

City of San Jose - PBCE – Planning Division - Imaging Index Cover Sheet

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	<input type="checkbox"/> (AD) Adjustments (207-12)	<input type="checkbox"/> (DO) Documents <input type="checkbox"/> (PA) Plans
	<input type="checkbox"/> (PI) Public Info Letters (207-29)	<input type="checkbox"/> (LE) Letter <input type="checkbox"/> (LS) Supporting Docs

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**APPENDIX B
TRAFFIC TECHNICAL MATERIALS**

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TRANSPORTATION IMPACT ANALYSIS.
JULY 9, 2003**

**APPENDIX B.2: WEST JULIAN STREET SITE
GENERAL PLAN AMENDMENT TRAFFIC ANALYSIS.
AUGUST 22, 2003**

APPENDIX B.1

**BRANDENBURG RESIDENTIAL DEVELOPMENT
TRANSPORTATION IMPACT ANALYSIS.
JULY 9, 2003**

**Brandenburg Residential
Development**

Transportation Impact Analysis

**Prepared for:
LSA Associates, Inc.**

Prepared by:
Hexagon Transportation Consultants, Inc.

July 9, 2003

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Executive Summary

This report presents the results of the traffic impact analysis conducted for the proposed residential development on the Brandenburg Parcels along Julian Street, west of Market Street, in downtown San Jose, California. The parcels are bounded by SR 87 to the west, Market Street to the east and St. James Street to the south. Existing structures on the project site would be replaced with the residential development and some retail space. The project as proposed would consist of 1,500 apartment units and 60,000 s.f. of retail space. Parking for the new development would be provided on site.

Different street layouts that would modify the existing roadway network at the project site are being proposed. The purpose is to design a roadway network that will provide better access and safety to and around the project site. The roadways that mainly would be affected by such modifications are Julian Street, Terraine Street, Devine Street, and possibly St. James Street within the project area. Two street layout variants are included in this analysis:

Variant 1 – Julian Street realignment

Variant 2 – Julian Street realignment with a two-way St. James Street.

Variant 1 proposes to remove the existing curved portion of Julian Street and replace it with a straight extension from Market Street to Terraine Street. Terraine Street would be extended as a one-way street to St. James Street, and Devine Street to Terraine Street, forming a grid system roadway network. This variant would create a new intersection at Terraine Street and Julian Street. South of this intersection, Terraine Street would become a one-way southbound street. Julian and Terrain Streets would then become a one-way arterial moving traffic westward. This variant also would involve the installation of at least 3 new traffic signals at the new intersections on Julian Street and Terraine Street.

Variant 2 also proposes the realignment of Julian Street and the extension of Terraine and Devine Streets to form a grid system roadway network as described under Variant 1. In this Variant, however, Julian Street would not function as a one-way arterial but as a two-way local street primarily serving the new residential development. St. James Street would be converted to a two-way arterial between Market Street and Highway 87. The connection from westbound Julian Street to St. James Street would be made via Market Street. These streets would then function as the main arterial moving traffic westward.

Only the on-site intersections and those immediately surrounding the project area would be affected by the proposed street layouts, since traffic coming to and leaving the project site would continue using the same routes outside the project area.

This study was conducted for the purpose of identifying the potential traffic impacts related to the proposed development. Project impacts within the City of San Jose are evaluated following the standards and methodologies set forth by the City of San Jose and the Congestion Management Program (CMP) of the Santa Clara Valley Transportation Authority (VTA). Part of this project is located within the downtown core (defined by the area formed by I-280, SR 87, Bassett Street, Julian Street, and Fourth Avenue) which is exempt from the City of San Jose level of service policy. Nevertheless, for this analysis, all the study intersections were evaluated under both the City of San Jose and the CMP level of service standards.

Project Trip Generation

The magnitude of traffic added to the roadway system by the proposed project was estimated by applying the appropriate trip generation rates to each individual land use. The trip rates were taken from two sources: (1) *Interim Guidelines for Traffic Impact Analysis of Land Developments*, June 1994, by City of San Jose Department of Public Works; and (2) the results of a Downtown trip generation survey done by Parsons Transportation Group, Inc. The latter source was used for the office trip generation. City of San Jose trip generation rates were used for the proposed residential and retail land uses. A 25 percent and a 50 percent transit/walk reduction were applied to the residential and the retail trip generation, respectively, due to the Downtown location and proximity to transit/LRT stations. These reductions are consistent with previous traffic studies performed for the Downtown area. The trips estimated to be generated by the existing land use were subtracted. After taking all the reductions and adding together all the estimated project trips for the different land uses, it was estimated that the project would generate a total of 640 and 725 net project trips during the AM and the PM peak hours, respectively. Using the specified inbound/outbound splits recommended by the City of San Jose, the project would produce 197 inbound trips and 442 outbound trips during the AM peak hour and 486 inbound and 240 outbound trips during the PM peak hour.

The project trip reductions used for the residential and retail land uses were derived based on previous analyses in the downtown area. It can be assumed that approximately 25 percent of the Downtown residents either work within the Downtown or take some type of public transportation to work, since it is convenient and very accessible. In addition, it was estimated that at least half of the patronage of the retail facilities would come from within the area or would be pass-by traffic. Pass-by trips are trips that would already be on the adjacent roadways (and therefore would already be counted in the background traffic volumes) but would turn into the site while passing by. It is reasonable to assume that no more than half of the retail traffic would come from outside the Downtown since these same retail services are found throughout the city.

Project Impacts

City of San Jose Intersection Impacts

The results of the intersection level of service analysis show that two of the study intersections under Variant 1 and three of the study intersections under Variant 2 would be impacted by the project. The project would have a significant impact at the following intersections:

Coleman Avenue and Hedding Street (AM&PM, Variant 1&2)
Coleman Avenue and Taylor Street (AM, Variant 1&2)
Market Street and Julian Street (AM, Variant 2)

In addition to the above intersections projected to be impacted by the project, two additional intersections would be impacted under cumulative conditions under both variants analyzed:

SR 87 and Julian Street (E)
First Street and I-880 (N)

Mitigation Measures

Mitigation for the impacts at the intersections of Coleman/Hedding and Coleman/Taylor would be to widen Coleman Avenue to six lanes, south of I-880. However, an improvement of this magnitude is beyond the financial capability of this development. Therefore, these intersection impacts should be considered significant and unavoidable.

The city is in the process of developing a new Downtown plan and EIR. Transportation improvements in the plan are likely to include widening Coleman Avenue.

The intersection of Market Street and Julian Street would be significantly impacted by the project under Variant 2. This impact mainly would be caused by the increased volume of westbound left-turning vehicles under the current lane configuration at this intersection. Mitigation for this impact would be to restripe the east approach to provide two left-turn lanes and one shared right-through lane. This would improve the intersection's level of service to LOS D under project conditions.

At the intersection of SR 87 and Julian Street (E) necessary improvements include the addition of a second exclusive left-turn lane at the freeway northbound off-ramp, addition of a separate northbound right-turn lane on Notre Dame, addition of an exclusive westbound right-turn lane, and changes to the signal phasing. The implementation of these improvements would improve intersection levels of service to LOS E and D during the AM and PM peak hours, respectively. These levels of service would meet the CMP standards, but not the City of San Jose standards. There are no further feasible improvements that could be implemented at this intersection.

The necessary improvement to mitigate the project impact at the intersection of First Street and I-880 (N) would consist of the addition of an exclusive westbound right-turn lane. This would require some widening of the off-ramp. The implementation of this improvement would improve intersection level of service to LOS C and B during the AM and PM peak hours, respectively, under cumulative conditions.

It was shown that the intersection of Market Street and Julian Street, even with the identified improvements at this intersection listed on the previous chapter, would continue to operate at an unacceptable LOS F during the PM peak hour under Variant 2 under cumulative conditions. There are no further feasible improvements that could be implemented to improve this intersection.

CMP Intersection Impacts

The results of the intersection level of service analysis for CMP intersections show that none of the CMP study intersections would be impacted by the project according to county CMP level of service standards for signalized intersections.

Signal Warrant Analysis

The peak-hour signal warrant was checked for seven existing and future unsignalized intersections within the project area to determine whether signalization would be justified on the basis of project peak-hour volumes. The analysis showed that the peak-hour volume warrant would be satisfied at two of the unsignalized intersections under Variant 1 and one intersection under Variant 2.

Terraine Street and Devine Street (PM, Variant 1)
Market Street and Devine Street (AM & PM, Variant 1&2)

Even though the intersections of Terraine Street and Julian Street and San Pedro Street and Julian Street did not meet the signal warrant in this analysis, these intersections are assumed to be signalized under Variant 1, as well as the Terraine Street and Devine Street intersection.

Freeway Impacts

The results of the CMP freeway level of service analysis show that two of the freeway segments would be impacted by the project according to county CMP level of service standards for freeways. The project would have a significant impact on the following freeway segments:

SR 87, Julian to I-280 (southbound PM)
SR 87, Julian to Coleman (northbound AM)

The mitigation necessary to reduce impacts upon these freeway segments to a level of insignificance is the widening of the freeway. Widening is not feasible because of significant right-of-way acquisition with many homes and businesses that would need to be demolished. These impacts are therefore considered significant and unavoidable.

In addition, a freeway analysis after the completion of the SR 87 widening project was performed. The SR 87 freeway widening project consists of the addition of HOV lanes to SR 87. As a conservative approach, ten percent of the total traffic volume on these freeway segments were assumed to be in the HOV lanes. The result of this analysis shows that after the completion of the SR 87 widening projects, the same segments on SR 87 as mentioned above would continue to operate at unacceptable levels of service under project conditions, and therefore would continue to be impacted by the project.

Interchange and Intersection Operational Impacts

An operational analysis was performed at the intersections where the project would add a significant number of left-turning vehicles. Most of these intersections are future intersections located within the project area. For the proposed signalized intersections, the minimum required queueing storage capacity under each of the variants was calculated. At the existing signalized intersections, the analysis indicated

that the existing vehicle storage capacity would be adequate for the estimated maximum vehicle queues under project conditions.

The Julian Street interchange with SR 87 was analyzed to determine its operating level under project conditions. It was shown that the SR 87 ramps at Julian Street currently operate and would continue to operate within capacity under project conditions. Therefore, these ramps would not be impacted by the project.

Evaluation of Variant 1 vs. Variant 2

A more detailed analysis of the different proposed street layout alternatives was performed by Hexagon and its findings were summarized in a memo report dated June 24, 2003. The analysis included three different roadway networks within the project area, two of which correspond to Variant 1 and 2 of this project. The purpose of this analysis was to evaluate traffic conditions in the year 2020, assuming buildout of the Downtown area, for each of the different roadway networks being proposed.

