4	24.4	15.8		82.5	42.5	31.4		60.6	38.8	38.8		68.7	26.5	26.5	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	58.4	24.4	15.8		82.5	42.5	31.4		60.6	38.8	38.8		68.7	26.5	26.5	
HCM2kAvg:	10	5	3		4	15	1		3	17	16		7	6	6	

BAREC 120 units + 80 SFD units
June 2004

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

Intersection #4: Winchester/Hedding

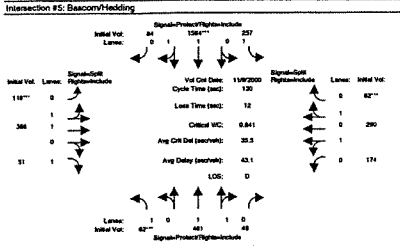


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Min. Green:	7	10	10		7	10	10		7	10	10		7	10	10	
Volume Module: >> Count Date: 12 Sep 2000 <<																
Base Vol:	201	375	113		71	748	35		55	503	213		122	416	22	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	208	389	117		74	775	36		57	521	221		126	431	23	
Added Vol:	9	11	8		0	20	0		0	0	10		7	0	0	
ATI/Pending:	22	40	18		6	62	2		0	163	52		17	57	0	
Initial Fut:	239	439	143		80	857	38		57	684	283		150	488	23	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	239	439	143		80	857	38		57	684	283		150	488	23	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	239	439	143		80	857	38		57	684	283		150	488	23	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	239	439	143		80	857	38		57	684	283		150	488	23	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.92		0.92	1.00	0.92		0.92	0.98	0.95		0.92	0.97	0.95	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	1.40	0.60		1.00	1.91	0.09	
Final Sat.:	1750	3800	1750		1750	3800	1750		1750	2617	1081		1750	3535	165	
Capacity Analysis Module:																
Vol/Sat:	0.14	0.12	0.08		0.05	0.23	0.02		0.03	0.26	0.26		0.09	0.14	0.14	
Crit Moves:	****					****				****			****			
Green Time:	20.8	48.1	61.2		7.0	34.3	34.3		7.0	39.8	39.8		13.1	45.9	45.9	
Volume/Cap:	0.79	0.29	0.16		0.78	0.79	0.08		0.56	0.79	0.79		0.79	0.36	0.36	
Delay/Veh:	60.4	24.4	15.8		86.7	43.4	31.3		61.7	39.8	39.8		71.5	26.7	26.7	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	60.4	24.4	15.8		86.7	43.4	31.3		61.7	39.8	39.8		71.5	26.7	26.7	
HCM2kAvg:	10	5	3		5	16	1		3	18	17		7	7	6	

BAREC 120 units + 80 SFD units
June 2004

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

Intersection #5: Bascom/Hedding

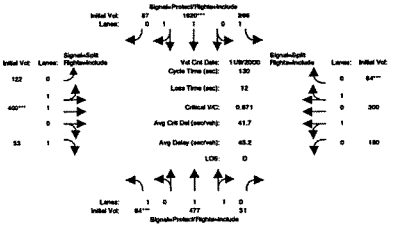


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Min. Green:	7	10	10		7	10	10		10	10	10		10	10	10	
Volume Module: >> Count Date: 9 Nov 2000 <<																
Base Vol:	62	443	43		257	1556	80		112	384	51		172	287	62	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	62	443	43		257	1556	80		112	384	51		172	287	62	
Added Vol:	0	0	0		0	0	4		6	2	0		0	3	0	
ATI/Pending:	0	18	6		0	8	0		0	0	0		2	0	0	
Initial Fut:	62	461	49		257	1564	84		118	386	51		174	290	62	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	62	461	49		257	1564	84		118	386	51		174	290	62	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	62	461	49		257	1564	84		118	386	51		174	290	62	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	62	461	49		257	1564	84		118	386	51		174	290	62	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	0.98	0.95		0.92	0.98	0.95		0.95	0.98	0.92		0.95	0.95	0.95	
Lanes:	1.00	1.80	0.20		1.00	1.90	0.10		0.48	1.52	1.00		0.66	1.10	0.24	
Final Sat.:	1750	3344	355		1750	3511	189		866	2833	1750		1191	1985	424	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.14	0.14		0.15	0.45	0.45		0.14	0.14	0.03		0.15	0.15	0.15	
Crit Moves:	****					****				****					****	
Green Time:	7.0	36.3	36.3		38.7	67.9	67.9		20.8	20.8	20.8		22.3	22.3	22.3	
Volume/Cap:	0.66	0.49	0.49		0.49	0.85	0.85		0.85	0.85	0.18		0.85	0.85	0.85	
Delay/Veh:	76.1	39.6	39.6		38.4	30.6	30.6		64.6	64.6	47.6		63.3	63.3	63.3	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	76.1	39.6	39.6		38.4	30.6	30.6		64.6	64.6	47.6		63.3	63.3	63.3	
HCM2kAvg:	4	9	8		9	30	29		12	12	2		13	13	13	

BAREC 120 units + 80 SFD units
June 2004

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

Intersection #5: Bascom/Hedding



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Min. Green:	7	10	10		7	10	10		10	10	10		10	10	10	
Volume Module: >> Count Date: 9 Nov 2000 <<																
Base Vol:	62	443	43		257	1556	80		112	384	51		172	287	62	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	64	459	45		266	1612	83		116	398	53		178	297	64	
Added Vol:	0	0	0		0	0	4		6	2	0		0	3	0	
ATI/Pending:	0	18	6		0	8	0		0	0	0		2	0	0	
Initial Fut:	64	477	51		266	1620	87		122	400	53		180	300	64	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	64	477	51		266	1620	87		122	400	53		180	300	64	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	64	477	51		266	1620	87		122	400	53		180	300	64	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	64	477	51		266	1620	87		122	400	53		180	300	64	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	0.98	0.95		0.92	0.98	0.95		0.95	0.98	0.92		0.95	0.95	0.95	
Lanes:	1.00	1.80	0.20		1.00	1.90	0.10		0.48	1.52	1.00		0.66	1.10	0.24	
Final Sat.:	1750	3345	355		1750	3512	188		865	2834	1750		1191	1985	424	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.14	0.14		0.15	0.46	0.46		0.14	0.14	0.03		0.15	0.15	0.15	
Crit Moves:	****					****				****					****	
Green Time:	7.0	36.3	36.3		38.7	67.9	67.9		20.8	20.8	20.8		22.3	22.3	22.3	
Volume/Cap:	0.68	0.51	0.51		0.51	0.88	0.88		0.88	0.88	0.19		0.88	0.88	0.88	
Delay/Veh:	78.9	39.9	39.9		38.7	32.7	32.7		68.0	68.0	47.6		66.7	66.7	66.7	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	78.9	39.9	39.9		38.7	32.7	32.7		68.0	68.0	47.6		66.7	66.7	66.7	
HCM2kAvg:	4	9	9		9	33	32		13	13	2		14	14	14	

BAREC 120 units + 90 SFD units
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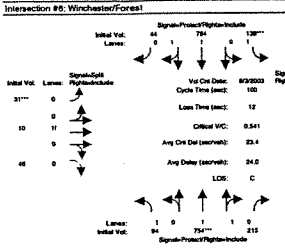
Intersection #6: Winchester/Forest



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10

Volume Module: >> Count Date: 3 Jun 2003 <<

Base Vol:	16	735	211	136	737	4	3	2	15	278	2	201
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	735	211	136	737	4	3	2	15	278	2	201
Added Vol:	78	0	0	0	13	40	28	8	31	3	12	0
ATI/Pending:	0	19	4	3	44	0	0	0	0	8	0	0
Initial Fut:	94	754	215	139	794	44	31	10	46	289	14	201
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	94	754	215	139	794	44	31	10	46	289	14	201
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	754	215	139	794	44	31	10	46	289	14	201
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	94	754	215	139	794	44	31	10	46	289	14	201

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.93	0.95	0.92
Lanes:	1.00	1.54	0.46	1.00	1.89	0.11	0.36	0.11	0.53	1.91	0.09	1.00
Final Sat.:	1750	2878	821	1750	3506	194	624	201	925	3386	164	1750

Capacity Analysis Module:

Vol/Sat:	0.05	0.26	0.26	0.08	0.23	0.23	0.05	0.05	0.05	0.09	0.09	0.11
Crit Moves:		****		****			****				****	
Green Time:	7.0	47.9	47.9	14.5	55.4	55.4	10.0	10.0	10.0	15.6	15.6	30.1
Volume/Cap:	0.77	0.55	0.55	0.55	0.41	0.41	0.50	0.50	0.50	0.55	0.55	0.38
Delay/Veh:	70.5	18.8	18.8	42.2	13.0	13.0	44.8	44.8	44.8	40.1	40.1	28.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	70.5	18.8	18.8	42.2	13.0	13.0	44.8	44.8	44.8	40.1	40.1	28.0
HCM2kAvg:	5	11	10	5	7	7	3	3	3	5	5	5

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BAREC 120 units + 90 SFD units
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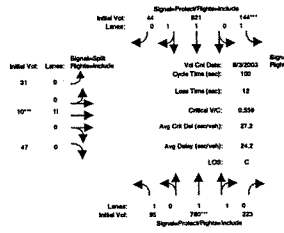
Intersection #6: Winchester/Forest



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10

Volume Module: >> Count Date: 3 Jun 2003 <<

Base Vol:	16	735	211	136	737	4	3	2	15	278	2	201
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	17	761	219	141	764	4	3	2	16	288	2	208
Added Vol:	78	0	0	0	13	40	28	8	31	3	12	0
ATI/Pending:	0	19	4	3	44	0	0	0	0	8	0	0
Initial Fut:	95	780	223	144	821	44	31	10	47	299	14	208
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	95	780	223	144	821	44	31	10	47	299	14	208
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	780	223	144	821	44	31	10	47	299	14	208
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	95	780	223	144	821	44	31	10	47	299	14	208

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.93	0.95	0.92
Lanes:	1.00	1.54	0.46	1.00	1.90	0.10	0.35	0.11	0.54	1.91	0.09	1.00
Final Sat.:	1750	2878	821	1750	3511	189	621	201	928	3390	160	1750

Capacity Analysis Module:

Vol/Sat:	0.05	0.27	0.27	0.08	0.23	0.23	0.05	0.05	0.05	0.09	0.09	0.12
Crit Moves:		****		****			****				****	
Green Time:	7.0	47.9	47.9	14.5	55.4	55.4	10.0	10.0	10.0	15.6	15.6	30.1
Volume/Cap:	0.77	0.57	0.57	0.57	0.42	0.42	0.50	0.50	0.50	0.57	0.57	0.40
Delay/Veh:	71.3	19.1	19.1	42.8	13.1	13.1	44.9	44.9	44.9	40.5	40.5	28.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.3	19.1	19.1	42.8	13.1	13.1	44.9	44.9	44.9	40.5	40.5	28.2
HCM2kAvg:	5	11	11	5	8	8	3	3	3	5	5	5

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BAREC 120 units + 90 SFD units
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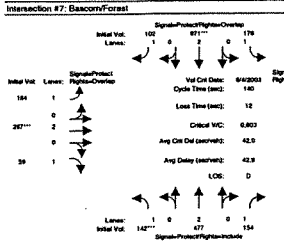
PM Project

Intersection #7: Bascom/Forest



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10

Volume Module: >> Count Date: 4 Jun 2003 <<

Base Vol:	130	471	140	175	965	92	159	245	36	240	374	93
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	471	140	175	965	92	159	245	36	240	374	93
Added Vol:	6	0	0	0	0	0	0	3	3	0	6	0
ATI/Pending:	6	6	14	1	6	10	25	19	20	13	14	1
Initial Fut:	142	477	154	176	971	102	184	267	59	253	394	94
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	142	477	154	176	971	102	184	267	59	253	394	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	142	477	154	176	971	102	184	267	59	253	394	94
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	142	477	154	176	971	102	184	267	59	253	394	94

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	1750	3800	1750

Capacity Analysis Module:

Vol/Sat:	0.08	0.13	0.09	0.10	0.26	0.06	0.11	0.07	0.03	0.14	0.10	0.05
Crit Moves:	****				****			****		****		
Green Time:	18.8	43.4	43.4	34.8	59.3	84.4	25.1	16.3	35.1	33.6	24.8	24.8
Volume/Cap:	0.60	0.41	0.28	0.41	0.60	0.10	0.59	0.60	0.13	0.60	0.59	0.30
Delay/Veh:	61.4	38.4	36.8	44.6	31.9	11.8	55.6	61.1	40.8	49.8	54.3	50.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.4	38.4	36.8	44.6	31.9	11.8	55.6	61.1	40.8	49.8	54.3	50.7
HCM2kAvg:	7	8	5	6	16	2	8	6	2	10	8	4

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BAREC 120 units + 90 SFD units
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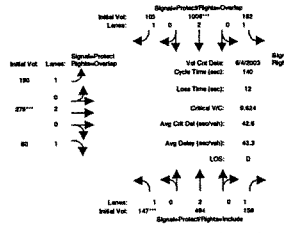
Intersection #7: Bascom/Forest



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10

Volume Module: >> Count Date: 4 Jun 2003 <<

Base Vol:	130	471	140	175	965	92	159	245	36	240	374	93
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	135	488	145	181	1000	95	165	254	37	249	387	96
Added Vol:	6	0	0	0	0	0	0	3	3	0	6	0
ATI/Pending:	6	6	14	1	6	10	25	19	20	13	14	1
Initial Fut:	147	494	159	182	1006	105	190	276	60	262	407	97
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	147	494	159	182	1006	105	190	276	60	262	407	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	147	494	159	182	1006	105	190	276	60	262	407	97
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	147	494	159	182	1006	105	190	276	60	262	407	97

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	1750	3800	1750

Capacity Analysis Module:

Vol/Sat:	0.08	0.13	0.09	0.10	0.26	0.06	0.11	0.07	0.03	0.15	0.11	0.06
Crit Moves:	****				****			****		****		
Green Time:	18.8	43.4	43.4	34.8	59.4	84.4	25.0	16.3	35.1	33.5	24.8	24.8
Volume/Cap:	0.62	0.42	0.29	0.42	0.62	0.10	0.61	0.62	0.14	0.62	0.61	0.31
Delay/Veh:	62.4	38.6	37.0	44.8	32.3	11.8	56.3	61.7	40.9	50.5	54.7	50.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.4	38.6	37.0	44.8	32.3	11.8	56.3	61.7	40.9	50.5	54.7	50.8
HCM2kAvg:	7	8	5	7	17	2	8	7	2	11	9	4

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BAREC 120 units + 90 BFD units
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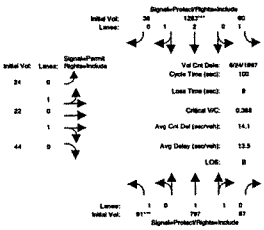
Intersection #8: Winchester/Dorcich

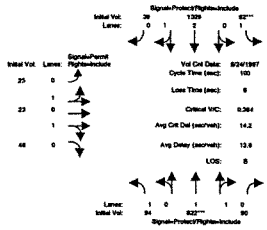


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Volume Module: >> Count Date: 24 Jun 1997 <<												
Base Vol:	91	702	87	59	1199	33	24	22	44	117	10	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	91	702	87	59	1199	33	24	22	44	117	10	22
Added Vol:	0	76	0	1	40	5	0	0	0	0	0	1
ATI/Pending:	0	19	0	0	44	0	0	0	0	0	0	0
Initial Fut:	91	797	87	60	1283	38	24	22	44	117	10	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	91	797	87	60	1283	38	24	22	44	117	10	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	797	87	60	1283	38	24	22	44	117	10	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	91	797	87	60	1283	38	24	22	44	117	10	23
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	1.80	0.20	1.00	2.91	0.09	0.53	0.49	0.98	1.00	0.30	0.70
Final Sat.:	1750	3336	364	1750	5439	161	960	880	1760	1800	545	1255
Capacity Analysis Module:												
Vol/Sat:	0.05	0.24	0.24	0.03	0.24	0.24	0.03	0.03	0.03	0.07	0.02	0.02
Crit Moves:	****				****					****		
Green Time:	13.4	67.2	67.2	7.0	60.8	60.8	16.8	16.8	16.8	16.8	16.8	16.8
Volume/Cap:	0.39	0.36	0.36	0.49	0.39	0.39	0.15	0.15	0.15	0.39	0.11	0.11
Delay/Veh:	40.6	7.1	7.1	47.8	10.1	10.1	35.6	35.6	35.6	37.7	35.3	35.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.6	7.1	7.1	47.8	10.1	10.1	35.6	35.6	35.6	37.7	35.3	35.3
HCM2kAvg:	3	6	6	2	7	7	1	1	1	4	1	1

BAREC 120 units + 90 BFD units
June 2004

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

Intersection #8: Winchester/Dorcich

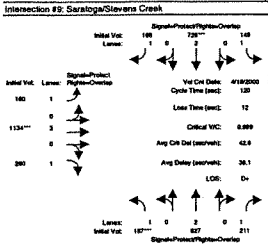


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Volume Module: >> Count Date: 24 Jun 1997 <<												
Base Vol:	91	702	87	59	1199	33	24	22	44	117	10	22
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	94	727	90	61	1242	34	25	23	46	121	10	23
Added Vol:	0	76	0	1	40	5	0	0	0	0	0	1
ATI/Pending:	0	19	0	0	44	0	0	0	0	0	0	0
Initial Fut:	94	822	90	62	1326	39	25	23	46	121	10	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	94	822	90	62	1326	39	25	23	46	121	10	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	822	90	62	1326	39	25	23	46	121	10	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	94	822	90	62	1326	39	25	23	46	121	10	24
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	1.80	0.20	1.00	2.91	0.09	0.53	0.49	0.98	1.00	0.30	0.70
Final Sat.:	1750	3334	365	1750	5439	161	960	880	1760	1800	546	1254
Capacity Analysis Module:												
Vol/Sat:	0.05	0.25	0.25	0.04	0.24	0.24	0.03	0.03	0.03	0.07	0.02	0.02
Crit Moves:		****		****						****		
Green Time:	7.0	64.2	64.2	9.2	66.5	66.5	17.5	17.5	17.5	17.5	17.5	17.5
Volume/Cap:	0.77	0.38	0.38	0.38	0.37	0.37	0.15	0.15	0.15	0.38	0.11	0.11
Delay/Veh:	70.9	8.6	8.6	44.2	7.5	7.5	35.0	35.0	35.0	37.1	34.7	34.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	70.9	8.6	8.6	44.2	7.5	7.5	35.0	35.0	35.0	37.1	34.7	34.7
HCM2kAvg:	5	7	6	2	6	6	1	1	1	4	1	1

BAREC 120 units + 90 BFD units
June 2004

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

Intersection #9: Saratoga/Stevens Creek

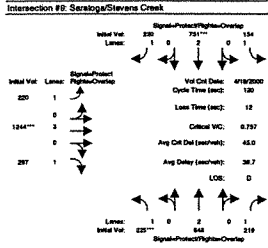


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 18 Apr 2000 <<												
Base Vol:	187	586	211	149	705	166	160	1034	260	231	705	43
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	187	586	211	149	705	166	160	1034	260	231	705	43
Added Vol:	0	0	0	0	0	0	0	12	0	0	6	0
ATI/Pending:	0	41	0	0	21	0	0	88	0	0	41	0
Initial Fut:	187	627	211	149	726	166	160	1134	260	231	752	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	187	627	211	149	726	166	160	1134	260	231	752	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	187	627	211	149	726	166	160	1134	260	231	752	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	187	627	211	149	726	166	160	1134	260	231	752	43
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.17	0.12	0.09	0.19	0.09	0.09	0.20	0.15	0.13	0.13	0.02
Crit Moves:	****				****			****		****		
Green Time:	18.4	33.7	56.4	17.4	32.8	56.1	23.3	34.2	52.5	22.7	33.6	51.0
Volume/Cap:	0.70	0.59	0.26	0.59	0.70	0.20	0.47	0.70	0.34	0.70	0.47	0.06
Delay/Veh:	56.1	38.0	19.3	51.5	41.3	18.9	44.0	39.7	22.6	52.0	36.1	20.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.1	38.0	19.3	51.5	41.3	18.9	44.0	39.7	22.6	52.0	36.1	20.4
HCM2kAvg:	8	10	5	6	13	4	6	13	6	9	8	1

BAREC 120 units + 90 BFD units
June 2004

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

Intersection #9: Saratoga/Stevens Creek

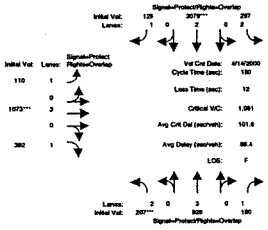


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 18 Apr 2000 <<												
Base Vol:	187	586	211	149	705	166	160	1034	260	231	705	43
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	194	607	219	154	730	172	166	1071	269	239	730	45
Added Vol:	0	0	0	0	0	0	0	12	0	0	6	0
ATI/Pending:	31	41	0	0	21	48	54	161	28	0	104	0
Initial Fut:	225	648	219	154	751	220	220	1244	297	239	840	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	225	648	219	154	751	220	220	1244	297	239	840	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	225	648	219	154	751	220	220	1244	297	239	840	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	225	648	219	154	751	220	220	1244	297	239	840	45
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.17	0.12	0.09	0.20	0.13	0.13	0.22	0.17	0.14	0.15	0.03
Crit Moves:	****				****			****		****		
Green Time:	20.4	34.1	55.8	17.6	31.3	57.2	25.9	34.6	55.0	21.7	30.4	48.0
Volume/Cap:	0.76	0.60	0.27	0.60	0.76	0.26	0.58	0.76	0.37	0.76	0.58	0.06
Delay/Veh:	58.1	38.0	19.8	51.8	44.2	18.9	44.5	40.9	21.5	56.7	39.8	22.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.1	38.0	19.8	51.8	44.2	18.9	44.5	40.9	21.5	56.7	39.8	22.2
HCM2kAvg:	10	11	5	6	14	5	8	15	7	10	10	1

BAREC 120 units + 90 SFD units
June 2004

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

Intersection #10: San Tomas/Stevens Creek



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Min. Green:	14	87		10	14	105		10	14	10		10	14	10		10

Volume Module: >> Count Date: 14 Apr 2000 <<

Base Vol:	204	751	178	264	2674	129	110	991	372	275	856	134
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	204	751	178	264	2674	129	110	991	372	275	856	134
Added Vol:	0	0	2	0	0	0	0	14	0	1	8	1
ATI/Pending:	3	175	0	33	405	0	0	68	20	0	38	33
Initial Fut:	207	926	180	297	3079	129	110	1073	392	276	902	168
User Adj:	1.00	1.00	1.00	1.00	0.84	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	207	926	180	297	2586	129	110	1073	392	276	902	168
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	207	926	180	297	2586	129	110	1073	392	276	902	168
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	207	926	180	297	2586	129	110	1073	392	276	902	168

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	0.99	0.95
Lanes:	2.00	3.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00	2.00	2.51	0.49
Final Sat.:	3150	5700	1750	3150	3800	1750	1750	5700	1750	3150	4720	879

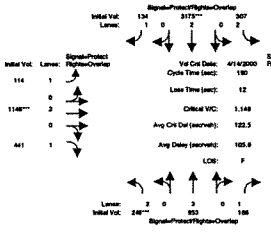
Capacity Analysis Module:

Vol/Sat:	0.07	0.16	0.10	0.09	0.68	0.07	0.06	0.19	0.22	0.09	0.19	0.19
Crit Moves:	****				****			****		****		
Green Time:	14.0	87.0	102.0	43.7	117	130.7	14.0	32.3	46.3	15.0	33.3	77.0
Volume/Cap:	0.89	0.35	0.19	0.41	1.11	0.11	0.85	1.11	0.92	1.11	1.09	0.47
Delay/Veh:	119.2	27.6	16.1	62.6	75.4	3.1	126.0	142	95.0	176.6	135	41.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	119.2	27.6	16.1	62.6	75.4	3.1	126.0	142	95.0	176.6	135	41.7
HCM2kAvg:	8	9	3	7	91	1	8	28	26	12	28	14

BAREC 120 units + 90 SFD units
June 2004

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

Intersection #10: San Tomas/Stevens Creek



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Min. Green:	14	87		10	14	105		10	14	10		10	14	10		10