A V/C analysis was performed in order to identify the degree to which the system would be over-saturated. The Circular 212 method was applied to the volumes and lane geometrics at three of the main intersections within the study area: SR 87 and Julian Street, Market Street and St. James Street, and Market Street and Julian Street. The results of this analysis showed that of the alternatives analyzed, the only alternative that would not result in over-saturation (a V/C of 1.00 or more) at one or more of the three intersections would be Variant 1 (one-way Julian Street). However, the highly-traveled westbound link (Julian Street and Terraine Street) would pass directly through the proposed Brandenburg project, creating a less than ideal situation. Variant 2 would result in over-saturation at the intersections of Market Street and Julian Street and Market Street and St. James Street when assumed that all westbound traffic in 2020 would use the main westbound route (Julian to Market to St. James). It can be assumed that under Variant 2, westbound traffic (from Downtown to SR 87) would most likely stay on the main westbound route. However, if the intersections along the westbound route became congested, then it is most likely that westbound traffic would "cut-through" the Brandenburg area as an alternative route to access SR 87. If assumed that some of the westbound traffic would cut-through the Brandenburg area, the intersection of Market Street and St. James Street would be the only over-saturated intersection under 2020 traffic conditions.

Therefore, based on this analysis, it was concluded that neither one of the two variants would solve all of the traffic circulation problems within the project area. Variant 1 would work best in terms of traffic operations, but would put significant amounts of traffic through a residential neighborhood. Variant 2 would reduce neighborhood traffic impacts, but it would not operate within the accepted operational standards with buildout of the Downtown area.

General Plan Amendment to Realign Julian Street

The realignment of Julian Street, under either Variant 1 or Variant 2 described above, would require an amendment to the City of San Jose General Plan. The realignment mainly would affect the intersections along Julian Street, Terraine Street, and Devine Street within the project area. If the main westbound route were shifted to St. James Street (Variant 2), intersections along Market Street and St. James Street also would be affected.

One of the main concerns about the realigned Julian Street is the capacity decrease that it would experience, going from an existing three-lane roadway to a proposed realigned two-lane roadway. How

Julian Street would operate, however, is mainly dictated by the intersections along the street and at either end.

The intersections of Market Street/Julian Street and SR 87/Julian Street/St. James Street are expected to operate at the same levels of service whether Julian Street is realigned or not. The intersections of the realigned Julian Street at San Pedro Street, at Terraine Street, and Terraine Street at Devine Street all would operate at LOS C or better under 2020 Downtown buildout conditions. Therefore, the realignment of Julian Street, and the reduction from three lanes to two lanes, would not result in any significant adverse traffic impacts.

The realignment of Julian Street would provide better access to the area, both vehicular and pedestrian. Better access would come from the provision of cross streets with signalized intersections. The current configuration of Julian Street is difficult to cross for vehicles and pedestrians.

Other Transportation Issues

Bicycle and Pedestrian Operations

Pedestrian traffic will be primarily generated by residents to new and existing facilities within the project area and in the Downtown area. Fifty percent of the trips generated by the retail component of the project and twenty-five percent of the trips generated by the residential uses were estimated to be made by transit/walking. This equates to about 249 pedestrian trips during the AM peak hour and about 333 pedestrian trips during the PM peak hour. The project is proposing new sidewalks ranging from 10 to 25 feet wide along all streets within the project area. Elsewhere in Downtown sidewalks are generally adequate to serve pedestrian demand. Currently, however, it is almost impossible for pedestrians to cross Julian Street, or for vehicular traffic at the intersection with San Pedro Street to make a northbound left-turn onto Julian Street. Within the project site, Julian Street does not provide any means for pedestrians to get from one side of the street to the other. The fast moving traffic, the poor sight distance due to its current S-curve shape, and the width of Julian Street are the main factors affecting both vehicular and pedestrian traffic along this roadway. With the proposed project, the existing Julian Street would be realigned and would provide two travel lanes only (instead of the existing 3-lane roadway). In addition, it would provide traffic signals at the intersections with San Pedro and Terraine Streets under Variant 1, or significantly reduced traffic volumes on this roadway under Variant 2. This would create a more accessible Julian Street within the project area for both pedestrian and vehicular traffic. Also, as just mentioned above, sidewalks ranging from 10 to 25 feet wide along all other streets within the project area, facilitating pedestrian access and circulation, also are being planned. Therefore, the project would improve pedestrian access/safety by providing wider sidewalks within the project area, slowing traffic on Julian Street, providing signalized intersections with pedestrian heads along Julian and Terraine Streets, and eliminating the free southbound right-turn at the intersection of Market Street and Julian Street.

The project would generate a minimal number of bicycle trips. It would not affect any existing or planned bicycle facilities. It would provide slightly enhanced conditions for bicycles by slowing traffic on Julian Street.

Transit Operations

Due to the project's downtown location, a significant number of trips are expected to be made by transit. A total of 249 AM peak hour trips and 333 PM peak hour trips are expected to be made by either transit

or walking. Given that the site is served by 13 bus routes plus LRT, these riders could be accommodated by the existing service. The closest bus stops and an LRT Station (St. James station) are located along First and Second Street, between Julian Street and St. James Street.

As this area redevelops to a more intense residential area, VTA should consider providing enhanced transit connections to the project area. Currently there are no bus routes running within the project area. Most bus routes run along First Street and Second Street, some on Julian Street and St. James Street, east of First Street. VTA should consider running a bus route through Julian Street and St. James Street within the project area in order to provide closer bus stops. Another service provided by VTA, that is not currently provided near the project area, is the downtown shuttle bus DASH. DASH provides shuttle service to the Diridon CalTrain station. This shuttle provides service to the Paseo De San Antonio and the Convention Center LRT stations via San Fernando Street and West San Carlos Street. VTA should consider expanding this service as well, to include the project area within the shuttle's service area.

Table ES-1
Intersection Levels of Service Summary

	Peak Hour	Variant 1 (Grid w/ St. James One-way)													Variant 2 (Grid w/ St. James Two-way)					
		Existing		Background		Project						Future		Background		Project		Future		
		Ave. Delay	LOS	Ave. Delay	LOS	Ave. Delay	LOS	Incr. In Crtl. Delay	Incr. In Crtl. V/C	Ave. Delay	LOS	Ave. Delay	LOS	Ave. Delay	LOS	Incr. In Crtl. Delay	Incr. In Crtl. V/C	Ave. Delay	LOS	
I-880 and Coleman Avenue (N)*	AM	14.2	B	21.2	C	21.7	C	0.7	0.011	28.3	D									
I-880 and Coleman Avenue (S)*	PM	8.3	B	12.4	B	12.9	B	0.7	0.012	18.0	C									
	AM	9.1	B	11.3	B	11.4	B	0.2	0.020	13.8	B									
	PM	8.4	B	11.6	B	12.1	B	0.2	0.012	13.8	B									
The Alameda and Hedding Street*	AM	34.1	D	34.2	D	34.2	D	0.1	0.005	37.7	D									
	PM	26.4	C	26.5	C	24.4	C	0.0	0.005	25.9	D									
Coleman Avenue and Hedding Street	AM	44.4	E	92.8	F	99.8	F	11.4	0.019	151.4	F									
	PM	35.9	D	58.6	E	63.6	F	8.8	0.019	103.5	F									
The Alameda and Naglee Ave./Taylor St.*	AM	32.5	D	32.9	D	32.8	D	-0.1	0.005	34.3	D									
	PM	27.2	D	27.2	D	27.2	D	-0.1	0.005	27.2	D									
Coleman Avenue and Taylor Street	AM	47.2	E	71.4	F	78.2	F	8.0	0.019	OVRF	F									
	PM	34.1	D	36.2	D	36.4	D	0.3	0.010	38.8	D									
Market Street and Julian Street	AM	15.1	C	14.9	B	15.2	C	0.2	0.024	16.0	C	18.4	C	22.6	C	4.8	0.063	25.7	D	
	PM	18.4	C	17.1	C	17.8	C	1.6	0.068	19.4	C	81.9	F	172.8	F	121.0	0.052	270.8	F	
First Street and Julian Street	AM	20.7	C	15.4	C	15.7	C	0.4	0.027	16.4	C									
	PM	22.0	C	15.8	C	16.3	C	0.4	0.038	17.2	C									
Second Street and Julian Street	AM	15.0	C	16.1	C	16.7	C	0.6	0.019	26.1	D									
	PM	19.2	C	20.1	C	20.9	C	0.8	0.041	28.5	D									
Third Street and Julian Street	AM	8.5	B	8.7	B	8.8	B	0.1	0.014	10.3	B									
	PM	8.8	B	8.9	B	9.0	B	0.1	0.021	9.2	B									
Fourth Street and Julian Street	AM	7.5	B	7.7	B	7.8	B	0.1	0.008	8.8	B									
	PM	4.9	B	6.9	B	9.2	B	0.2	0.018	9.5	B									
Tenth Street and Julian Street	AM	8.3	B	6.5	B	8.5	B	0.0	0.002	8.8	B									
	PM	7.8	B	7.9	B	8.0	B	0.1	0.004	8.2	B									
Eleven Street and Julian Street	AM	9.8	B	9.8	B	9.9	B	0.0	0.007	10.2	B									
	PM	8.5	B	8.5	B	8.8	B	0.0	0.007	8.7	B									
SR 87 and Julian Street (W)*	AM	11.0	B	11.6	B	12.3	B	1.0	0.028	13.9	B									
	PM	11.4	B	11.6	B	13.3	B	2.1	0.049	15.7	C									
SR 87 and Julian Street (E)*	AM	32.2	D	37.0	D	37.9	D	1.5	0.055	48.1	E	37.0	D	38.0	D	1.7	0.061	48.1	E	
	PM	33.4	D	35.5	D	36.8	D	1.6	0.058	54.9	E	35.5	D	38.4	D	1.5	0.054	54.8	E	
San Pedro Street and St. James Street	AM	3.3	A	3.3	A	4.0	A	0.6	0.045	3.8	A	3.3	A	3.7	A	0.1	0.028	4.8	A	
	PM	7.2	B	8.8	B	8.0	B	-0.9	0.059	5.4	B	4.2	A	4.4	A	0.0	0.008	4.2	A	
Market Street and St. James Street	AM	16.2	C	16.7	C	17.1	C	0.5	0.023	18.6	C	17.3	C	18.0	C	0.8	0.018	23.8	C	
	PM	14.8	B	18.1	C	20.2	C	0.2	0.010	19.4	C	16.3	C	17.5	C	1.3	0.015	24.5	C	
Tenth Street and Santa Clara Street	AM	12.0	B	11.6	B	11.8	B	0.0	0.004	12.0	B									
	PM	17.0	C	18.4	C	18.4	C	0.1	0.002	22.6	C									
Eleven Street and Santa Clara Street	AM	13.2	B	13.8	B	13.8	B	0.0	0.002	14.5	B									
	PM	11.8	B	12.0	B	12.0	B	0.0	0.005	12.8	B									
Almaden Boulevard and San Carlos Street*	AM	22.0	C	25.4	D	25.4	D	0.0	0.000	26.8	D									
	PM	28.8	D	31.0	D	31.0	D	0.0	0.000	34.6	D									
Market Street and San Carlos Street*	AM	24.3	C	27.4	D	27.4	D	0.0	0.001	27.8	D									
	PM	29.8	D	33.9	D	34.0	D	0.1	0.001	38.2	D									
North First Street and I-880 (N)*	AM	16.2	C	31.0	D	32.2	D	1.5	0.007	54.8	E									
	PM	11.9	B	13.9	B	14.1	B	0.2	0.008	15.1	C									
North First Street and I-880 (S)*	AM	17.4	C	19.4	C	19.8	C	0.3	0.009	22.1	C									
	PM	12.9	B	13.5	B	13.5	B	0.0	0.005	14.2	B									

Table ES-1 (Cont'd)
Intersection Levels of Service Summary

	Peak Hour	Variant 1 (Grid w/ St. James One-way)													Variant 2 (Grid w/ St. James Two-way)					
		Existing		Background		Project						Future		Background		Project		Future		
		Ave. Delay	LOS	Ave. Delay	LOS	Ave. Delay	LOS	Incr. In Crtl. Delay	Incr. In Crtl. V/C	Ave. Delay	LOS	Ave. Delay	LOS	Ave. Delay	LOS	Ave. Delay	LOS	Incr. In Crtl. Delay	Incr. In Crtl. V/C	Ave. Delay
Terraine Street and Julian Street (Future)	AM	0.0		0.4	A	9.2	B	7.9	0.065	9.9	B	0.1	A	11.5	B	11.1	0.094	11.5	B	
	PM	0.0		0.5	A	6.7	B	5.9	0.053	6.7	B	0.1	A	10.7	B	11.0	0.100	10.7	B	
Terraine Street and Devine Street (Future)	AM	0.0		7.1	B	9.4	B	2.3	0.119	10.1	B	3.9	A	11.9	B	8.1	0.142	11.9	B	
	PM	0.0		14.3	B	16.1	C	0.8	0.073	18.9	C	13.9	B	18.6	C	4.5	0.100	18.6	C	
San Pedro Street and Julian Street (Future)	AM	0.0		2.2	A	7.9	B	4.8	0.074	7.8	B	4.7	A	10.2	B	4.8	0.071	9.8	B	
	PM	0.0		2.2	A	7.6	B	3.4	0.084	7.7	B	10.3	B	11.5	B	4.0	0.128	11.4	B	

Notes: Box indicates significant impact
intersections for which LOS did not change between variants were left blank under Variant 2.
* Denotes ChIP Intersection.

1. Introduction

This report presents the results of the traffic impact analysis conducted for residential development on the Brandenburg parcels along Julian Street, west of Market Street, in downtown San Jose, California. The potential parcels are bounded by SR 87 to the west, Market Street to the east and St. James Street to the south. Existing structures on the project site would be replaced with the residential development and some retail land use. The project as proposed would consist of 1,500 apartment units and 60,000 s.f. of retail space. Parking for the new development would be provided on site. The project site and the surrounding study area are shown on Figure 1. Figure 2 shows the project site plan.

Different street layouts that would modify the existing roadway network at the project site are being proposed. The purpose is to design a roadway network that will provide better access and safety to and around the project site. The roadways that mainly would be affected by such modifications are Julian Street, Terraine Street, Devine Street, and possibly St. James Street within the project area. Two street layout variants are included in this analysis:

- Variant 1 - Julian Street realignment
- Variant 2 - Julian Street realignment with a two-way St. James Street.

Variant 1 proposes to remove the existing curved portion of Julian Street and replace it with a straight extension from Market Street to Terraine Street. Terraine Street would be extended to St. James Street, and Devine Street to Terraine Street, forming a grid system roadway network. This variant would create a new intersection at Terraine Street and Julian Street. South of this intersection, Terraine Street would become a one-way southbound street. Julian and Terraine Streets would then become a one-way arterial moving traffic westward. This variant also would involve the installation of at least 3 new traffic signals at the new intersections on Julian and Terraine.

Variant 2 also proposes the realignment of Julian Street and the extension of Terraine and Devine Streets to form a grid system roadway network as described under Variant 1. In this variant, however, Julian Street would not function as a one-way arterial but as a two-way local street primarily serving the new residential development.

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Table ES-3
Freeway Segment Levels of Service After Completion of SR 87 Widening Projects - Project Conditions

Freeway	Segment	Direction	Peak Hour	Existing Plus Project Trips								Project Trips					
				Mixed-Flow Lanes				HOV Lane Traffic Volume				Mixed-Flow		HOV Lane			
				Ave Speed/hr	# of Lanes	Volume/hr	Density	LOS	Ave Speed/hr	# of Lanes	Volume/hr	Density	LOS	Volume	Capacity	Volume	Capacity
SR 87	Coleman to Julian	SB	AM	67	2	2,587	18.4	C	65	1	288	4.4	A	88	1.5%	8	0.4%
			PM	57	2	4,134	36.3	D	65	1	458	7.1	A	129	2.9%	14	0.8%
SR 87	Julian to I-280	SB	AM	67	2	2,019	15.1	B	65	1	224	3.5	A	89	2.1%	10	0.6%
			PM	17	2	2,806	23.5	F	65	1	312	4.8	A	51	1.3%	8	0.3%
SR 87	I-280 to Alma	SB	AM	67	2	2,186	18.3	C	65	1	243	3.7	A	20	0.5%	2	0.1%
			PM	19	2	2,819	23.8	F	65	1	324	5.0	A	11	0.2%	1	0.1%
SR 87	Alma to Almaden Expressway	SB	AM	43	2	3,808	44.3	D	65	1	423	6.5	A	19	0.4%	2	0.1%
			PM	24	2	3,250	37.7	F	65	1	361	5.6	A	10	0.2%	1	0.1%
SR 87	Almaden Expressway to Curtner	SB	AM	61	2	3,989	32.5	D	65	1	441	6.8	A	18	0.4%	2	0.1%
			PM	61	2	3,961	32.5	D	65	1	440	6.8	A	10	0.2%	1	0.1%
SR 87	Curtner to Capitol Expressway	SB	AM	67	2	2,312	17.3	C	65	1	267	4.0	A	17	0.4%	2	0.1%
			PM	58	2	3,942	33.4	D	65	1	436	6.7	A	8	0.2%	1	0.1%
SR 87	Capitol Expressway to SR 85	SB	AM	67	2	2,543	18.0	C	65	1	283	4.3	A	14	0.3%	2	0.1%
			PM	54	2	3,696	28.9	D	65	1	411	6.3	A	8	0.2%	1	0.0%
SR 87	SR 85 to Capitol Expressway	NB	AM	62	2	3,913	31.6	D	65	1	436	6.7	A	7	0.2%	1	0.0%
			PM	66	2	3,104	23.5	C	65	1	345	5.3	A	17	0.4%	2	0.1%
SR 87	Capitol Expressway to Curtner	NB	AM	17	2	2,790	22.1	F	65	1	310	4.8	A	9	0.2%	1	0.1%
			PM	65	2	3,412	26.2	D	65	1	378	5.8	A	19	0.4%	2	0.1%
SR 87	Curtner to Almaden Expressway	NB	AM	18	2	2,890	20.3	F	65	1	321	4.9	A	10	0.2%	1	0.1%
			PM	54	2	3,711	29.0	D	65	1	412	6.3	A	21	0.5%	2	0.1%
SR 87	Almaden Expressway to Alma	NB	AM	20	2	2,998	25.0	F	65	1	333	5.1	A	18	0.4%	2	0.1%
			PM	38	2	3,739	31.9	E	65	1	418	6.4	A	22	0.5%	2	0.1%
SR 87	Alma to I-280	NB	AM	65	2	3,404	28.2	D	65	1	378	5.8	A	11	0.2%	1	0.1%
			PM	67	2	2,553	19.0	C	65	1	284	4.4	A	24	0.5%	3	0.1%
SR 87	I-280 to Julian	NB	AM	67	2	2,578	19.2	C	65	1	288	4.4	A	49	1.1%	5	0.3%
			PM	67	2	1,441	10.8	B	65	1	160	2.5	A	119	2.7%	13	0.7%
SR 87	Julian to Coleman	NB	AM	67	2	2,071	15.0	F	65	1	230	3.6	A	127	2.9%	14	0.8%
			PM	67	2	1,877	14.0	B	65	1	208	3.2	A	68	1.5%	8	0.4%