Volume Module: >> Count Date: 14 Apr 2000 <<

Base Vol:	204	751	178	264	2674	129	110	991	372	275	856	134
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	211	778	184	274	2770	134	114	1027	385	285	887	139
Added Vol:	0	0	2	0	0	0	0	14	0	1	8	1
ATI/Pending:	35	175	0	33	405	0	0	105	56	0	70	33
Initial Fut:	246	953	186	307	3175	134	114	1146	441	286	965	173
User Adj:	1.00	1.00	1.00	1.00	0.84	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	246	953	186	307	2667	134	114	1146	441	286	965	173
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	246	953	186	307	2667	134	114	1146	441	286	965	173
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	246	953	186	307	2667	134	114	1146	441	286	965	173

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	0.99	0.95
Lanes:	2.00	3.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00	2.00	2.53	0.47
Final Sat.:	3150	5700	1750	3150	3800	1750	1750	5700	1750	3150	4748	851

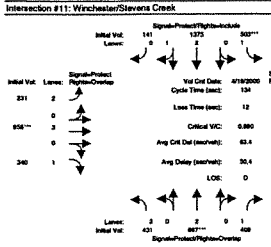
Capacity Analysis Module:

Vol/Sat:	0.08	0.17	0.11	0.10	0.70	0.08	0.07	0.20	0.25	0.09	0.20	0.20
Crit Moves:	****				****			****		****		
Green Time:	14.8	91.8	106.7	37.8	115	129.6	14.8	32.9	47.7	14.8	33.0	70.7
Volume/Cap:	1.01	0.35	0.19	0.49	1.16	0.11	0.84	1.16	1.01	1.16	1.17	0.55
Delay/Veh:	141.9	22.9	12.9	64.6	98.0	3.3	116.2	158	111.8	191.0	163	44.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	141.9	22.9	12.9	64.6	98.0	3.3	116.2	158	111.8	191.0	163	44.8
HCM2kAvg:	10	8	3	7	96	1	8	30	30	13	30	16

BAREC 120 units + 90 SFD units
June 2004

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

Intersection #11: Winchester/Stevens Creek



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Min. Green:	7	10		10	7	10		10	7	10		10	7	10		10

Volume Module: >> Count Date: 18 Apr 2000 <<

Base Vol:	359	517	400	472	1215	127	220	926	261	550	844	193
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	359	517	400	472	1215	127	220	926	261	550	844	193
Added Vol:	0	30	0	17	17	5	8	0	0	0	0	38
ATI/Pending:	72	120	9	14	143	9	3	32	79	16	18	12
Initial Fut:	431	667	409	503	1375	141	231	958	340	566	862	243
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	431	667	409	503	1375	141	231	958	340	566	862	243
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	431	667	409	503	1375	141	231	958	340	566	862	243
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	431	667	409	503	1375	141	231	958	340	566	862	243

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	2.71	0.29	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	1750	5078	521	3150	5700	1750	3150	5700	1750

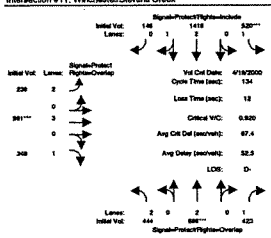
Capacity Analysis Module:

Vol/Sat:	0.14	0.18	0.23	0.29	0.27	0.27	0.07	0.17	0.19	0.18	0.15	0.14
Crit Moves:		****		****				****		****		
Green Time:	23.4	26.4	53.5	43.3	46.3	46.3	17.1	25.3	48.7	27.0	35.2	78.5
Volume/Cap:	0.78	0.89	0.59	0.89	0.78	0.78	0.58	0.89	0.53	0.89	0.58	0.24
Delay/Veh:	60.2	65.2	32.9	59.2	41.5	41.5	57.1	62.4	34.6	66.7	43.4	13.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.2	65.2	32.9	59.2	41.5	41.5	57.1	62.4	34.6	66.7	43.4	13.5
HCM2kAvg:	10	16	13	23	20	19	5	16	11	14	11	5

BAREC 120 units + 90 SFD units
June 2004

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

Intersection #11: Winchester/Stevens Creek



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Min. Green:	7	10		10	7	10		10	7	10		10	7	10		10

Volume Module: >> Count Date: 18 Apr 2000 <<

Base Vol:	359	517	400	472	1215	127	220	926	261	550	844	193
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	372	536	414	489	1259	132	228	959	270	570	874	200
Added Vol:	0	30	0	17	17	5	8	0	0	0	0	38
ATI/Pending:	72	120	9	14	143	9	3	32	79	16	18	12
Initial Fut:	444	686	423	520	1419	146	239	991	349	586	892	250
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	444	686	423	520	1419	146	239	991	349	586	892	250
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	444	686	423	520	1419	146	239	991	349	586	892	250
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	444	686	423	520	1419	146	239	991	349	586	892	250

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	2.71	0.29	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	1750	5078	521	3150	5700	1750	3150	5700	1750

Capacity Analysis Module:

Vol/Sat:	0.14	0.18	0.24	0.30	0.28	0.28	0.08	0.17	0.20	0.19	0.16	0.14
Crit Moves:		****		****				****		****		
Green Time:	23.3	26.3	53.4	43.3	46.2	46.2	17.1	25.3	48.7	27.1	35.3	78.6
Volume/Cap:	0.81	0.92	0.61	0.92	0.81	0.81	0.59	0.92	0.55	0.92	0.59	0.24
Delay/Veh:	62.0	69.4	33.5	64.0	42.5	42.5	57.6	65.8	35.0	71.0	43.7	13.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.0	69.4	33.5	64.0	42.5	42.5	57.6	65.8	35.0	71.0	43.7	13.5
HCM2kAvg:	11	17	14	24	21	20	5	17	12	15	11	5

BAREC 120 units + 80 SFD units
June 2004

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2000 HCM Operations (Future Volume Alternative)
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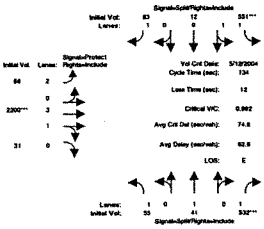
Intersection #12: Monroe/Stevens Creek



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10		10	10	10		10	10	7		10	10	7		10	10

Volume Module: >> Count Date: 12 May 2004 <<

Base Vol:		35	29	206	551	9	83	88	1949		26	244	1775		317
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:		35	29	206	551	9	83	88	1949		26	244	1775		317
Added Vol:		0	0	0	0	0	0	0	15		0	0	34		0
ATI/Pending:		20	12	326	0	3	0	0	236		5	208	317		0
Initial Fut:		55	41	532	551	12	83	88	2200		31	452	2126		317
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:		55	41	532	551	12	83	88	2200		31	452	2126		317
Reduct Vol:		0	0	0	0	0	0	0	0		0	0	0		0
Reduced Vol:		55	41	532	551	12	83	88	2200		31	452	2126		317
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Final Vol.:		55	41	532	551	12	83	88	2200		31	452	2126		317

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.92	1.00	0.92	0.93	0.95	0.92	0.83	0.99	0.95	0.83	1.00	0.92				
Lanes:	1.00	1.00	1.00	1.96	0.04	1.00	2.00	3.94	0.06	2.00	3.00	1.00				
Final Sat.:	1750	1900	1750	3474	76	1750	3150	7396	104	3150	5700	1750				

Capacity Analysis Module:

Vol/Sat:	0.03	0.02	0.30	0.16	0.16	0.05	0.03	0.30	0.30	0.14	0.37	0.18				
Crit Moves:			****	****				****		****						
Green Time:	41.0	41.0	41.0	21.4	21.4	21.4	7.0	40.2	40.2	19.4	52.5	74.0				
Volume/Cap:	0.10	0.07	0.99	0.99	0.99	0.30	0.53	0.99	0.99	0.99	0.95	0.33				
Delay/Veh:	33.4	33.0	83.1	92.0	92.0	50.2	65.3	63.9	63.9	97.3	49.5	16.6				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	33.4	33.0	83.1	92.0	92.0	50.2	65.3	63.9	63.9	97.3	49.5	16.6				
HCM2kAvg:	2	1	28	16	16	3	3	29	28	14	33	7				

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BAREC 120 units + 80 SFD units
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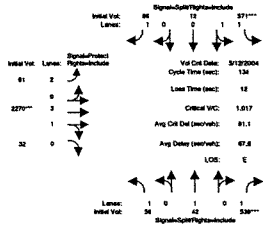
Intersection #12: Monroe/Stevens Creek



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10		10	10	10		10	10	7		10	10	7		10	10

Volume Module: >> Count Date: 12 May 2004 <<

Base Vol:		35	29	206	551	9	83	88	1949		26	244	1775		317
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04			
Initial Bse:		36	30	213	571	9	86	91	2019		27	253	1839		328
Added Vol:		0	0	0	0	0	0	0	15		0	0	34		0
ATI/Pending:		20	12	326	0	3	0	0	236		5	208	317		0
Initial Fut:		56	42	539	571	12	86	91	2270		32	461	2190		328
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:		56	42	539	571	12	86	91	2270		32	461	2190		328
Reduct Vol:		0	0	0	0	0	0	0	0		0	0	0		0
Reduced Vol:		56	42	539	571	12	86	91	2270		32	461	2190		328
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Final Vol.:		56	42	539	571	12	86	91	2270		32	461	2190		328

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.92	1.00	0.92	0.93	0.95	0.92	0.83	0.99	0.95	0.83	1.00	0.92				
Lanes:	1.00	1.00	1.00	1.96	0.04	1.00	2.00	3.94	0.06	2.00	3.00	1.00				
Final Sat.:	1750	1900	1750	3475	75	1750	3150	7396	104	3150	5700	1750				

Capacity Analysis Module:

Vol/Sat:	0.03	0.02	0.31	0.16	0.16	0.05	0.03	0.31	0.31	0.15	0.38	0.19				
Crit Moves:			****	****				****		****						
Green Time:	40.6	40.6	40.6	21.6	21.6	21.6	7.0	40.5	40.5	19.3	52.7	74.4				
Volume/Cap:	0.11	0.07	1.02	1.02	1.02	0.30	0.55	1.02	1.02	1.02	0.98	0.34				
Delay/Veh:	33.7	33.3	90.1	98.0	98.0	50.1	66.1	70.0	70.0	103.9	53.9	16.5				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	33.7	33.3	90.1	98.0	98.0	50.1	66.1	70.0	70.0	103.9	53.9	16.5				
HCM2kAvg:	2	1	29	17	17	3	3	31	29	14	35	7				

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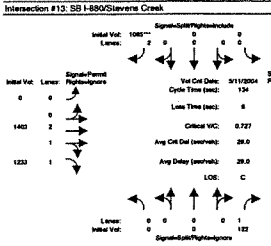
Intersection #13: SB I-880/Stevens Creek



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0		0	10	0		0	10	0		10	10	0		10	10

Volume Module: >> Count Date: 11 May 2004 <<

Base Vol:		0	0	122		0	0	806		0	1393	1222		0	1749	324
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:		0	0	122		0	0	806		0	1393	1222		0	1749	324
Added Vol:		0	0	0		0	0	11		0	4	11		0	23	0
ATI/Pending:		0	0	0		0	0	248		0	6	0		0	258	0
Initial Fut:		0	0	122		0	0	1065		0	1403	1233		0	2030	324
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00				
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00				
PHF Volume:		0	0	0		0	0	1065		0	0	0		0	2030	0
Reduct Vol:		0	0	0		0	0	0		0	0	0		0	0	0
Reduced Vol:		0	0	0		0	0	1065		0	0	0		0	2030	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00				
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00				
Final Vol.:		0	0	0		0	0	1065		0	0	0		0	2030	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92				
Lanes:	0.00	0.00	1.00	0.00	0.00	2.00	0.00	3.00	1.00	0.00	3.00	1.00				
Final Sat.:		0	0	1750		0	0	3150		0	5700	1750		0	5700	1750

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.34	0.00	0.00	0.00	0.00	0.36	0.00				
Crit Moves:						****					****					
Green Time:	0.0	0.0	0.0	0.0	0.0	62.3	0.0	0.0	0.0	0.0	65.7	0.0				
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.73	0.00	0.00	0.00	0.00	0.73	0.00				
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	30.8	0.0	0.0	0.0	0.0	28.0	0.0				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	30.8	0.0	0.0	0.0	0.0	28.0	0.0				
HCM2kAvg:	0	0	0	0	0	18	0	0	0	0	22	0				

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BAREC 120 units + 80 SFD units
June 2004