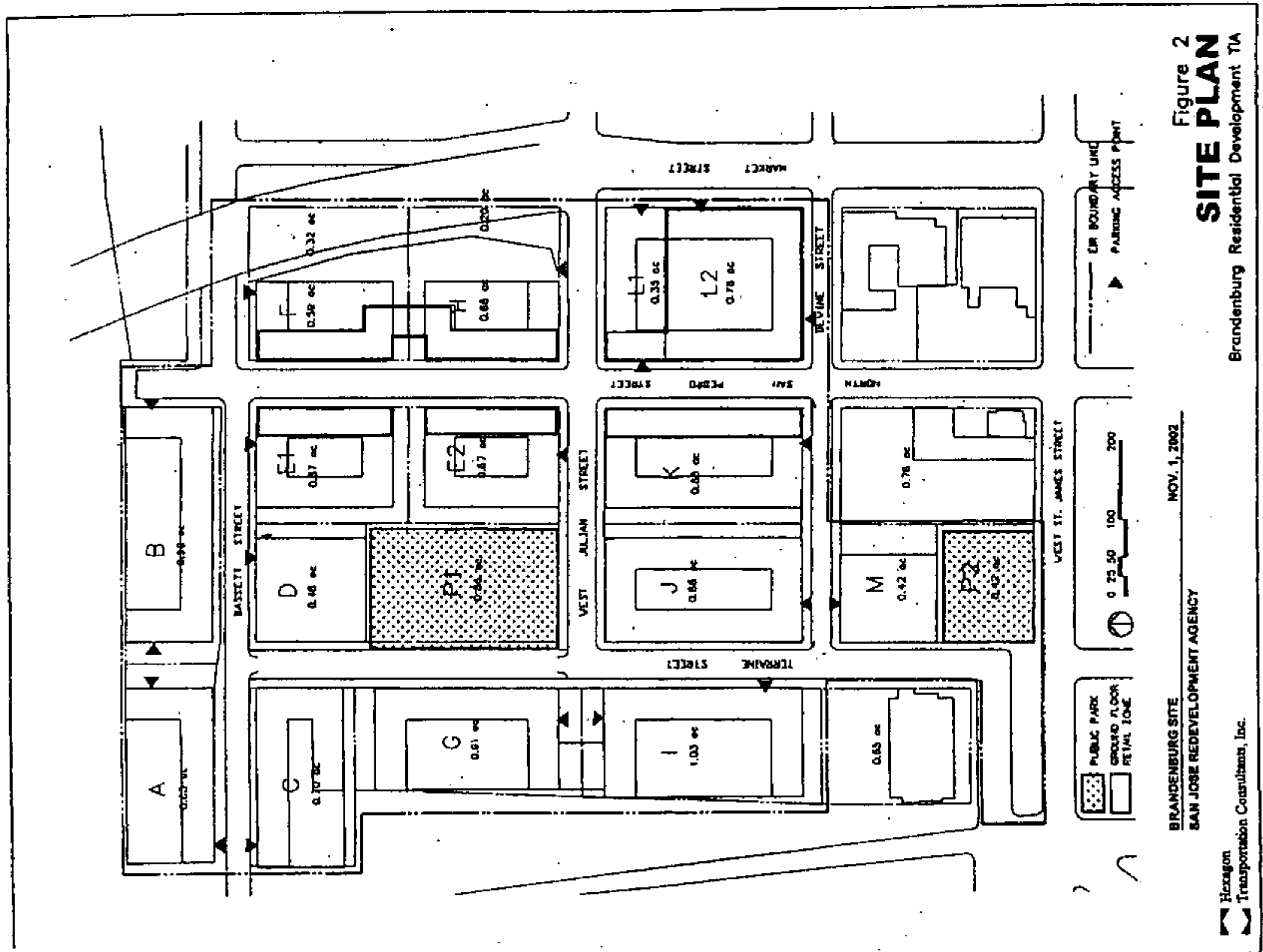
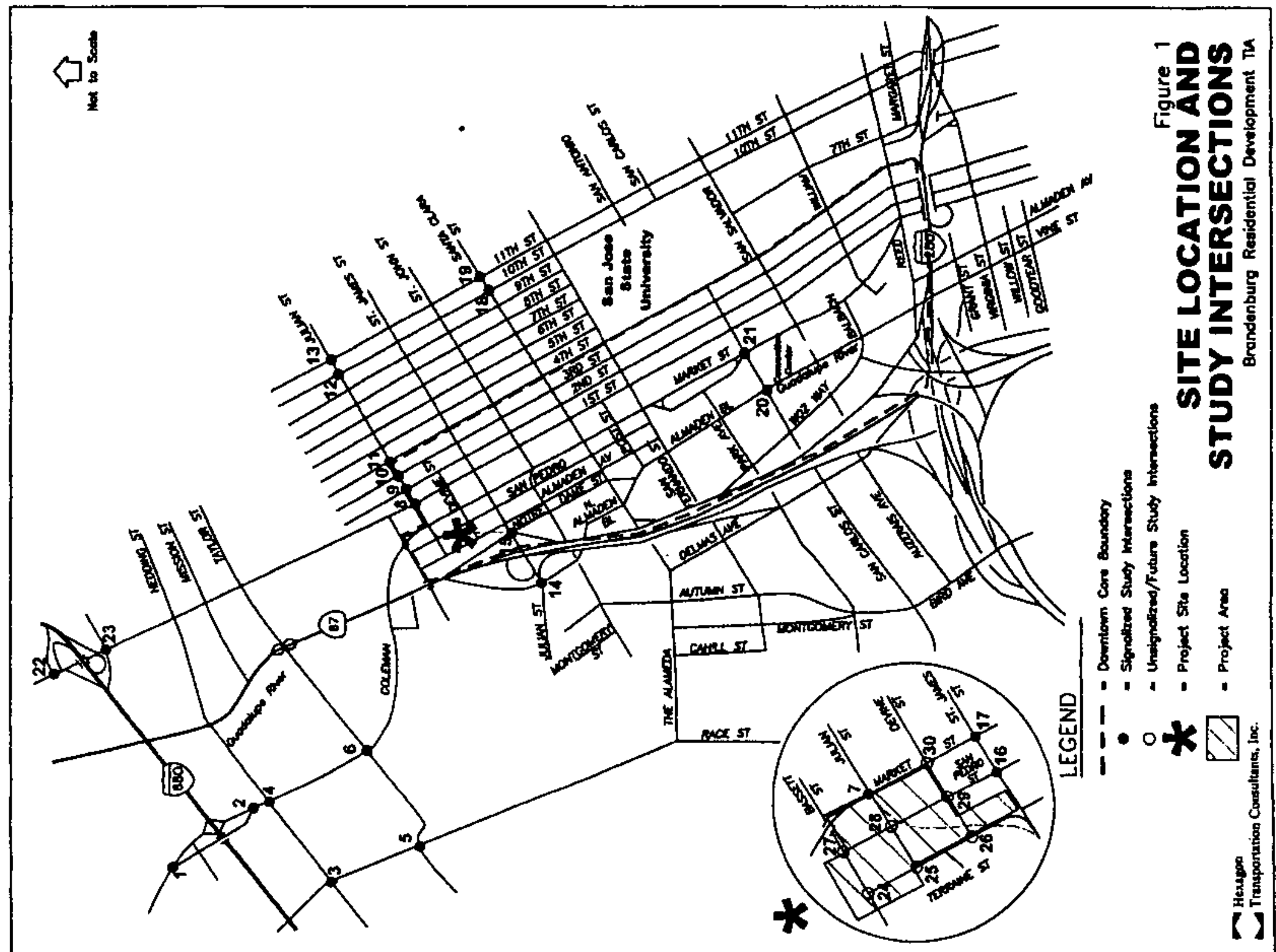
1a/ Source: Santa Clara Valley Transportation Authority Congestion Management Program Monitoring Study, 2001.

1b/ An average speed of 65 mph was assumed for the HOV lanes.

1c/ Volume on HOV lanes were calculated assuming 10% of the total traffic volume on the freeway would use the HOV lane after completion of the SR 87 freeway widening projects.

Notes:

This analysis assumes completion of the SR 87 freeway widening projects. The SR 87 freeway widening projects consist of the addition of an HOV lane to the SR 87 corridor, for a total of 2 mixed-flow lanes and 1 HOV lane. Box indicates significant impact according to CMP standards.



St. James Street would be converted to a two-way arterial between Market Street and Highway 87. The connection from westbound Julian to St. James would be made by Market Street. These streets would then function as the main arterial moving traffic westward.

Only the on-site intersections and those immediately surrounding the project area would be affected by the proposed street layouts, since traffic coming to and leaving the project site would continue using the same routes outside the project area.

Scope of Study

This study was conducted for the purpose of identifying the potential traffic impacts related to the proposed development. Project impacts within the City of San Jose are evaluated following the standards and methodologies set forth by the City of San Jose and the Congestion Management Program (CMP) of the Santa Clara Valley Transportation Authority (VTA). Part of this project is located within the downtown core (defined by the area formed by I-280, SR 87, Bassett Street, Julian Street, and Fourth Avenue) which is exempt from the City of San Jose level of service policy. Nevertheless, for this analysis, all the study intersections were evaluated under both the City of San Jose and the CMP level of service standards.

The traffic analysis is based on peak-hour levels of service for signalized intersections and freeway segments. It also includes an evaluation of peak-hour signal warrants for the study unsignalized and future intersections and a vehicle queuing analysis for selected locations. The traffic analysis is based on AM and PM peak-hour levels of service for twenty-three signalized intersections, four existing unsignalized intersections, three future intersections, and eighteen freeway segments. The study intersections and freeway segments are identified below.

Study Intersections

I-880 and Coleman Avenue (N)*
 I-880 and Coleman Avenue (S)*
 The Alameda and Hedding Street*
 Coleman Avenue and Hedding Street
 The Alameda and Naglee Avenue/Taylor Street*
 Coleman Avenue and Taylor Street
 Market Street and Julian Street
 First Street and Julian Street
 Second Street and Julian Street
 Third Street and Julian Street
 Fourth Street and Julian Street
 Tenth Street and Julian Street
 Eleventh Street and Julian Street
 SR 87 and Julian Street (W)*
 SR 87 and Julian Street (E)*
 San Pedro Street and St. James Street
 Market Street and St. James Street
 Tenth Street and Santa Clara Street
 Eleventh Street and Santa Clara Street
 Almaden Boulevard and San Carlos Street*

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Market Street and San Carlos Street*
 First Street and I-880 (N)*
 First Street and I-880 (S)*
 Terraine Street and Bassett Street (Existing Unsignalized)
 Terraine Street and Julian Street (Future)
 Terraine Street and Devine Street (Future)
 San Pedro Street and Bassett Street (Existing Unsignalized)
 San Pedro Street and Julian Street (Future)
 San Pedro Street and Devine Street (Existing Unsignalized)
 Market Street and Devine Street (Existing Unsignalized)

CMP intersections are denoted with an asterisk (*).

Study Freeway Segments

I-880, Bascom Avenue to The Alameda
 I-880, The Alameda to Coleman Avenue
 I-880, Coleman Avenue to SR 87
 I-880, SR 87 to North First Street
 I-880, North First Street to US 101
 SR 87, SR 85 to Capitol Expressway
 SR 87, Capitol Expressway to Curtner Avenue
 SR 87, Curtner Avenue to Almaden Expressway
 SR 87, Almaden Expressway to Alma Avenue
 SR 87, Alma Avenue to I-280
 SR 87, I-280 to Julian Street
 SR 87, Julian Street to Coleman Avenue
 I-280, US 101 to McLaughlin Avenue
 I-280, McLaughlin Avenue to Tenth Street
 I-280, Tenth Street to SR 87
 I-280, SR 87 to Bird Avenue
 I-280, Bird Avenue to Meridian Avenue
 I-280, Meridian Avenue to I-880

Traffic conditions at the intersections were analyzed for the weekday AM and PM peak hours of traffic. The AM peak hour of traffic is generally between 7:00 and 9:00 AM, and the PM peak hour is typically between 4:00 and 6:00 PM. It is during these periods that the most congested traffic conditions occur on an average day.

Traffic conditions were evaluated for the following scenario:

Scenario 1: Existing Conditions. Existing traffic volumes were obtained from recent traffic counts and the City of San Jose.

Scenario 2: Background Conditions. Background traffic volumes were estimated by adding to existing peak-hour volumes the projected volumes from approved but not yet completed developments. The latter component is contained in the City of San Jose Approved Trips Inventory (ATT). Background conditions were analyzed under both street layout variants.

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Scenario 3: Project Conditions. Future traffic volumes with the project (hereafter called *project traffic volumes*) were estimated by adding to background traffic volumes the additional traffic generated by the project. Project conditions were evaluated relative to background conditions in order to determine potential project impacts. Project conditions were analyzed under both street layout variants.

Scenario 4: Cumulative Conditions. Cumulative conditions represent the future traffic volumes, at the date of project occupancy, on the near-term future roadway network. Traffic volumes under cumulative conditions were estimated by applying a growth factor of 1.2 percent per year to the existing volumes, adding trips from approved developments and proposed future projects, and adding project trips. The proposed future projects incorporated into the cumulative scenario are: (1) the Downtown Mixed-Use Development, (2) the San Jose Water Company, and (3) the Greyhound Site Redevelopment project. Cumulative conditions were analyzed under both street layout variants. This scenario is evaluated in fulfillment of CMP requirements.

Methodology

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

Data Requirements

The data required for the analysis were obtained from the City of San Jose and the CMP Annual Monitoring Report. The following data were collected from these sources:

- existing traffic volumes
- lane configurations
- signal timing and phasing
- traffic speeds (for freeway segments)

Analysis Methodologies and Level of Service Standards

Traffic conditions at the study intersections were evaluated using level of service (LOS). *Level of Service* is a qualitative description of operating conditions ranging from LOS A, or free-flow conditions with little or no delay, to LOS F, or jammed conditions with excessive delays. Signalized study intersections located in the City of San Jose are usually subject to both the City of San Jose and CMP Level of Service standards. Both analysis methods are described below.

City of San Jose Signalized Intersections

The City of San Jose level of service methodology is TRAFFIX, which is based on the *Highway Capacity Manual (HCM)* method for signalized intersections. TRAFFIX evaluates signalized intersection operations on the basis of average delay time for all vehicles at the intersection. Since TRAFFIX is also the CMP-designated intersection level of service methodology, the City of San Jose methodology

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employs the CMP default values for the analysis parameters. The City of San Jose level of service standard for signalized intersections is LOS D or better. The correlation between average delay and level of service is shown in Table 1.

CMP Intersections

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

Table 1
Intersection Level of Service Definitions Based on Delay

Level of Service	Description	Average Stopped Delay Per Vehicle (Sec.)
A	Operations with very low delay occurring with favorable progression and/or short cycle lengths.	Less than 5.0
B	Operations with low delay occurring with good progression and/or short cycle lengths.	5.1 to 15.0
C	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	15.1 to 25.0
D	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, or high V/C ratios. Many vehicles stop and individual cycle failures are noticeable.	25.1 to 40.0
E	Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences. This is considered to be the limit of acceptable delay.	40.1 to 60.0
F	Operation with delays unacceptable to most drivers occurring due to oversaturation, poor progression, or very long cycle lengths.	Greater than 60.0

Source: Transportation Research Board, *Highway Capacity Manual*, Special Report 209 (Washington, D.C., 1965), pp. 9-4, 9-5.

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Freeway Segments

As prescribed in the CMP technical guidelines, the level of service for freeway segments is estimated based on vehicle density. Density is calculated by the following formula:

$$D = V / (N \cdot S)$$

where:

D = density, in vehicles per mile per lane (vpmp/l)

V = peak hour volume, in vehicles per hour (vph)

N = number of travel lanes

S = average travel speed, in miles per hour (mph)

The vehicle density on a segment is correlated to level of service as shown in Table 2. The CMP requires that mixed-flow lanes and auxiliary lanes be analyzed separately from HOV (carpool) lanes. The CMP specifies that a capacity of 2,300 vehicles per hour per lane (vp/hpl) be used for segments six lanes or wider in both directions and a capacity of 2,200 vp/hpl be used for segments four lanes wide in both directions. The CMP defines an acceptable level of service for freeway segments as LOS E or better.

Table 2
Freeway Segment Level of Service Definitions Based on Density

Level of Service	Density (vehicles/mile/lane)
A	< 10.0
B	10.1 - 16.0
C	16.1 - 24.0
D	24.1 - 46.0
E	46.1 - 55.0
F	> 55

Unsignalized Intersections

For unsignalized intersections an assessment is made of the need for signalization of the intersection. This assessment is made on the basis of the Peak-hour Volume Signal Warrant, Warrant #11 described in the *Caltrans Traffic Manual*. This method makes no evaluation of intersection level of service, but simply provides an indication whether peak-hour traffic volumes are, or would be, sufficient to justify installation of a traffic signal.

Intersection Operations

The operations analysis is based on vehicle queuing for high-demand turning movements at intersections. The basis of the analysis is as follows: (1) the TRAFFIX intersection analysis software is used to estimate the 95th percentile maximum number of queued vehicles per signal cycle for a particular movement; (2)

the estimated maximum number of vehicles in the queue is translated into a queue length, assuming 20 feet per vehicle; and (3) the estimated maximum queue length is compared to the existing or planned available storage capacity for the movement. This analysis thus provides a basis for estimating future storage requirements at intersections.

Report Organization

The remainder of this report is divided into five chapters. Chapter 2 describes existing conditions in terms of the existing roadway network, transit service, and existing bicycle and pedestrian facilities. Chapter 3 presents the intersection operations under background conditions. Chapter 4 describes the method used to estimate project traffic and its impact on the transportation system. Chapter 5 describes cumulative conditions resulting from additional future growth. Chapter 6 presents the conclusions of the traffic impact analysis.

Market Street is a north-south four-lane roadway that runs from Julian Street to Reed Street. North of Julian Street, Market Street becomes Coleman Avenue. South of Reed Street, Market Street becomes South First Street. Being the east project site boundary, it also provides direct access to the project site.

Julian Street is a one-way westbound two-lane arterial within the downtown core area. West and east of the downtown core at SR 87 and 17th Street, respectively, Julian Street is generally a two-way two-lane roadway. In addition to providing direct access to the project site, Julian Street also provides regional access through its full interchange with SR 87.

North First Street is a north-south, one-lane, one-way northbound roadway between San Carlos Street and Julian Street. From San Carlos to Julian Street, the Guadalupe LRT line runs along the right side of First Street. North of Julian Street, First Street transitions from a one- to a two-lane roadway that is divided by the Guadalupe LRT line and extends to north San Jose. South of San Carlos Street, First Street transitions from a one- to a two-lane roadway and becomes Monterey Road.

Santa Clara Street is a four-lane east-west arterial that provides access from the east and west of the downtown area. East of US 101, Santa Clara Street becomes Alum Rock Avenue and west of SR 87 it becomes The Alameda.

Almaden Boulevard is a six-lane north-south arterial that runs from Julian Street to I-280. South of I-280, Almaden Boulevard provides access to and from the south via its connections to Vine Street and Almaden Avenue.

Existing Bicycle and Pedestrian Facilities

There are some bikeways within the vicinity of the project site (see Figure 3). There is a multiuse trail along the Guadalupe River. This path is for the use of bicycles and pedestrians. Also, bike lanes are provided on Seventh Street. The streets within the downtown, including the project area, generally have sufficient curb lane width to accommodate bicycles.

Pedestrian facilities in the project area consist primarily of sidewalks along the streets. Sidewalks are found along all previously-described local roadways in the study area. However, pedestrian access to the site is difficult under existing conditions. Julian Street is relatively wide and has fast moving traffic; there are no safe pedestrian crossings along Julian Street from Market Street to SR 87. Even the signalized crossing at Market/Julian is difficult because of the free-running right turn lane from southbound Market Street to westbound Julian Street.

2. Existing Conditions

This chapter describes the existing conditions for all of the major transportation facilities in the vicinity of the site, including the roadway network, transit service, and bicycle and pedestrian facilities.

Existing Roadway Network

Regional access to the project site is provided via I-280, I-880, and SR 87. These facilities are described below.

I-280 is generally an eight-lane freeway in the vicinity of downtown San Jose. It extends from US 101 in San Jose to I-80 in San Francisco. Just north of the Bascom Avenue overcrossing, I-280 consists of three mixed-flow lanes and one high-occupancy vehicle (HOV) lane in each direction to the north, and four mixed-flow lanes in each direction to the south. Access to I-280 to and from the project site is provided via SR 87.

I-880 connects from I-280, where it changes designation to SR 17 to Santa Cruz, to I-80 in Oakland. It generally has six lanes through San Jose. I-880 lies somewhat north of downtown San Jose, but has connections via interchanges at Coleman Avenue and at First Street.

SR 87 (Guadalupe Parkway) is a north-south four-lane freeway in the vicinity of the site. It extends from SR 85 in south San Jose to US 101 in north San Jose. North of Taylor, SR 87 becomes an at-grade arterial street with signalized intersections. The segment of SR 87 between Taylor Street and US 101 will be upgraded to a six-lane freeway as part of the Route 87 freeway upgrade project. Access to SR 87 to and from the project site is provided via its interchange at Julian Street.

Local access to the site is provided by the following roadways:

Existing Transit Service

Existing transit service to the study area is provided by the VTA and by CalTrain. These are described below.

VTA Transit Service

Bus Service

The study area is served by twelve local bus routes, with bus stops located along First Street and Second Street, between Julian Street and St. James Street. The 22 line provides service between Eastridge and the Palo Alto/Menlo Park CalTrain station with 10-minute headways during commute hours. The 23 line provides service between downtown San Jose and the San Antonio Shopping Center with 15- to 30-minute headways during commute hours. The 64 line provides service between the Almaden LRT station and Alum Rock/Miguelito with 15-minute headways during commute hours. The 66 line provides service between Santa Teresa Hospital and Milpitas with 15-minute headways during commute hours. The 68 line provides service between the San Jose Diridon CalTrain station and Gavilan College in Gilroy with 15-minute headways during commute hours. The 72 line provides service between downtown San Jose and the Santa Teresa LRT station with 15- to 30-minute headways during commute hours. The 73 line provides service between downtown San Jose and Snell/Capitol Expressway with 20-minute headways during commute hours. The 82 line provides service between Westgate and Hedding/Seventeenth Street with 30-minute headways during commute hours. The 85 line provides service between Lawrence Expressway/Moorpark and Tenth Street/Hedding with 30-minute headways during commute hours. The 300 line provides service between East San Jose and the Palo Alto CalTrain station with 20- to 30-minute headways during commute hours. The 304 line provides service between South San Jose and Mountain View with 15- to 30-minute headways during commute hours. The 305 line provides service between South San Jose and Mountain View with 60-minute headways during commute hours.

The study area is also served by one express bus route. Express bus 180 operates on 15- to 20-minute headways during commute hours between the San Jose Diridon CalTrain station and the Fremont BART station.

The above bus routes are summarized in Table 3.

Light Rail Transit (LRT) Service

The VTA Light Rail provides service from the Santa Teresa/Almaden station to Great America. There is one LRT station in the vicinity of the project site. The St. James LRT station is located on First Street just south of St. James Street. Light Rail provides service with approximately 10-minute headways during commute hours.