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2000 HCM Operations (Future Volume Alternative)
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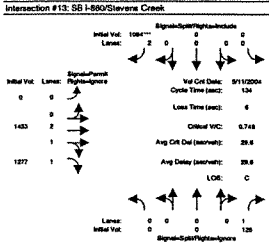
Intersection #13: SB I-880/Stevens Creek



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0		0	10	0		0	10	0		10	10	0		10	10

Volume Module: >> Count Date: 11 May 2004 <<

Base Vol:		0	0	122		0	0	806		0	1393	1222		0	1749	324
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04				
Initial Bse:		0	0	126		0	0	835		0	1443	1266		0	1812	336
Added Vol:		0	0	0		0	0	11		0	4	11		0	23	0
ATI/Pending:		0	0	0		0	0	248		0	6	0		0	258	0
Initial Fut:		0	0	126		0	0	1094		0	1453	1277		0	2093	336
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00				
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00				
PHF Volume:		0	0	0		0	0	1094		0	0	0		0	2093	0
Reduct Vol:		0	0	0		0	0	0		0	0	0		0	0	0
Reduced Vol:		0	0	0		0	0	1094		0	0	0		0	2093	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00				
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00				
Final Vol.:		0	0	0		0	0	1094		0	0	0		0	2093	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92				
Lanes:	0.00	0.00	1.00	0.00	0.00	2.00	0.00	3.00	1.00	0.00	3.00	1.00				
Final Sat.:		0	0	1750		0	0	3150		0	5700	1750		0	5700	1750

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.35	0.00	0.00	0.00	0.00	0.37	0.00				
Crit Moves:						****					****					
Green Time:	0.0	0.0	0.0	0.0	0.0	62.2	0.0	0.0	0.0	0.0	65.8	0.0				
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.75	0.00	0.00	0.00	0.00	0.75	0.00				
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	31.6	0.0	0.0	0.0	0.0	28.6	0.0				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	31.6	0.0	0.0	0.0	0.0	28.6	0.0				
HCM2kAvg:	0	0	0	0	0	19	0	0	0	0	24	0				

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BAREC 120 units + 80 SFD units
June 2004

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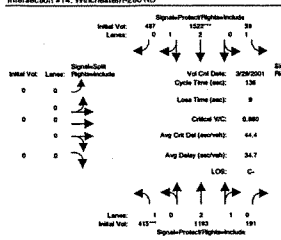
Intersection #14: Winchester/I-280 NB

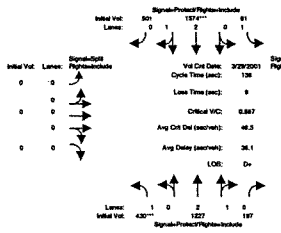


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	7		10		10	7		10		10	0		0		0	10		10		10
Volume Module: >> Count Date: 29 Mar 2001 <<																				
Base Vol:			410	958	165			54	1433	382		0		0	0		276		90	15
Growth Adj:	1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:			410	958	165			54	1433	382		0		0	0		276		90	15
Added Vol:			0	28	0			0	6	11		0		0	0		0		0	0
ATI/Pending:			5	207	26			5	83	94		0		0	0		40		79	20
Initial Fut:			415	1193	191			59	1522	487		0		0	0		316		169	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:			415	1193	191			59	1522	487		0		0	0		316		169	35
Reduct Vol:			0	0	0			0	0	0		0		0	0		0		0	0
Reduced Vol:			415	1193	191			59	1522	487		0		0	0		316		169	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:			415	1193	191			59	1522	487		0		0	0		316		169	35
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.99	0.95	0.92	1.00	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	2.57	0.43	1.00	2.25	0.75	0.00	0.00	0.00	1.43	0.47	0.10								
Final Sat.:	1750	4826	773	1750	4241	1357		0		0	2514	817	169							
Capacity Analysis Module:																				
Vol/Sat:	0.24	0.25	0.25	0.03	0.36	0.36	0.00	0.00	0.00	0.13	0.21	0.21								
Crit Moves:	****				****							****								
Green Time:	37.5	87.3	87.3	7.0	56.8	56.8	0.0	0.0	0.0	32.7	32.7	32.7								
Volume/Cap:	0.86	0.39	0.39	0.66	0.86	0.86	0.00	0.00	0.00	0.52	0.86	0.86								
Delay/Veh:	61.2	11.7	11.7	79.4	39.5	39.5	0.0	0.0	0.0	45.4	61.4	61.4								
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
AdjDel/Veh:	61.2	11.7	11.7	79.4	39.5	39.5	0.0	0.0	0.0	45.4	61.4	61.4								
HCM2kAvg:	19		9	9	4	28	27	0	0	0	8	17	17							

BAREC 120 units + 80 SFD units
June 2004

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

Intersection #14: Winchester/I-280 NB



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	7		10		10	7		10		10	0		0		0	10		10		10
Volume Module: >> Count Date: 29 Mar 2001 <<																				
Base Vol:			410	958	165			54	1433	382		0		0	0		276		90	15
Growth Adj:	1.04	1.04		1.04	1.04	1.04	1.04		1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:			425	992	171			56	1485	396		0		0	0		286		93	16
Added Vol:			0	28	0			0	6	11		0		0	0		0		0	0
ATI/Pending:			5	207	26			5	83	94		0		0	0		40		79	20
Initial Fut:			430	1227	197			61	1574	501		0		0	0		326		172	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:			430	1227	197			61	1574	501		0		0	0		326		172	36
Reduct Vol:			0	0	0			0	0	0		0		0	0		0		0	0
Reduced Vol:			430	1227	197			61	1574	501		0		0	0		326		172	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:			430	1227	197			61	1574	501		0		0	0		326		172	36
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.99	0.95	0.92	1.00	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	2.57	0.43	1.00	2.25	0.75	0.00	0.00	0.00	1.44	0.46	0.10								
Final Sat.:	1750	4825	774	1750	4246	1351		0		0	2519	813	168							
Capacity Analysis Module:																				
Vol/Sat:	0.25	0.25	0.25	0.03	0.37	0.37	0.00	0.00	0.00	0.13	0.21	0.21								
Crit Moves:	****				****							****								
Green Time:	37.7	87.5	87.5	7.0	56.8	56.8	0.0	0.0	0.0	32.5	32.5	32.5								
Volume/Cap:	0.89	0.40	0.40	0.68	0.89	0.89	0.00	0.00	0.00	0.54	0.89	0.89								
Delay/Veh:	64.8	11.7	11.7	82.0	41.1	41.1	0.0	0.0	0.0	45.9	64.8	64.8								
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
AdjDel/Veh:	64.8	11.7	11.7	82.0	41.1	41.1	0.0	0.0	0.0	45.9	64.8	64.8								
HCM2kAvg:	20		9	9	4	30	29	0	0	0	9	18	18							

BAREC 120 units + 80 SFD units
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2000 HCM Operations (Future Volume Alternative)
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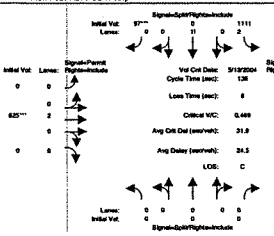
Intersection #15: I-280 SB/Moorpark



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	0		0		0	10		0		10	0		10		0	0		10		0
Volume Module: >> Count Date: 13 May 2004 <<																				
Base Vol:			0	0	0	946		0		97		0	612		0		0	605		0
Growth Adj:	1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:			0	0	0	946		0		97		0	612		0		0	605		0
Added Vol:			0	0	0	19		0		0		0	2		0		0	2		0
ATI/Pending:			0	0	0	146		0		0		0	11		0		0	12		0
Initial Fut:			0	0	0	1111		0		97		0	625		0		0	619		0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:			0	0	0	1111		0		97		0	625		0		0	619		0
Reduct Vol:			0	0	0	0		0		0		0	0		0		0	0		0
Reduced Vol:			0	0	0	1111		0		97		0	625		0		0	619		0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:			0	0	0	1111		0		97		0	625		0		0	619		0
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.85	1.00	0.92	0.92	1.00	0.92	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92
Lanes:	0.00	0.00	0.00	2.80	0.00	0.20	0.00	2.00	0.00	0.00	2.00	0.00								
Final Sat.:			0	0	0	4552		0		342		0	3800		0		0	3800		0
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.00	0.00	0.24	0.00	0.28	0.00	0.16	0.00	0.00	0.16	0.00								
Crit Moves:						****		****												
Green Time:	0.0	0.0	0.0	82.3	0.0	82.3	0.0	47.7	0.0	0.0	47.7	0.0								
Volume/Cap:	0.00	0.00	0.00	0.40	0.00	0.47	0.00	0.47	0.00	0.00	0.46	0.00								
Delay/Veh:	0.0	0.0	0.0	14.1	0.0	14.9	0.0	34.6	0.0	0.0	34.5	0.0								
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
AdjDel/Veh:	0.0	0.0	0.0	14.1	0.0	14.9	0.0	34.6	0.0	0.0	34.5	0.0								
HCM2kAvg:	0		0	0	8	0	11	0	10	0	0	10	0							

BAREC 120 units + 80 SFD units
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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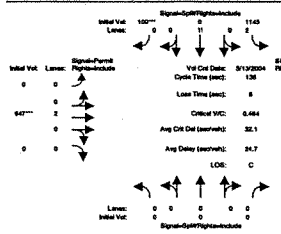
Intersection #15: I-280 SB/Moorpark



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	0		0		0	10		0		10	0		10		0	0		10		0
Volume Module: >> Count Date: 13 May 2004 <<																				
Base Vol:			0	0	0	946		0		97		0	612		0		0	605		0
Growth Adj:	1.04	1.04		1.04	1.04	1.04	1.04		1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:			0	0	0	980		0		100		0	634		0		0	627		0
Added Vol:			0	0	0	19		0		0		0	2		0		0	2		0
ATI/Pending:			0	0	0	146		0		0		0	11		0		0	12		0
Initial Fut:			0	0	0	1145		0		100		0	647		0		0	641		0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:			0	0	0	1145		0		100		0	647		0		0	641		0
Reduct Vol:			0	0	0	0		0		0		0	0		0		0	0		0
Reduced Vol:			0	0	0	1145		0		100		0	647		0		0	641		0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:			0	0	0	1145		0		100		0	647		0		0	641		0
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.85	1.00	0.92	0.92	1.00	0.92	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92
Lanes:	0.00	0.00	0.00	2.80	0.00	0.20	0.00	2.00	0.00	0.00	2.00	0.00								
Final Sat.:			0	0	0	4551		0		343		0	3800		0		0	3800		0
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.00	0.00	0.25	0.00	0.29	0.00	0.17	0.00	0.00	0.17	0.00								
Crit Moves:						****		****												
Green Time:	0.0	0.0	0.0	82.2	0.0	82.2	0.0	47.8	0.0	0.0	47.8	0.0								
Volume/Cap:	0.00	0.00	0.00	0.42	0.00	0.48	0.00	0.48	0.00	0.00	0.48	0.00								
Delay/Veh:	0.0	0.0	0.0	14.3	0.0	15.2	0.0	34.7	0.0	0.0	34.7	0.0								
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
AdjDel/Veh:	0.0	0.0	0.0	14.3	0.0	15.2	0.0	34.7	0.0	0.0	34.7	0.0								
HCM2kAvg:	0		0	0	9	0	12	0	10	0	0	10	0							

BAREC 120 units + 90 SFD units
June 2004

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2000 HCM Operations (Future Volume Alternative)
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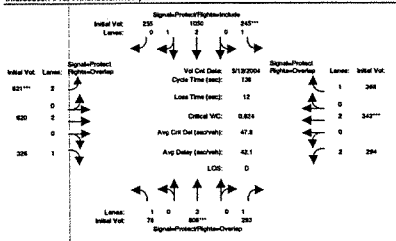
Intersection #16: Winchester/Moorpark



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 12 May 2004 <<												
Base Vol:	77	742	291	242	950	229	424	620	311	288	343	365
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	77	742	291	242	950	229	424	620	311	288	343	365
Added Vol:	0	7	0	0	4	2	21	0	0	0	0	0
ATI/Pending:	1	59	2	3	96	24	176	0	15	6	0	3
Initial Fut:	78	808	293	245	1050	255	621	620	326	294	343	368
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	78	808	293	245	1050	255	621	620	326	294	343	368
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	808	293	245	1050	255	621	620	326	294	343	368
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	78	808	293	245	1050	255	621	620	326	294	343	368
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	2.39	0.61	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	5700	1750	1750	4504	1094	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.14	0.17	0.14	0.23	0.23	0.20	0.16	0.19	0.09	0.09	0.21
Crit Moves:		****		****			****				****	
Green Time:	7.0	30.9	53.7	30.5	54.4	54.4	43.0	39.8	46.8	22.8	19.7	50.2
Volume/Cap:	0.87	0.62	0.42	0.62	0.58	0.58	0.62	0.56	0.54	0.56	0.62	0.57
Delay/Veh:	117.7	48.3	30.4	50.7	32.3	32.3	40.9	41.3	36.9	53.3	56.9	35.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	117.7	48.3	30.4	50.7	32.3	32.3	40.9	41.3	36.9	53.3	56.9	35.5
HCM2kAvg:	5	11	9	10	14	14	12	11	11	6	8	12

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BAREC 120 units + 90 SFD units
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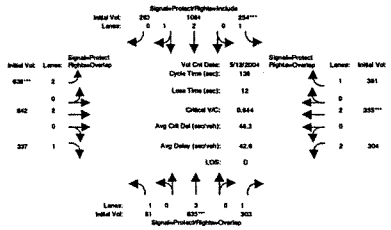
PM Project

Intersection #16: Winchester/Moorpark



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 12 May 2004 <<												
Base Vol:	77	742	291	242	950	229	424	620	311	288	343	365
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	80	769	301	251	984	237	439	642	322	298	355	378
Added Vol:	0	7	0	0	4	2	21	0	0	0	0	0
ATI/Pending:	1	59	2	3	96	24	176	0	15	6	0	3
Initial Fut:	81	835	303	254	1084	263	636	642	337	304	355	381
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	81	835	303	254	1084	263	636	642	337	304	355	381
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	835	303	254	1084	263	636	642	337	304	355	381
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	81	835	303	254	1084	263	636	642	337	304	355	381
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	2.39	0.61	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	5700	1750	1750	4505	1094	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.15	0.17	0.14	0.24	0.24	0.20	0.17	0.19	0.10	0.09	0.22
Crit Moves:		****		****			****				****	
Green Time:	7.0	30.9	53.6	30.6	54.6	54.6	42.7	39.7	46.7	22.7	19.8	50.4
Volume/Cap:	0.90	0.64	0.44	0.64	0.60	0.60	0.64	0.58	0.56	0.58	0.64	0.59
Delay/Veh:	126.2	48.7	30.6	51.4	32.6	32.6	41.6	41.8	37.5	53.8	57.4	35.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	126.2	48.7	30.6	51.4	32.6	32.6	41.6	41.8	37.5	53.8	57.4	35.9
HCM2kAvg:	6	11	9	10	15	14	12	12	12	7	8	13

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Summary for Interval	
Start Time	7:15
End Time	8:30
Total Time (min)	75
Time Recorded (min)	60
# of Intervals	2
# of Recorded Intvls	1
Vehs Entered	1564
Vehs Exited	1571
Starting Vehs	21
Ending Vehs	14
Denied Entry Before	0
Denied Entry After	0
Travel Distance (mi)	242
Travel Time (hr)	15.7
Total Delay (hr)	7.1
Total Stops	1791
Fuel Used (gal)	30.3

Interval #0 Information Seeding	
Start Time	7:15
End Time	7:30
Total Time (min)	15
Volumes adjusted by Growth Factors	
No data recorded this interval.	

Interval #1 Information Recording	
Start Time	7:30
End Time	8:30
Total Time (min)	60
Volumes adjusted by Growth Factors	
Vehs Entered	1564
Vehs Exited	1571
Starting Vehs	21
Ending Vehs	14
Denied Entry Before	0
Denied Entry After	0
Travel Distance (mi)	242
Travel Time (hr)	15.7
Total Delay (hr)	7.1
Total Stops	1791
Fuel Used (gal)	30.3

3: BAREC & Winchester Performance by movement

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay (hr)	0.4	0.1	0.5	1.1	0.1	0.1	0.3	1.8	0.4	1.0	0.3	0.0
Delay / Veh (s)	50.8	36.2	52.1	56.5	57.4	3.8	76.0	29.1	8.7	49.4	15.3	51.9
Total Stops	28	6	29	70	4	107	14	238	70	65	50	7
Travel Dist (mi)	0.6	0.2	0.7	5.4	0.3	6.3	0.9	6.10	1.1	2.0	2.4	0.5
Travel Time (hr)	0.5	0.1	0.5	1.3	0.1	0.5	0.3	3.5	0.9	1.1	0.6	0.1
Avg Speed (mph)	1	2	1	4	4	6	3	1.5	1.2	2	1.5	4
Vehicles Entered	30	7	33	74	4	115	13	705	152	70	325	16
Vehicles Exited	30	7	33	74	4	115	12	707	154	70	328	16
Hourly Exit Rate	30	7	33	74	4	115	12	707	154	70	328	16
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

3: BAREC & Winchester Intersection Performance

	EB	WB	NB	SB	All
Total Delay (hr)	1.0	1.3	2.5	1.3	6.0
Delay / Veh (s)	50.0	28.6	10.2	11.2	13.9
Total Stops	63	181	322	122	688
Travel Dist (mi)	1.2	12.0	63.0	11.6	90.3
Travel Time (hr)	1.1	1.9	4.7	1.7	9.4
Avg Speed (mph)	1	6	13	7	10
Vehicles Entered	70	193	870	411	1544
Vehicles Exited	70	193	873	414	1550
Hourly Exit Rate	70	193	873	414	1550
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

5: Forest West & Winchester Performance by movement

	EBL	EBR	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay (hr)	0.1	0.1	0.0	0.0	0.2	0.3	0.0	0.0	0.1	0.0
Delay / Veh (s)	73.0	10.1	60.2	9.7	62.4	1.3	7.6	5.4	1.2	6.6
Total Stops	7	36	2	3	12	19	0	3	21	0
Travel Dist (mi)	0.2	1.0	0.1	0.1	0.4	2.6	0.1	0.2	1.1	0.2
Travel Time (hr)	0.2	0.2	0.0	0.0	0.2	1.2	0.0	0.0	0.7	0.0
Avg Speed (mph)	2	5	2	10	2	22	10	15	26	13
Vehicles Entered	7	39	2	3	12	836	4	4	372	4
Vehicles Exited	7	37	2	3	11	835	4	4	372	4
Hourly Exit Rate	7	37	2	3	11	835	4	4	372	4
Denied Entry Before	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0

5: Forest West & Winchester Intersection Performance

	EB	WB	NB	SB	Total
Total Delay (hr)	0.2	0.0	0.5	0.1	0.9
Delay / Veh (s)	19.9	26.9	2.1	12	2.5
Total Stops	43	5	31	24	103
Travel Dist (mi)	2.3	0.1	26.6	17.5	46.6
Travel Time (hr)	0.4	0.0	1.4	0.7	2.5
Avg Speed (mph)	6	3	19	25	18
Vehicles Entered	46	5	852	380	1283
Vehicles Exited	44	5	850	380	1279
Hourly Exit Rate	44	5	850	380	1279
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

Total Network Performance

	All
Total Delay (hr)	7.1
Delay / Veh (s)	15.3
Total Stops	791
Travel Dist (mi)	242.0
Travel Time (hr)	15.7
Avg Speed (mph)	16
Vehicles Entered	1564
Vehicles Exited	1571
Hourly Exit Rate	1571
Denied Entry Before	0
Denied Entry After	0

Intersection: 3: BAREC & Winchester

Movement	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LT	R	L	LT	R	L	T	TR	L	T	TR
Maximum Queue (ft)	90	88	71	52	69	123	179	165	83	68	61
Average Queue (ft)	32	27	42	27	36	15	93	93	49	23	18
95th Queue (ft)	73	67	66	59	54	58	154	156	80	57	54
Link Distance (ft)	113	113	381	381	381		373	373	89	89	89
Upstream Blk Time (%)									0.00		
Queuing Penalty (veh)									0		
Storage Bay Dist (ft)						0.00					
Storage Blk Time (%)						0.00	0.06				
Queuing Penalty (veh)						0	1				

Intersection: 5: Forest West & Winchester

Movement	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LR	LTR	L	T	TR	LT	T	TR
Maximum Queue (ft)	72	32	51	92	70	50	50	47
Average Queue (ft)	30	5	13	13	9	7	10	5
95th Queue (ft)	65	22	39	55	37	29	36	24
Link Distance (ft)	272	150		89	89		239	239
Upstream Blk Time (%)				0.00	0.00			
Queuing Penalty (veh)				0	0			
Storage Bay Dist (ft)			80			150		
Storage Blk Time (%)				0.00				
Queuing Penalty (veh)				0				

Nework Summary

Network wide Queuing Penalty: 1

Summary for Entire Run

Start Time	4:45
End Time	6:00
Total Time (min)	75
Time Recorded (min)	60
# of Intervals	2
# of Recorded Ints	1
Vehs Entered	2333
Vehs Exited	2341
Starting Vehs	27
Ending Vehs	19
Denied Entry Before	0
Denied Entry After	0
Travel Distance (mi)	363
Travel Time (hr)	28.9
Total Delay (hr)	15.7
Total Stops	1596
Fuel Used (gal)	54.6

Interval #0 Information Seeding

Start Time	4:45
End Time	5:00
Total Time (min)	15

Volumes adjusted by Growth Factors.
No data recorded this interval.

Interval #1 Information Recording

Start Time	5:00
End Time	6:00
Total Time (min)	60

Volumes adjusted by Growth Factors.

Vehs Entered	2333
Vehs Exited	2341
Starting Vehs	27
Ending Vehs	19
Denied Entry Before	0
Denied Entry After	0
Travel Distance (mi)	363
Travel Time (hr)	28.9
Total Delay (hr)	15.7
Total Stops	1596
Fuel Used (gal)	54.6

3: BAREC & Winchester Performance by movement

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay (hr)	0.3	0.1	0.2	3.2	0.0	0.3	1.0	3.2	1.1	1.7	2.3	0.1
Delay / Veh (s)	42.6	55.6	20.1	43.4	11.3	5.3	58.9	19.9	16.1	52.0	106.1	8.0
Total Stops	26	5	13	239	2	156	70	309	153	109	267	9
Travel Dist (mi)	0.6	0.1	0.5	19.5	0.8	0.1	4.3	19.9	7.0	3.2	22.9	0.7
Travel Time (hr)	0.3	0.1	0.2	4.0	0.0	0.9	1.1	4.6	1.9	1.9	3.0	0.1
Avg Speed (mph)	2	1	2	5	3	15	4	4	3.9	1.2	7.8	7
Vehicles Entered	26	6	21	268	4	181	60	578	235	120	783	24
Vehicles Exited	26	6	21	265	4	183	59	579	236	118	787	24
Hourly Exit Rate	26	6	21	265	4	183	59	579	236	118	787	24
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

3: BAREC & Winchester Intersection Performance

	EB	WB	NB	SB	Total
Total Delay (hr)	0.6	3.5	5.2	4.1	13.3
Delay / Veh (s)	38.3	27.8	31.5	15.8	20.8
Total Stops	44	397	532	385	1358
Travel Dist (mi)	1.1	32.9	53.2	27.0	114.3
Travel Time (hr)	0.6	5.0	7.7	5.0	18.3
Avg Speed (mph)	2	7	8	5	7
Vehicles Entered	53	453	873	927	2306
Vehicles Exited	53	452	874	929	2308
Hourly Exit Rate	53	452	874	929	2308
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

5: Forest West & Winchester Performance by movement

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay (hr)	0.0	0.0	0.1	0.1	0.0	0.1	0.1	0.4	0.0	0.0	0.9	0.0
Delay / Veh (s)	41.6	57.6	11.2	8.4	12.6	30.2	42.6	11.9	2.3	8.9	17	4.1
Total Stops	2	1	22	4	1	8	8	24	1	3	164	0
Travel Dist (mi)	0.1	0.1	1.2	0.1	0.0	0.2	0.3	23.7	0.2	0.3	4.1	0.1
Travel Time (hr)	0.0	0.0	0.1	0.1	0.0	0.1	0.1	1.3	0.0	0.0	2.4	0.0
Avg Speed (mph)	4	2	9	1	5	3	2	18	11	7	1.8	12
Vehicles Entered	2	1	23	4	1	7	9	781	5	6	895	3
Vehicles Exited	2	1	23	4	1	8	9	781	5	6	895	3
Hourly Exit Rate	2	1	23	4	1	8	9	781	5	6	895	3
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