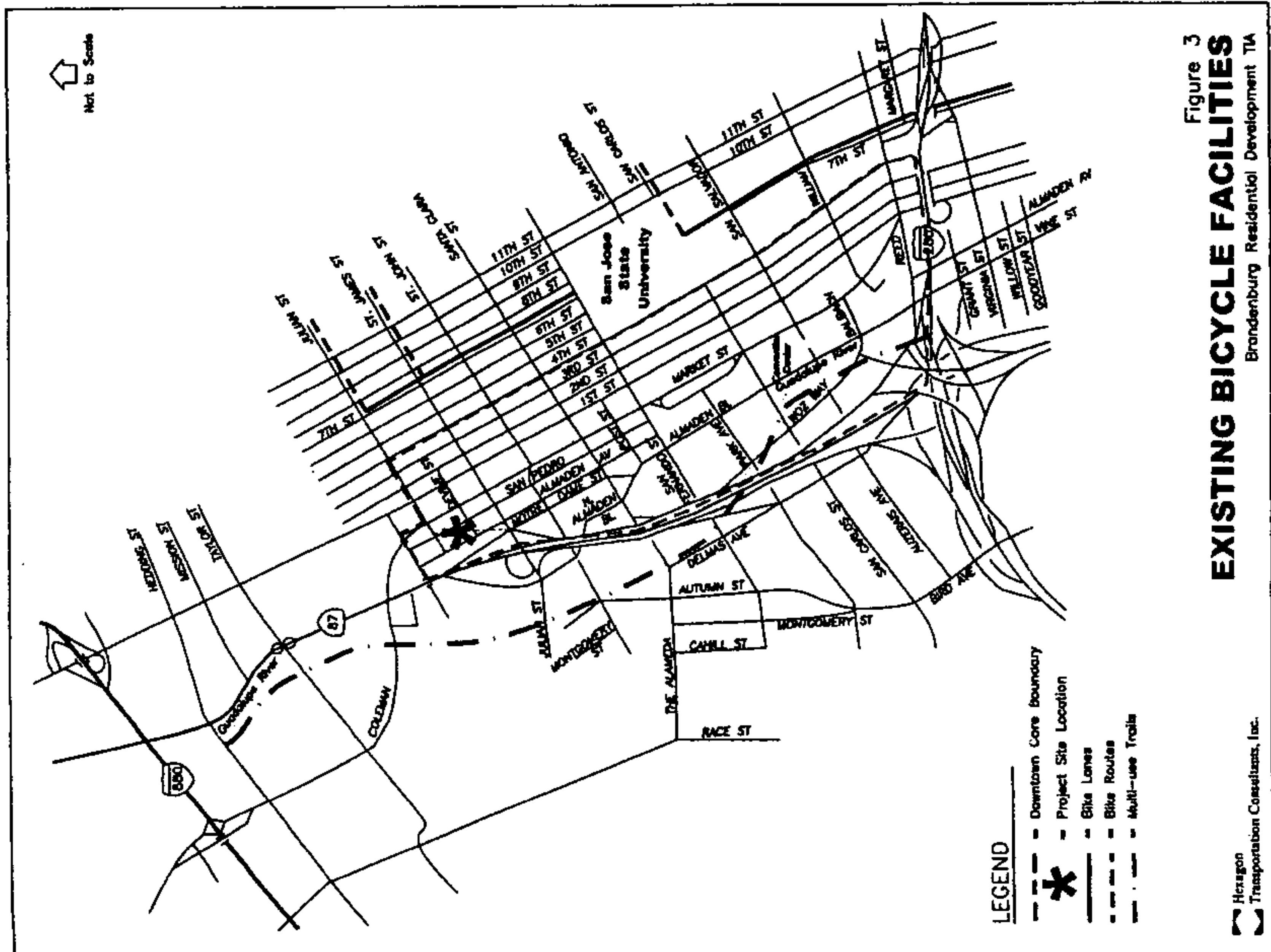


Figure 3

EXISTING BICYCLE FACILITIES

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Table 3
Existing Transit Service Bus Lines

Bus Lines	Route Description	Commuter Hour Headways
22	Eastridge to Palo Alto/Menlo Park Caltrain Station	10
23	Downtown San Jose to San Antonio Shopping Center	15-30
64	Almaden LRT Station to Alum Rock and Miguellito	15
66	Santa Teresa Hospital to Milpitas	15
69	San Jose Diridon Station to Gilroy/Gavilan College	15
72	Downtown San Jose to Santa Teresa LRT Station	15-30
73	Downtown San Jose to Snell and Capitol Expressway	20
82	Westgate to Hedding and 17th Street	30
85	Lawrence Expressway and Moorpark to 10th and Hedding	30
180*	San Jose Diridon Station to Fremont BART Station	15-20
300	East San Jose to Palo Alto Caltrain Station	20-30
304	South San Jose to Mountain View	15-30
305	South San Jose to Mountain View	60

* Express bus route
Source: VTA Bus and Rail Map, July 2002

CalTrain

Commuter rail service between San Francisco and Gilroy is provided by CalTrain. There is one CalTrain station located within the project study area—the San Jose Diridon CalTrain station—located at the intersection of San Fernando Street and Cahill Street across from the San Jose Arena. The San Jose Diridon CalTrain station Park & Ride lot is accessible from Cahill Street. At the San Jose Diridon CalTrain station, CalTrain provides service with approximately 15- to 30-minute headways during commute hours.

The existing transit services are shown graphically on Figure 4.

Existing Intersection Lane Configurations

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

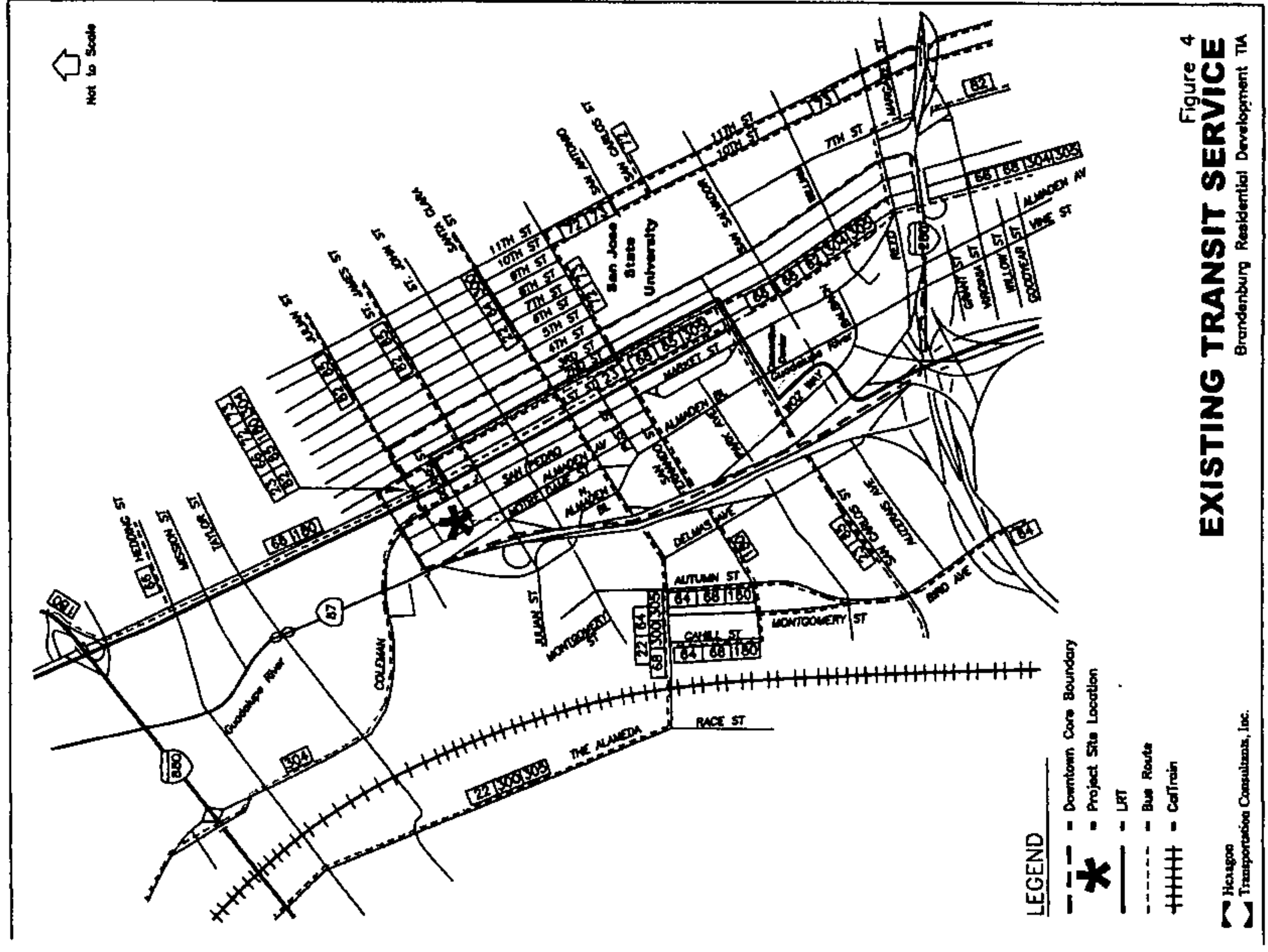


Figure 4
EXISTING TRANSIT SERVICE
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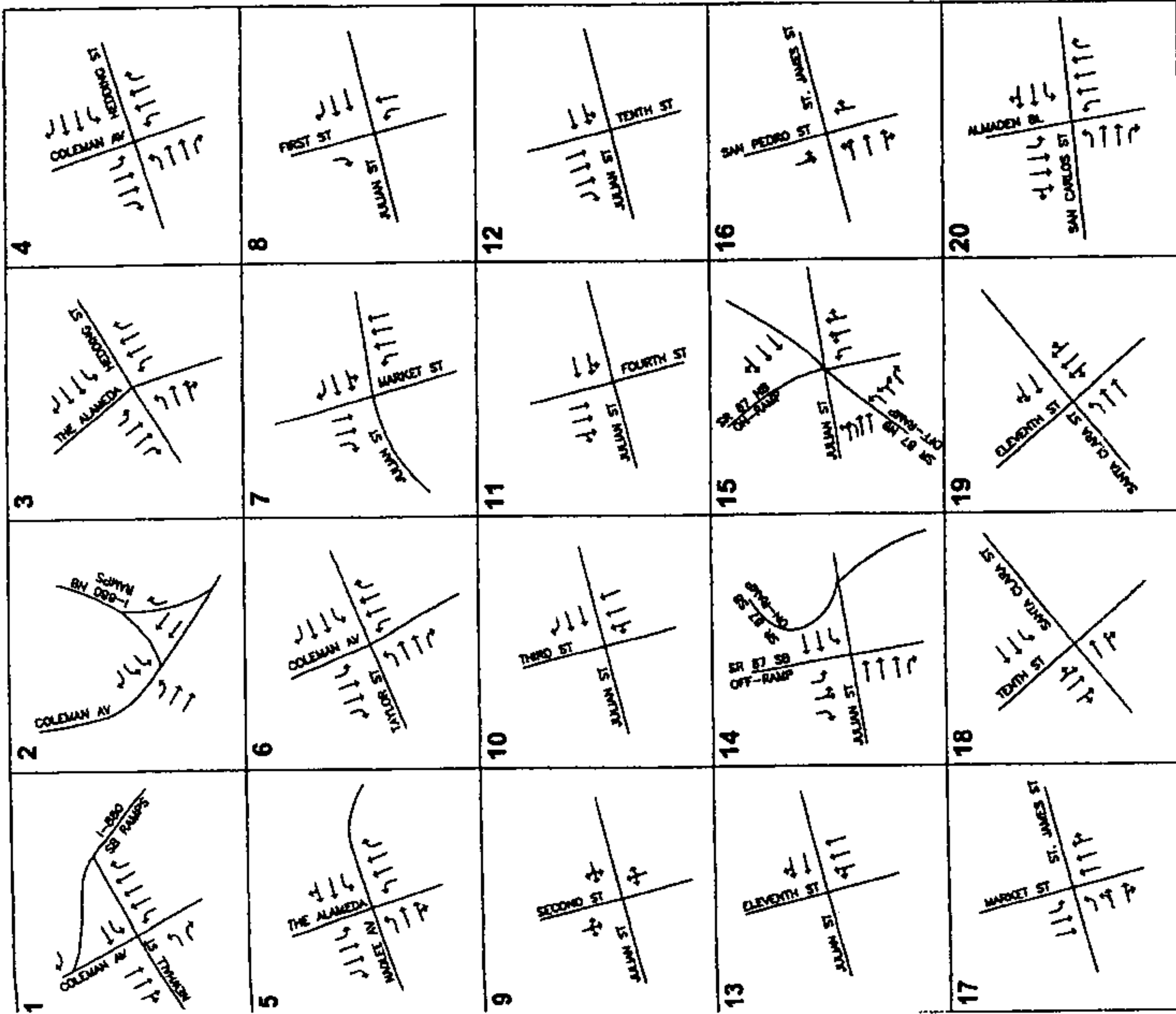


Figure 5
EXISTING LANE CONFIGURATIONS
 Brandenburg Residential Development TIA

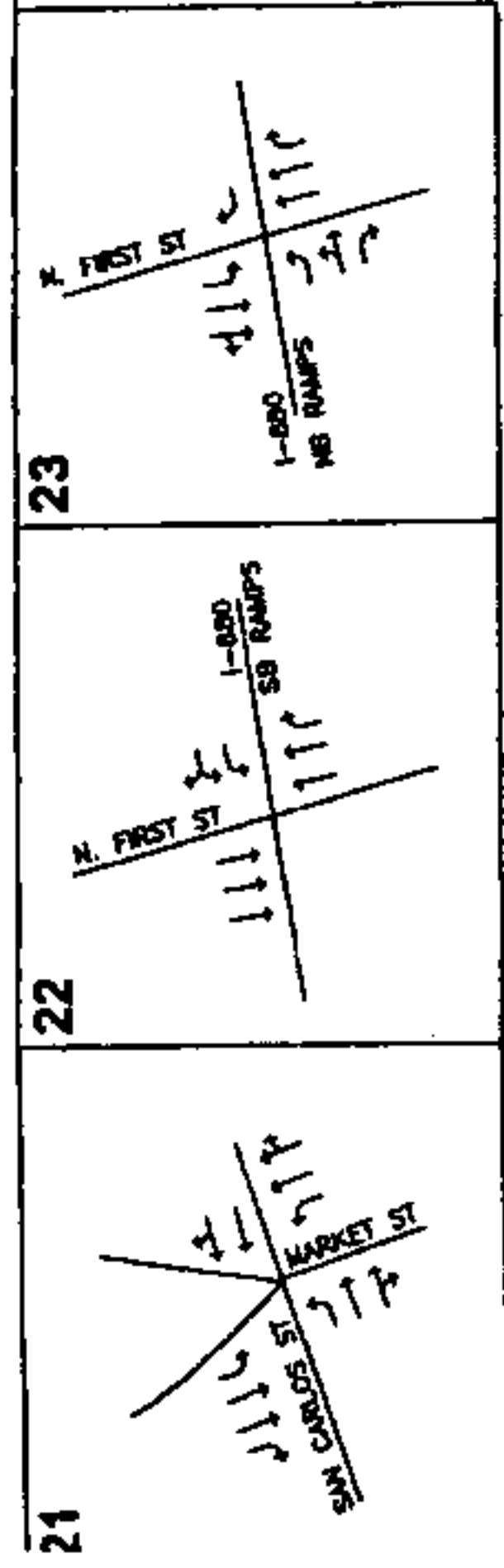
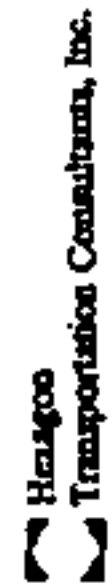
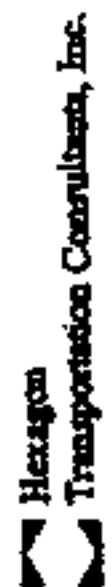


Figure 5 (Cont.)
EXISTING LANE CONFIGURATIONS
 Brandenburg Residential Development TIA



Existing Traffic Volumes

Existing peak-hour traffic volumes were obtained from the City of San Jose and supplemented with manual turning-movement counts. Due to the upgrade of the arterial section of SR 87 to a freeway, the study intersections along and near this segment are currently experiencing unusual travel patterns. Thus, older counts were used for these intersections, and a 1.2% per year growth factor was applied. The intersections are the following:

- Coleman Avenue and Hedding Street
- Coleman Avenue and Taylor Street

The existing peak-hour intersection volumes are shown on Figure 6. The traffic count data are included in Appendix A.

Existing Intersection Levels of Service

City of San Jose Intersection Analysis

The results of the level of service analysis under existing conditions are summarized in Table 4. The results show that two of the study intersections currently operate at an unacceptable LOS F during at least one of the peak hours.

- Coleman Avenue and Hedding Street
- Coleman Avenue and Taylor Street

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

CMP Intersection Analysis

The level of service results for the CMP intersections under existing conditions are summarized in Table 4. The results show that all of the CMP study intersections currently operate at an acceptable LOS D or better.

Existing Freeway Levels of Service

Traffic volumes for the subject freeway segments were obtained from the CMP Annual Monitoring Report. Due to the construction on SR 87 north of Julian Street, the 2001 CMP freeway counts included segments on SR 87 up to Coleman Avenue only. Thus, SR 87 was analyzed from SR 85 to Coleman Avenue. The results of the analysis are summarized in Table 5. The results show that seventeen of the directional freeway segments analyzed currently operate at an unacceptable LOS F during at least one of the peak hours.

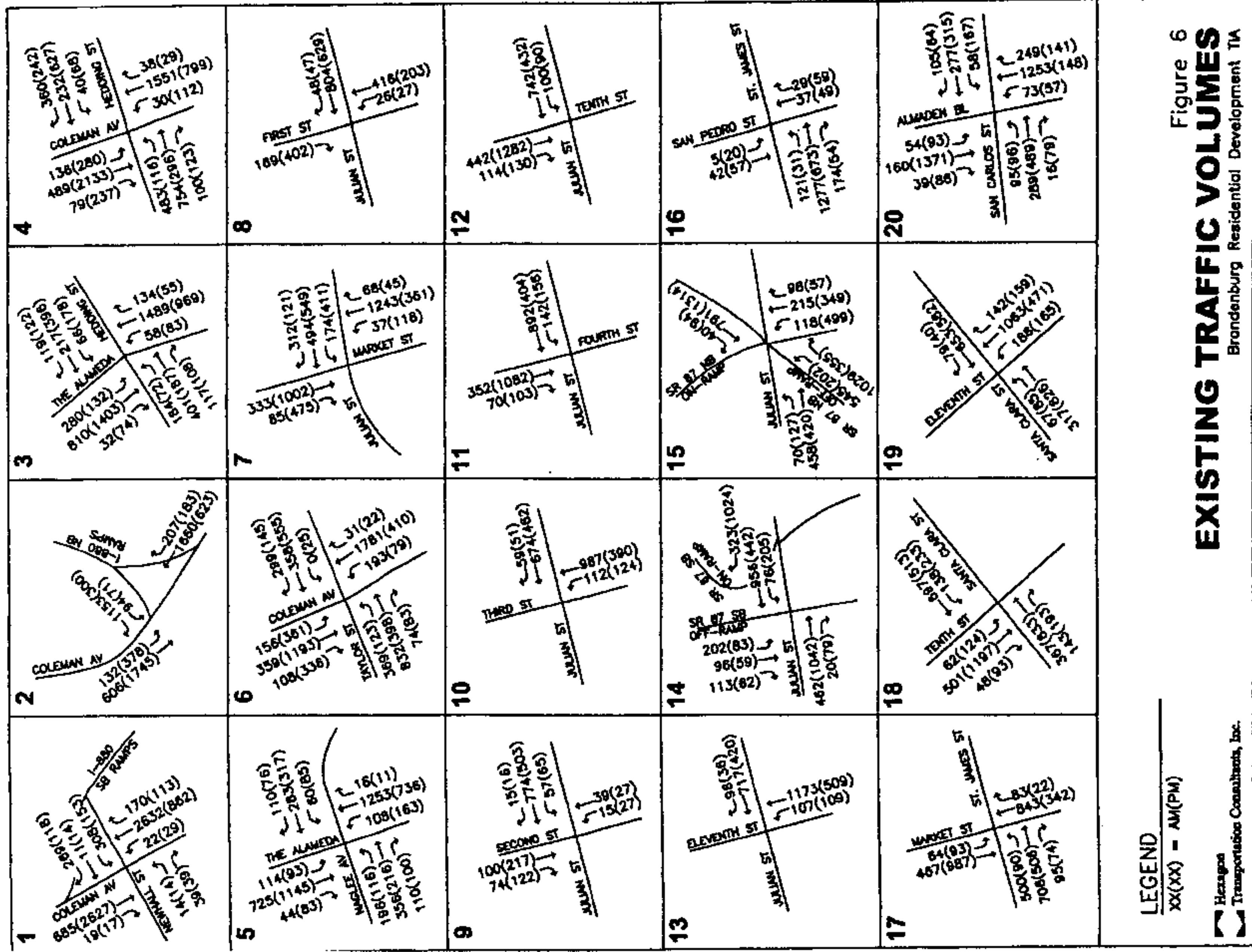
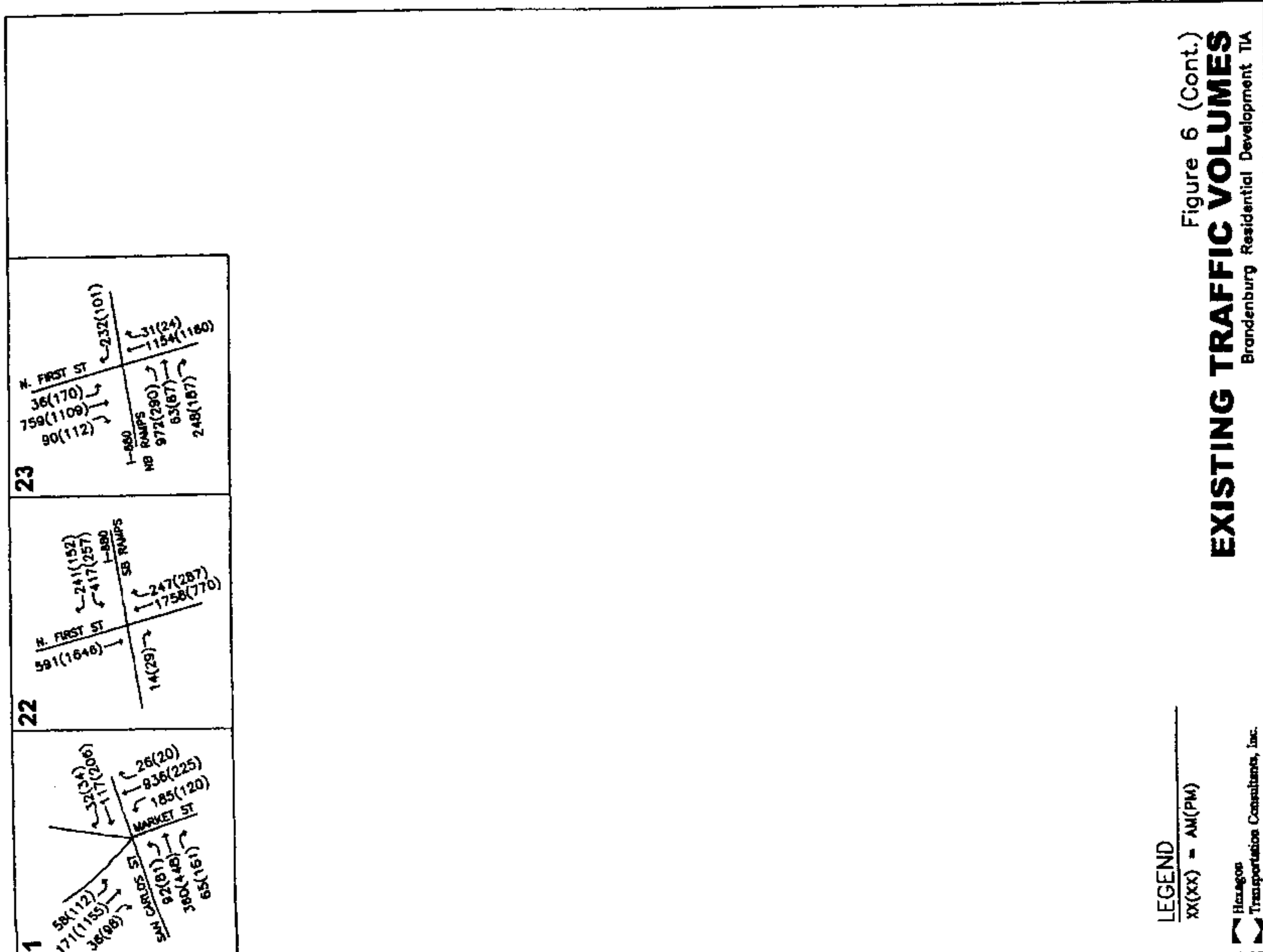


Figure 6
EXISTING TRAFFIC VOLUMES
Brandenburg Residential Development, Inc.