5: Forest West & Winchester Intersection Performance

	EB	WB	NB	SB	Total	
Total Delay (hr)	0.1	0.2	0.5	0.9	1.7	
Delay / Veh (s)	15.8	45.5	2.3	3.8	3.6	A
Total Stops	25	13	33	167	238	
Travel Dist (mi)	13	0.4	24.1	41.5	67.3	
Travel Time (hr)	0.2	0.2	1.4	2.4	4.2	
Avg Speed (mph)	7	2	17	18	16	
Vehicles Entered	26	12	795	904	1737	
Vehicles Exited	26	13	795	904	1738	
Hourly Exit Rate	26	13	795	904	1738	
Denied Entry Before	0	0	0	0	0	
Denied Entry After	0	0	0	0	0	

Total Network Performance

	All
Total Delay (hr)	15.7
Delay / Veh (s)	24.1
Total Stops	1596
Travel Dist (mi)	362.8
Travel Time (hr)	28.9
Avg Speed (mph)	13
Vehicles Entered	2333
Vehicles Exited	2341
Hourly Exit Rate	2341
Denied Entry Before	0
Denied Entry After	0

Intersection: 3: BAREC & Winchester

Movement	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LT	R	L	LT	R	L	T	TR	L	T	TR
Maximum Queue (ft)	68	51	169	144	94	125	398	275	122	137	118
Average Queue (ft)	28	12	97	87	45	51	147	144	78	92	76
95th Queue (ft)	67	35	147	129	76	114	388	243	125	130	124
Link Distance (ft)	113	113	381	381	381		373	373	89	89	89
Upstream Blk Time (%)							0.00		0.14	0.12	0.08
Queuing Penalty (veh)							0		45	36	26
Storage Bay Dist (ft)						100					
Storage Blk Time (%)						0.04	0.16				
Queuing Penalty (veh)						11	9				

Intersection: 5: Forest West & Winchester

Movement	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	T	TR	LT	T	TR
Maximum Queue (ft)	90	51	32	89	89	71	182	145
Average Queue (ft)	23	13	10	10	17	18	52	44
95th Queue (ft)	61	38	32	42	64	52	135	117
Link Distance (ft)	272	150		89	89		239	239
Upstream Blk Time (%)				0.00	0.01			
Queuing Penalty (veh)				0	2			
Storage Bay Dist (ft)			80			150		
Storage Blk Time (%)				0.00			0.00	
Queuing Penalty (veh)				0			1	

Nework Summary

Network wide Queuing Penalty: 130

Cumulative mitigation

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BAREC 120 SFD + 165 Sr
June 2004

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Bascom/Hedding

Cycle (sec): 140 Critical Vol./Cap. (X): 0.905
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 49.0
Optimal Cycle: 132 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	7	10	10		7	10	10		10	10	10		10	10	10	
Lanes:	1 0	1	1	0	1 0	1	1	0	0 1	1	0	1	0 1	1	0	1
Volume Module: >> Count Date: 9 Nov 2000 <<																
Base Vol:	88	1598	89		80	461	123		172	551	31		76	280	125	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	91	1656	92		83	478	127		178	571	32		79	290	130	
Added Vol:	0	0	0		0	0	1		6	2	0		0	1	0	
ATI:	0	6	1		0	16	0		0	0	0		5	0	0	
Initial Fut:	91	1662	93		83	494	128		184	573	32		84	291	130	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	91	1662	93		83	494	128		184	573	32		84	291	130	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	91	1662	93		83	494	128		184	573	32		84	291	130	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	91	1662	93		83	494	128		184	573	32		84	291	130	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	0.98	0.95		0.92	0.98	0.95		0.95	0.98	0.92		0.95	0.98	0.92	
Lanes:	1.00	1.89	0.11		1.00	1.58	0.42		0.50	1.50	1.00		0.46	1.54	1.00	
Final Sat.:	1750	3503	197		1750	2935	764		900	2799	1750		826	2873	1750	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.47	0.47		0.05	0.17	0.17		0.20	0.20	0.02		0.10	0.10	0.07	
Crit Moves:		****			****					****				****		
Green Time:	19.1	73.4	73.4		7.3	61.6	61.6		31.7	31.7	31.7		15.7	15.7	15.7	
Volume/Cap:	0.38	0.91	0.91		0.91	0.38	0.38		0.91	0.91	0.08		0.91	0.91	0.66	
Delay/Veh:	56.1	36.7	36.7		129.8	26.5	26.5		66.0	66.0	42.8		84.3	84.3	67.7	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	56.1	36.7	36.7		129.8	26.5	26.5		66.0	66.0	42.8		84.3	84.3	67.7	
HCM2kAvg:	4	37	36		6	9	9		19	19	1		11	11	6	

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Cumulative mitigation

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BAREC 120 SFD + 165 Sr
June 2004

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 San Tomas/Pruneridge

Cycle (sec): 180 Critical Vol./Cap. (X): 0.933
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 52.6
Optimal Cycle: 176 Level Of Service: D-

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Protected				Protected			
Rights:	Ovl				Ovl				Ovl				Ovl			
Min. Green:	7	10	10		7	10	10		7	10	10		7	10	10	
Lanes:	1 0	2	0	1	2 0	3	0	1	2	0 1	1	0	1 0	2	0	1
Volume Module: >> Count Date: 11 May 2004 <<																
Base Vol:	94	2558	13		171	814	72		120	315	76		3	394	199	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	97	2650	13		177	843	75		124	326	79		3	408	206	
Added Vol:	0	1	0		2	0	0		0	2	0		0	5	4	
ATI:	139	197	0		6	114	0		0	25	45		0	100	27	
Initial Fut:	236	2848	13		185	957	75		124	353	124		3	513	237	
User Adj:	1.00	0.85	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	236	2421	13		185	957	75		124	353	124		3	513	237	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	236	2421	13		185	957	75		124	353	124		3	513	237	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	236	2421	13		185	957	75		124	353	124		3	513	237	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.92		0.83	1.00	0.92		0.83	0.98	0.95		0.92	1.00	0.92	
Lanes:	1.00	2.00	1.00		2.00	3.00	1.00		2.00	1.47	0.53		1.00	2.00	1.00	
Final Sat.:	1750	3800	1750		3150	5700	1750		3150	2740	959		1750	3800	1750	
Capacity Analysis Module:																
Vol/Sat:	0.14	0.64	0.01		0.06	0.17	0.04		0.04	0.13	0.13		0.00	0.14	0.14	
Crit Moves:		****			****				****					****		
Green Time:	59.9	123	130.0		11.3	74.4	82.1		7.6	26.7	86.6		7.0	26.1	37.4	
Volume/Cap:	0.41	0.93	0.01		0.93	0.41	0.09		0.93	0.87	0.27		0.05	0.93	0.65	
Delay/Veh:	46.8	31.9	7.0		129.0	42.8	33.2		143.5	89.0	27.9		83.6	99.1	69.5	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	46.8	31.9	7.0		129.0	42.8	33.2		143.5	89.0	27.9		83.6	99.1	69.5	
HCM2kAvg:	10	61	0		8	14	3		6	16	11		0	17	13	

Traffix 7.6.0115 (c) 2004 Dowling Assoc. Licensed to FEHR & PEERS, SAN JOSE

APPENDIX C

APPROVED AND PENDING DEVELOPMENTS

AM Background Trips: BAREC Reuse Project Enivronmental Review

1. Newhall Street and Winchester Boulevard

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
San Jose	10	11	0	0	2	0	0	0	1	0	0	0
Santa Clara	18	13	3	0	14	0	0	26	3	0	89	0
Total	**28**	**24**	**3**	**0**	**16**	**0**	**0**	**26**	**4**	**0**	**89**	**0**

2. Pruneridge Avenue and San Tomas Expressway

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
San Jose	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara	139	187	0	6	100	0	0	25	45	0	100	27
Total	**139**	**187**	**0**	**6**	**100**	**0**	**0**	**25**	**45**	**0**	**100**	**27**

3. Prunerige Avenue and Saratoga Avenue

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
San Jose	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara	0	0	0	0	0	0	0	31	0	0	127	0
Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**31**	**0**	**0**	**127**	**0**

4. Pruneridge Avenue/Hedding Street and Winchester Boulevard

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
San Jose	26	13	1	0	3	0	2	0	9	2	0	6
Santa Clara	1	31	0	0	17	0	0	31	0	0	126	0
Total	**27**	**44**	**1**	**0**	**20**	**0**	**2**	**31**	**9**	**2**	**126**	**6**

5. Hedding Street and Bascom Avenue

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
San Jose	0	6	1	0	16	0	0	0	0	5	0	0
Santa Clara	0	0	0	0	0	0	0	0	0	0	0	0
Total	**0**	**6**	**1**	**0**	**16**	**0**	**0**	**0**	**0**	**5**	**0**	**0**

6. Forest Avenue and Winchester Boulevard

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
San Jose	0	11	7	6	0	0	0	0	0	1	0	1
Santa Clara	0	32	0	0	17	0	0	0	0	0	0	0
Total	**0**	**43**	**7**	**6**	**17**	**0**	**0**	**0**	**0**	**1**	**0**	**1**

7. Forest Avenue/Naglee Avenue and Bascom Avenue

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
San Jose	15	1	1	0	1	22	7	3	5	2	8	0
Santa Clara	0	0	0	0	0	0	0	0	0	0	0	0
Total	**15**	**1**	**1**	**0**	**1**	**22**	**7**	**3**	**5**	**2**	**8**	**0**

8. Dorcich Street and Winchester Boulevard

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
San Jose	0	11	0	0	0	0	0	0	0	0	0	0
Santa Clara	0	32	0	0	17	0	0	0	0	0	0	0
Total	**0**	**43**	**0**	**0**	**17**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

9. Stevens Creek Boulevard and Saratoga Avenue

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
San Jose	0	0	0	0	0	0	0	11	0	0	27	0
Santa Clara	0	10	0	0	38	0	0	10	0	0	51	0
Total	**0**	**10**	**0**	**0**	**38**	**0**	**0**	**21**	**0**	**0**	**78**	**0**

10. Stevens Creek Boulevard and San Tomas Expressway

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
San Jose	0	0	0	10	0	0	0	11	0	0	27	26
Santa Clara	22	301	0	5	101	0	0	7	4	0	29	16
Total	**22**	**301**	**0**	**15**	**101**	**0**	**0**	**18**	**4**	**0**	**56**	**42**

11. Stevens Creek Boulevard and Winchester Boulevard

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
San Jose	59	46	12	10	26	3	9	11	32	9	2	9
Santa Clara	16	32	0	0	17	0	4	3	0	0	28	0
Total	**75**	**78**	**12**	**10**	**43**	**3**	**13**	**14**	**32**	**9**	**30**	**9**

12. Stevens Creek Boulevard and Monroe Street

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
San Jose	5	3	181	0	12	0	0	200	20	267	81	0
Santa Clara	0	0	0	0	0	0	0	0	0	0	0	0
Total	**5**	**3**	**181**	**0**	**12**	**0**	**0**	**200**	**20**	**267**	**81**	**0**

13. Stevens Creek Boulevard and Southbound I-880 Off-Ramps

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
San Jose	0	0	0	0	0	68	0	8	0	0	280	0
Santa Clara	0	0	0	0	0	0	0	0	0	0	0	0
Total	**0**	**0**	**0**	**0**	**0**	**68**	**0**	**8**	**0**	**0**	**280**	**0**

14. Tisch Way/Northbound I-280 On-Ramp and Winchester Boulevard

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
San Jose	12	58	119	20	9	126	0	0	0	26	0	5
Santa Clara	0	50	0	0	17	0	0	0	0	0	0	0
Total	**12**	**108**	**119**	**20**	**26**	**126**	**0**	**0**	**0**	**26**	**0**	**5**

15. Moorpark Avenue and Southbound I-280 Off-Ramp

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
San Jose	0	0	0	42	0	0	0	1	0	0	1	0
Santa Clara	0	0	0	0	0	0	0	0	0	0	0	0
Total	**0**	**0**	**0**	**42**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**

16. Moorpark Avenue and Winchester Boulevard

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
San Jose	3	55	6	0	15	20	134	0	6	2	0	0
Santa Clara	0	50	0	0	18	0	0	0	0	0	0	0
Total	**3**	**105**	**6**	**0**	**33**	**20**	**134**	**0**	**6**	**2**	**0**	**0**

PM Background Trips: BAREC Reuse Project Enivronmental Review

1. Newhall Street and Winchester Boulevard

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
San Jose	8	13	0	0	23	0	0	0	16	0	0	0
Santa Clara	3	15	0	0	15	0	0	132	16	2	52	0
Total	**11**	**28**	**0**	**0**	**38**	**0**	**0**	**132**	**32**	**2**	**52**	**0**

2. Pruneridge Avenue and San Tomas Expressway

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
San Jose	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara	96	125	0	34	216	0	0	129	225	0	45	12
Total	**96**	**125**	**0**	**34**	**216**	**0**	**0**	**129**	**225**	**0**	**45**	**12**

3. Prunerige Avenue and Saratoga Avenue

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
San Jose	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara	0	0	0	0	0	0	0	164	0	0	57	0
Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**164**	**0**	**0**	**57**	**0**

4. Pruneridge Avenue/Hedding Street and Winchester Boulevard

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
San Jose	22	21	18	6	31	2	0	0	51	17	0	0
Santa Clara	0	19	0	0	31	0	0	163	1	0	57	0
Total	**22**	**40**	**18**	**6**	**62**	**2**	**0**	**163**	**52**	**17**	**57**	**0**

5. Hedding Street and Bascom Avenue

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
San Jose	0	18	6	0	8	0	0	0	0	2	0	0
Santa Clara	0	0	0	0	0	0	0	0	0	0	0	0
Total	**0**	**18**	**6**	**0**	**8**	**0**	**0**	**0**	**0**	**2**	**0**	**0**

6. Forest Avenue and Winchester Boulevard

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
San Jose	0	0	4	3	12	0	0	0	0	8	0	8
Santa Clara	0	19	0	0	32	0	0	0	0	0	0	0
Total	**0**	**19**	**4**	**3**	**44**	**0**	**0**	**0**	**0**	**8**	**0**	**8**

7. Forest Avenue/Naglee Avenue and Bascom Avenue

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
San Jose	6	6	14	1	6	10	25	19	20	13	14	1
Santa Clara	0	0	0	0	0	0	0	0	0	0	0	0
Total	**6**	**6**	**14**	**1**	**6**	**10**	**25**	**19**	**20**	**13**	**14**	**1**

8. Dorcich Street and Winchester Boulevard

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
San Jose	0	0	0	0	12	0	0	0	0	0	0	0
Santa Clara	0	19	0	0	32	0	0	0	0	0	0	0
Total	**0**	**19**	**0**	**0**	**44**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

9. Stevens Creek Boulevard and Saratoga Avenue

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
San Jose	0	0	0	0	0	0	0	41	0	0	32	0
Santa Clara	0	41	0	0	21	0	0	47	0	0	9	0
Total	**0**	**41**	**0**	**0**	**21**	**0**	**0**	**88**	**0**	**0**	**41**	**0**

10. Stevens Creek Boulevard and San Tomas Expressway

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
San Jose	0	0	0	18	0	0	0	41	0	0	32	27
Santa Clara	3	175	0	15	405	0	0	27	20	0	6	6
Total	**3**	**175**	**0**	**33**	**405**	**0**	**0**	**68**	**20**	**0**	**38**	**33**

11. Stevens Creek Boulevard and Winchester Boulevard

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
San Jose	70	101	9	14	111	9	3	7	65	16	13	12
Santa Clara	2	19	0	0	32	0	0	25	14	0	5	0
Total	**72**	**120**	**9**	**14**	**143**	**9**	**3**	**32**	**79**	**16**	**18**	**12**

12. Stevens Creek Boulevard and Monroe Street

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
San Jose	20	12	326	0	3	0	0	236	5	208	317	0
Santa Clara	0	0	0	0	0	0	0	0	0	0	0	0
Total	**20**	**12**	**326**	**0**	**3**	**0**	**0**	**236**	**5**	**208**	**317**	**0**

13. Stevens Creek Boulevard and Southbound I-880 Off-Ramps

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
San Jose	0	0	0	0	0	248	0	6	0	0	258	0
Santa Clara	0	0	0	0	0	0	0	0	0	0	0	0
Total	**0**	**0**	**0**	**0**	**0**	**248**	**0**	**6**	**0**	**0**	**258**	**0**

14. Tisch Way/Northbound I-280 On-Ramp and Winchester Boulevard

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
San Jose	5	186	26	5	51	94	0	0	0	40	79	20
Santa Clara	0	21	0	0	32	0	0	0	0	0	0	0
Total	**5**	**207**	**26**	**5**	**83**	**94**	**0**	**0**	**0**	**40**	**79**	**20**

15. Moorpark Avenue and Southbound I-280 Off-Ramp

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
San Jose	0	0	0	146	0	0	0	11	0	0	12	0
Santa Clara	0	0	0	0	0	0	0	0	0	0	0	0
Total	**0**	**0**	**0**	**146**	**0**	**0**	**0**	**11**	**0**	**0**	**12**	**0**

16. Moorpark Avenue and Winchester Boulevard

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
San Jose	1	38	2	3	64	24	176	0	15	6	0	3
Santa Clara	0	21	0	0	32	0	0	0	0	0	0	0
Total	**1**	**59**	**2**	**3**	**96**	**24**	**176**	**0**	**15**	**6**	**0**	**3**

AM APPROVED TRIPS

06/14/2004

Intersection of: BASCOM/NAGLEE
Traffix Node Number: 3284

PROJECT	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
H02-062	3	0	0	0	0	7	1	1	1	0	3	0
PDC90-01-005	12	0	0	0	0	15	6	2	4	0	5	0
PDC97-06-036	0	1	1	0	1	0	0	0	0	2	0	0
TOTAL:	15	1	1	0	1	22	7	3	5	2	8	0

	LEFT	THRU	RIGHT
NORTH	0	1	22
EAST	2	8	0
SOUTH	15	1	1
WEST	7	3	5

PM APPROVED TRIPS

06/14/2004

Intersection of: BASCOM/NAGLEE
Traffix Node Number: 3284

PROJECT	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
H02-062	2	0	0	0	0	4	10	4	8	0	2	0
H02-065	0	0	2	1	0	0	0	1	0	2	1	1
PDC90-01-005	4	0	0	0	0	6	15	5	12	0	2	0
PDC97-06-036	0	6	12	0	6	0	0	9	0	11	9	0
TOTAL:	6	6	14	1	6	10	25	19	20	13	14	1

	LEFT	THRU	RIGHT
NORTH	1	6	10
EAST	13	14	1
SOUTH	6	6	14
WEST	25	19	20

AM APPROVED TRIPS

06/14/2004

Intersection of: HEDDING/WINCHESTER
Traffix Node Number: 3582

PROJECT	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
CP01-05-045	0	11	0	0	0	0	2	0	0	0	0	6
PDC97-06-036	26	2	1	0	3	0	0	0	9	2	0	0
TOTAL:	26	13	1	0	3	0	2	0	9	2	0	6

	LEFT	THRU	RIGHT
NORTH	0	3	0
EAST	2	0	6
SOUTH	26	13	1
WEST	2	0	9

PM APPROVED TRIPS

06/14/2004

Intersection of: HEDDING/WINCHESTER
Traffix Node Number: 3582

PROJECT	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
CP01-05-045	0	0	0	6	12	2	0	0	0	0	0	0
PDC97-06-036	22	21	18	0	19	0	0	0	51	17	0	0
TOTAL:	22	21	18	6	31	2	0	0	51	17	0	0

	LEFT	THRU	RIGHT
NORTH	6	31	2
EAST	17	0	0
SOUTH	22	21	18
WEST	0	0	51

AM APPROVED TRIPS

06/14/2004

Intersection of: BASCOM/HEDDING
Traffix Node Number: 3283

PROJECT	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
H02-062	0	1	0	0	5	0	0	0	0	2	0	0
PDC90-01-005	0	5	1	0	11	0	0	0	0	3	0	0
TOTAL:	**0**	**6**	**1**	**0**	**16**	**0**	**0**	**0**	**0**	**5**	**0**	**0**

	LEFT	THRU	RIGHT
NORTH	0	16	0
EAST	5	0	0
SOUTH	0	6	1
WEST	0	0	0

AM APPROVED TRIPS

06/14/2004

Intersection of: FOREST/WINCHESTER
Traffix Node Number: 3530

PROJECT	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
CP01-05-045	0	11	0	0	0	0	0	0	0	0	0	0
H02-062	0	0	7	6	0	0	0	0	0	1	0	1
TOTAL:	**0**	**11**	**7**	**6**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**

	LEFT	THRU	RIGHT
NORTH	6	0	0
EAST	1	0	1
SOUTH	0	11	7
WEST	0	0	0

PM APPROVED TRIPS

06/14/2004

Intersection of: BASCOM/HEDDING
Traffix Node Number: 3283

PROJECT	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
H02-062	0	7	3	0	3	0	0	0	0	1	0	0
PDC90-01-005	0	11	3	0	5	0	0	0	0	1	0	0
TOTAL:	**0**	**18**	**6**	**0**	**8**	**0**	**0**	**0**	**0**	**2**	**0**	**0**

	LEFT	THRU	RIGHT
NORTH	0	8	0
EAST	2	0	0
SOUTH	0	18	6
WEST	0	0	0

PM APPROVED TRIPS

06/14/2004

Intersection of: FOREST/WINCHESTER
Traffix Node Number: 3530

PROJECT	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
CP01-05-045	0	0	0	0	12	0	0	0	0	0	0	0
H02-062	0	0	4	3	0	0	0	0	0	8	0	8
TOTAL:	**0**	**0**	**4**	**3**	**12**	**0**	**0**	**0**	**0**	**8**	**0**	**8**

	LEFT	THRU	RIGHT
NORTH	3	12	0
EAST	8	0	8
SOUTH	0	0	4
WEST	0	0	0

AM APPROVED TRIPS

06/14/2004

Intersection of: DORCICH/WINCHESTER
Traffix Node Number: 3452

PROJECT	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
CP01-05-045	0	11	0	0	0	0	0	0	0	0	0	0
TOTAL:	**0**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

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

PM APPROVED TRIPS

06/14/2004

Intersection of: DORCICH/WINCHESTER
Traffix Node Number: 3452

PROJECT	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
CP01-05-045	0	0	0	0	12	0	0	0	0	0	0	0
TOTAL:	**0**	**0**	**0**	**0**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

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

AM APPROVED TRIPS

06/14/2004

Intersection of: STEVENS CREEK/WINCHESTER
Traffix Node Number: 3118

PROJECT	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
CP01-05-045	0	3	0	0	0	0	2	0	0	0	0	6
CP91-02-006	3	2	0	10	10	0	0	10	10	0	2	3
PDC90-01-005	0	9	6	0	1	3	7	1	0	6	0	0
PDC97-06-036	53	29	0	0	14	0	0	0	21	0	0	0
PDC97-07-046	3	3	6	0	1	0	0	0	1	3	0	0
TOTAL:	**59**	**46**	**12**	**10**	**26**	**3**	**9**	**11**	**32**	**9**	**2**	**9**

	LEFT	THRU	RIGHT
NORTH	10	26	3
EAST	9	2	9
SOUTH	59	46	12
WEST	9	11	32

PM APPROVED TRIPS

06/14/2004

Intersection of: STEVENS CREEK/WINCHESTER
Traffix Node Number: 3118

PROJECT	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
CP01-05-045	0	0	0	6	4	2	0	0	0	0	0	0
CP03-028	0	0	10	5	0	0	0	5	0	4	2	2
CP91-02-006	10	10	0	3	2	0	0	2	3	0	10	10
PDC90-01-005	0	1	6	0	9	7	3	0	0	6	1	0
PDC97-06-036	59	89	0	0	93	0	0	0	59	0	0	0
PDC97-07-046	1	1	3	0	3	0	0	0	3	6	0	0
TOTAL:	**70**	**101**	**19**	**14**	**111**	**9**	**3**	**7**	**65**	**16**	**13**	**12**

	LEFT	THRU	RIGHT
NORTH	14	111	9
EAST	16	13	12
SOUTH	70	101	19
WEST	3	7	65

AM APPROVED TRIPS

06/14/2004

Intersection of: MONROE/STEVENS CREEK
Traffix Node Number: 3702

PROJECT	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
CP91-02-006	5	3	61	0	12	0	0	0	20	226	0	0
PDC90-01-005	0	0	0	0	0	0	0	8	0	0	6	0
PDC97-06-036	0	0	120	0	0	0	0	192	0	41	75	0
TOTAL:	**5**	**3**	**181**	**0**	**12**	**0**	**0**	**200**	**20**	**267**	**81**	**0**

	LEFT	THRU	RIGHT
NORTH	0	12	0
EAST	267	81	0
SOUTH	5	3	181
WEST	0	200	20

AM APPROVED TRIPS

06/14/2004

Intersection of: 880/STEVENS CREEK
Traffix Node Number: 3056

PROJECT	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
CP91-02-006	0	0	0	0	0	0	0	0	0	0	226	0
PDC90-01-005	0	0	0	0	0	0	0	8	0	0	6	0
PDC97-06-036	0	0	0	0	0	68	0	0	0	0	48	0
TOTAL:	**0**	**0**	**0**	**0**	**0**	**68**	**0**	**8**	**0**	**0**	**280**	**0**

	LEFT	THRU	RIGHT
NORTH	0	0	68
EAST	0	280	0
SOUTH	0	0	0
WEST	0	8	0

PM APPROVED TRIPS

06/14/2004

Intersection of: MONROE/STEVENS CREEK
Traffix Node Number: 3702

PROJECT	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
CP03-02B	0	0	0	0	0	0	0	9	0	0	19	0
CP91-02-006	20	12	226	0	3	0	0	0	5	61	0	0
PDC90-01-005	0	0	0	0	0	0	0	6	0	0	8	0
PDC97-06-036	0	0	100	0	0	0	0	221	0	147	290	0
TOTAL:	**20**	**12**	**326**	**0**	**3**	**0**	**0**	**236**	**5**	**208**	**317**	**0**

	LEFT	THRU	RIGHT
NORTH	0	3	0
EAST	208	317	0
SOUTH	20	12	326
WEST	0	236	5

PM APPROVED TRIPS

06/14/2004

Intersection of: 880/STEVENS CREEK
Traffix Node Number: 3056

PROJECT	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
CP91-02-006	0	0	0	0	0	17	0	0	0	0	44	0
PDC90-01-005	0	0	0	0	0	0	0	6	0	0	8	0
PDC97-06-036	0	0	0	0	0	231	0	0	0	0	206	0
TOTAL:	**0**	**0**	**0**	**0**	**0**	**248**	**0**	**6**	**0**	**0**	**258**	**0**

	LEFT	THRU	RIGHT
NORTH	0	0	248
EAST	0	258	0
SOUTH	0	0	0
WEST	0	6	0

AM APPROVED TRIPS

06/14/2004

Intersection of: TISCH/WINCHESTER
Traffix Node Number: 3829

PROJECT	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
CP91-02-006	0	0	119	20	0	0	0	0	0	26	0	5
PDC97-06-036	0	46	0	0	4	126	0	0	0	0	0	0
PDC97-07-046	12	12	0	0	5	0	0	0	0	0	0	0
TOTAL:	**12**	**58**	**119**	**20**	**9**	**126**	**0**	**0**	**0**	**26**	**0**	**5**

	LEFT	THRU	RIGHT
NORTH	20	9	126
EAST	26	0	5
SOUTH	12	58	119
WEST	0	0	0

PM APPROVED TRIPS

06/14/2004

Intersection of: TISCH/WINCHESTER
Traffix Node Number: 3829

PROJECT	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
CP91-02-006	0	0	26	5	0	0	0	0	0	40	79	20
PDC97-06-036	0	181	0	0	39	94	0	0	0	0	0	0
PDC97-07-046	5	5	0	0	12	0	0	0	0	0	0	0
TOTAL:	**5**	**186**	**26**	**5**	**51**	**94**	**0**	**0**	**0**	**40**	**79**	**20**

	LEFT	THRU	RIGHT
NORTH	5	51	94
EAST	40	79	20
SOUTH	5	186	26
WEST	0	0	0

AM APPROVED TRIPS

06/14/2004

Intersection of: 280/MOORPARK
Traffix Node Number: 3037

PROJECT	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC97-06-036	0	0	0	42	0	0	0	1	0	0	1	0
TOTAL:	**0**	**0**	**0**	**42**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**

	LEFT	THRU	RIGHT
NORTH	42	0	0
EAST	0	1	0
SOUTH	0	0	0
WEST	0	1	0

PM APPROVED TRIPS

06/14/2004

Intersection of: 280/MOORPARK
Traffix Node Number: 3037

PROJECT	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC97-06-036	0	0	0	146	0	0	0	11	0	0	12	0
TOTAL:	**0**	**0**	**0**	**146**	**0**	**0**	**0**	**11**	**0**	**0**	**12**	**0**

	LEFT	THRU	RIGHT
NORTH	146	0	0
EAST	0	12	0
SOUTH	0	0	0
WEST	0	11	0

AM APPROVED TRIPS

06/14/2004

Intersection of: MOORPARK/WINCHESTER
Traffix Node Number: 3711

PROJECT	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
CP91-02-006	0	28	0	0	7	19	91	0	0	0	0	0
PDC97-06-036	0	3	0	0	3	1	43	0	0	0	0	0
PDC97-07-046	3	24	6	0	5	0	0	0	6	2	0	0
TOTAL:	**3**	**55**	**6**	**0**	**15**	**20**	**134**	**0**	**6**	**2**	**0**	**0**

	LEFT	THRU	RIGHT
NORTH	0	15	20
EAST	2	0	0
SOUTH	3	55	6
WEST	134	0	6

PM APPROVED TRIPS

06/14/2004

Intersection of: MOORPARK/WINCHESTER
Traffix Node Number: 3711

PROJECT	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
CP91-02-006	0	7	0	0	28	12	19	0	0	0	0	0
PDC97-06-036	0	21	0	3	24	12	157	0	0	0	0	3
PDC97-07-046	1	10	2	0	12	0	0	0	15	6	0	0
TOTAL:	**1**	**38**	**2**	**3**	**64**	**24**	**176**	**0**	**15**	**6**	**0**	**3**

	LEFT	THRU	RIGHT
NORTH	3	64	24
EAST	6	0	3
SOUTH	1	38	2
WEST	176	0	15

AM Pending Trips: BAREC Reuse Project Enivronmental Review

1. Newhall Street and Winchester Boulevard

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
San Jose	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara	0	0	0	0	0	0	0	0	0	0	0	0
Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

2. Pruneridge Avenue and San Tomas Expressway

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
San Jose	0	7	0	0	13	0	0	0	0	0	0	0
Santa Clara	0	3	0	0	1	0	0	0	0	0	0	0
Total	**0**	**10**	**0**	**0**	**14**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

3. Prunerige Avenue and Saratoga Avenue

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
San Jose	0	3	0	0	7	0	0	0	0	0	0	0
Santa Clara	0	2	0	0	0	0	0	0	0	0	0	0
Total	**0**	**5**	**0**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

4. Pruneridge Avenue/Hedding Street and Winchester Boulevard

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
San Jose	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara	0	0	0	0	0	0	0	0	0	0	0	0
Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

5. Hedding Street and Bascom Avenue

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
San Jose	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara	0	0	0	0	0	0	0	0	0	0	0	0
Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

6. Forest Avenue and Winchester Boulevard

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
San Jose	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara	0	0	0	0	0	0	0	0	0	0	0	0
Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

7. Forest Avenue/Naglee Avenue and Bascom Avenue

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
San Jose	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara	0	0	0	0	0	0	0	0	0	0	0	0
Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

8. Dorcich Street and Winchester Boulevard

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
San Jose	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara	0	0	0	0	0	0	0	0	0	0	0	0
Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

9. Stevens Creek Boulevard and Saratoga Avenue

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
San Jose	7	0	0	0	0	20	10	15	7	0	28	0
Santa Clara	4	0	0	0	0	1	5	5	12	0	2	0
Total	**11**	**0**	**0**	**0**	**0**	**21**	**15**	**20**	**19**	**0**	**30**	**0**

10. Stevens Creek Boulevard and San Tomas Expressway

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
San Jose	13	0	0	0	0	0	0	9	7	0	13	0
Santa Clara	1	0	0	0	0	0	0	2	3	0	1	0
Total	**14**	**0**	**0**	**0**	**0**	**0**	**0**	**11**	**10**	**0**	**14**	**0**

11. Stevens Creek Boulevard and Winchester Boulevard

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
San Jose	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara	0	0	0	0	0	0	0	0	0	0	0	0
Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

12. Stevens Creek Boulevard and Monroe Street

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
San Jose	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara	0	0	0	0	0	0	0	0	0	0	0	0
Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

13. Stevens Creek Boulevard and Southbound I-880 Off-Ramps

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
San Jose	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara	0	0	0	0	0	0	0	0	0	0	0	0
Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

14. Tisch Way/Northbound I-280 On-Ramp and Winchester Boulevard

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
San Jose	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara	0	0	0	0	0	0	0	0	0	0	0	0
Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

15. Moorpark Avenue and Southbound I-280 Off-Ramp

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
San Jose	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara	0	0	0	0	0	0	0	0	0	0	0	0
Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

16. Moorpark Avenue and Winchester Boulevard

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
San Jose	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara	0	0	0	0	0	0	0	0	0	0	0	0
Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

PM Pending Trips: BAREC Reuse Project Enivronmental Review

1. Newhall Street and Winchester Boulevard

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
San Jose	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara	0	0	0	0	0	0	0	0	0	0	0	0
Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

2. Pruneridge Avenue and San Tomas Expressway

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
San Jose	0	33	0	0	28	0	0	0	0	0	0	0
Santa Clara	0	3	0	0	4	0	0	0	0	0	0	0
Total	**0**	**36**	**0**	**0**	**32**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

3. Prunerige Avenue and Saratoga Avenue

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
San Jose	0	16	0	0	14	0	0	0	0	0	0	0
Santa Clara	0	2	0	0	2	0	0	0	0	0	0	0
Total	**0**	**18**	**0**	**0**	**16**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

4. Pruneridge Avenue/Hedding Street and Winchester Boulevard

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
San Jose	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara	0	0	0	0	0	0	0	0	0	0	0	0
Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

5. Hedding Street and Bascom Avenue

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
San Jose	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara	0	0	0	0	0	0	0	0	0	0	0	0
Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

6. Forest Avenue and Winchester Boulevard

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
San Jose	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara	0	0	0	0	0	0	0	0	0	0	0	0
Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

7. Forest Avenue/Naglee Avenue and Bascom Avenue

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
San Jose	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara	0	0	0	0	0	0	0	0	0	0	0	0
Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

8. Dorcich Street and Winchester Boulevard

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
San Jose	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara	0	0	0	0	0	0	0	0	0	0	0	0
Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

9. Stevens Creek Boulevard and Saratoga Avenue

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
San Jose	14	0	0	0	0	42	49	68	16	0	57	0
Santa Clara	17	0	0	0	0	6	5	5	12	0	6	0
Total	**31**	**0**	**0**	**0**	**0**	**48**	**54**	**73**	**28**	**0**	**63**	**0**

10. Stevens Creek Boulevard and San Tomas Expressway

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
San Jose	28	0	0	0	0	0	0	35	33	0	30	0
Santa Clara	4	0	0	0	0	0	0	2	3	0	2	0
Total	**32**	**0**	**0**	**0**	**0**	**0**	**0**	**37**	**36**	**0**	**32**	**0**

11. Stevens Creek Boulevard and Winchester Boulevard

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
San Jose	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara	0	0	0	0	0	0	0	0	0	0	0	0
Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

12. Stevens Creek Boulevard and Monroe Street

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
San Jose	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara	0	0	0	0	0	0	0	0	0	0	0	0
Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

13. Stevens Creek Boulevard and Southbound I-880 Off-Ramps

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
San Jose	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara	0	0	0	0	0	0	0	0	0	0	0	0
Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

14. Tisch Way/Northbound I-280 On-Ramp and Winchester Boulevard

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
San Jose	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara	0	0	0	0	0	0	0	0	0	0	0	0
Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

15. Moorpark Avenue and Southbound I-280 Off-Ramp

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
San Jose	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara	0	0	0	0	0	0	0	0	0	0	0	0
Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

16. Moorpark Avenue and Winchester Boulevard

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
San Jose	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara	0	0	0	0	0	0	0	0	0	0	0	0
Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**