LEGEND
 XX(XX) = AM(PM)

Horizon
 Transportation Consultants, Inc.

Figure 6 (Cont.)
EXISTING TRAFFIC VOLUMES
 Brandenburg Residential Development TIA

Table 4
 Existing Intersection Levels of Service

Intersection	Peak Hour	Count Date	Ave. Delay	LOS
I-880 and Coleman Avenue (N)*	AM	8/17/02	14.2	B
	PM	9/17/02	8.3	B
I-880 and Coleman Avenue (S)*	AM	9/17/02	8.1	B
	PM	9/17/02	9.4	B
The Alameda and Hedding Street	AM	9/25/02	34.1	D
	PM	9/25/02	24.4	C
Coleman Avenue and Hedding Street	AM	3/19/97	44.4	E
	PM	10/29/98	35.8	D
The Alameda and Naglee Ave./Taylor St.*	AM	9/25/02	32.5	D
	PM	9/25/02	27.2	D
Coleman Avenue and Taylor Street	AM	1/29/97	47.2	E
	PM	1/29/97	34.1	D
Market Street and Julian Street	AM	11/05/02	15.1	C
	PM	10/31/02	18.4	C
First Street and Julian Street	AM	11/08/02	20.7	C
	PM	11/08/02	22.0	C
Second Street and Julian Street	AM	11/06/02	15.0	C
	PM	11/06/02	19.2	C
Third Street and Julian Street	AM	10/30/02	9.5	B
	PM	10/30/02	8.8	B
Fourth Street and Julian Street	AM	11/05/02	7.5	B
	PM	11/05/02	8.9	B
Tenth Street and Julian Street	AM	10/31/02	8.3	B
	PM	10/31/02	7.8	B
Eleven Street and Julian Street	AM	10/31/02	9.8	B
	PM	10/31/02	8.5	B
SR 87 and Julian Street (W)*	AM	10/03/02	11.0	B
	PM	10/03/02	11.4	B
SR 87 and Julian Street (E)*	AM	10/03/02	32.2	D
	PM	10/03/02	33.4	D
San Pedro Street and St. James Street	AM	5/02/02	3.3	A
	PM	5/02/02	7.2	B
Market Street and St. James Street	AM	11/05/02	16.2	C
	PM	11/05/02	14.8	B
Tenth Street and Santa Clara Street	AM	10/31/02	12.0	B
	PM	10/31/02	17.0	C
Eleven Street and Santa Clara Street	AM	10/31/02	13.2	B
	PM	10/31/02	11.8	B
Alameda Boulevard and San Carlos Street	AM	8/17/02	22.0	C
	PM	9/17/02	26.9	D
Market Street and San Carlos Street	AM	9/17/02	24.3	C
	PM	9/17/02	29.8	D
North First Street and I-880 (N)*	AM	9/17/02	16.2	C
	PM	9/17/02	11.9	B
North First Street and I-880 (S)*	AM	9/17/02	17.4	C
	PM	10/31/02	12.9	B

* Denotes CMP Intersection.

**Table 5
Freeway Segment Levels of Service - Existing Conditions**

Freeway	Segment	Direction	Peak Hour	Mixed-Flow Lanes					HOV Lane Traffic Volume				
				Ave. Speed*/	# of Lanes	Volume*/	Density	LOS	Ave. Speed*/	# of Lanes	Volume*/	Density	LOS
SR 87	Coleman to Julian	SB	AM	67	2	2810	21.0	C	N/A	N/A	N/A		
			PM	57	2	4450	39.0	D	N/A	N/A	N/A		
SR 87	Julian to I-280	SB	AM	67	2	2140	18.0	B	N/A	N/A	N/A		
			PM	17	2	3080	90.0	F	N/A	N/A	N/A		
SR 87	I-280 to Alma	SB	AM	67	2	2410	18.0	C	N/A	N/A	N/A		
			PM	19	2	3230	85.0	F	N/A	N/A	N/A		
SR 87	Alma to Almaden Expressway	SB	AM	43	2	4210	49.0	E	N/A	N/A	N/A		
			PM	24	2	3800	75.0	F	N/A	N/A	N/A		
SR 87	Almaden Expressway to Curtner	SB	AM	61	2	4390	35.0	D	N/A	N/A	N/A		
			PM	61	2	4390	36.0	D	N/A	N/A	N/A		
SR 87	Curtner to Capitol Expressway	SB	AM	67	2	2550	19.0	C	N/A	N/A	N/A		
			PM	59	2	4370	37.0	D	N/A	N/A	N/A		
SR 87	Capitol Expressway to SR 85	SB	AM	67	2	2810	21.0	C	N/A	N/A	N/A		
			PM	64	2	4100	32.0	D	N/A	N/A	N/A		
I-280	US 101 to McLaughlin	WB	AM	14	4	5660	101.1	F	N/A	N/A	N/A		
			PM	59	4	8730	37.0	D	N/A	N/A	N/A		
I-280	McLaughlin to Tenth	WB	AM	23	4	6990	78.0	F	N/A	N/A	N/A		
			PM	29	4	7880	86.0	F	N/A	N/A	N/A		
I-280	Tenth to SR 87	WB	AM	36	4	8060	58.0	F	N/A	N/A	N/A		
			PM	24	4	7100	74.0	F	N/A	N/A	N/A		
I-280	SR 87 to Bird	WB	AM	21	4	6800	81.0	F	N/A	N/A	N/A		
			PM	15	4	5880	98.0	F	N/A	N/A	N/A		
I-280	Bird to Meridian	WB	AM	25	4	7300	73.0	F	N/A	N/A	N/A		
			PM	45	4	8840	48.0	E	N/A	N/A	N/A		
I-280	Meridian to I-680	WB	AM	18	4	5830	89.0	F	66	1	1720	26.1	D
			PM	54	4	8180	41.0	D	67	1	940	14.0	B
I-680	US 101 to North First	SB	AM	64	3	8340	33.0	D	N/A	N/A	N/A		
			PM	35	3	8060	58.0	F	N/A	N/A	N/A		
I-680	North First to SR 87	SB	AM	63	3	6430	34.0	D	N/A	N/A	N/A		
			PM	28	3	5930	87.0	F	N/A	N/A	N/A		
I-680	SR 87 to Coleman	SB	AM	58	3	6550	37.0	D	N/A	N/A	N/A		
			PM	38	3	6180	57.0	F	N/A	N/A	N/A		
I-680	Coleman to The Alameda	SB	AM	63	3	6430	34.0	D	N/A	N/A	N/A		
			PM	31	3	6880	83.0	F	N/A	N/A	N/A		
I-680	The Alameda to Bascom	SB	AM	68	3	5540	28.0	D	N/A	N/A	N/A		
			PM	25	3	5400	72.0	F	N/A	N/A	N/A		

**Table 5 (Cont'd)
Freeway Segment Levels of Service - Existing Conditions**

Freeway	Segment	Direction	Peak Hour	Mixed-Flow Lanes					HOV Lane Traffic Volume				
				Ave. Speed*/	# of Lanes	Volume*/	Density	LOS	Ave. Speed*/	# of Lanes	Volume*/	Density	LOS
I-680	Bascom to The Alameda	NB	AM	16	3	4420	92.1	F	N/A	N/A	N/A		
			PM	66	3	4750	24.0	C	N/A	N/A	N/A		
I-680	The Alameda to Coleman	NB	AM	19	3	4790	84.0	F	N/A	N/A	N/A		
			PM	68	3	4750	24.0	C	N/A	N/A	N/A		
I-680	Coleman to SR 87	NB	AM	15	3	4370	97.1	F	N/A	N/A	N/A		
			PM	65	3	6900	40.0	D	N/A	N/A	N/A		
I-680	SR 87 to North First	NB	AM	17	3	4590	90.0	F	N/A	N/A	N/A		
			PM	51	3	6580	43.0	D	N/A	N/A	N/A		
I-680	North First to US 101	NB	AM	12	3	3890	106.1	F	N/A	N/A	N/A		
			PM	55	3	6600	40.0	D	N/A	N/A	N/A		
I-280	I-680 to Meridian	EB	AM	66	4	6350	26.0	D	67	1	1010	15.1	B
			PM	27	4	6800	86.0	F	59	1	2180	38.9	D
I-280	Meridian to Bird	EB	AM	61	4	8760	36.0	D	N/A	N/A	N/A		
			PM	25	4	7300	73.0	F	N/A	N/A	N/A		
I-280	Bird to SR 87	EB	AM	67	4	8150	23.0	C	N/A	N/A	N/A		
			PM	23	4	7080	77.0	F	N/A	N/A	N/A		
I-280	SR 87 to Tenth	EB	AM	66	4	6340	24.0	D	N/A	N/A	N/A		
			PM	26	4	7260	70.0	F	N/A	N/A	N/A		
I-280	Tenth to McLaughlin	EB	AM	65	4	6080	31.0	D	N/A	N/A	N/A		
			PM	50	4	8800	44.0	D	N/A	N/A	N/A		
I-280	McLaughlin to US 101	EB	AM	67	4	8160	23.0	C	N/A	N/A	N/A		
			PM	65	4	7600	30.0	D	N/A	N/A	N/A		
SR 87	SR 85 to Capitol Expressway	NB	AM	62	2	4340	35.0	D	N/A	N/A	N/A		
			PM	68	2	3430	26.0	D	N/A	N/A	N/A		
SR 87	Capitol Expressway to Curtner	NB	AM	17	2	3060	90.9	F	N/A	N/A	N/A		
			PM	65	2	3770	29.0	D	N/A	N/A	N/A		
SR 87	Curtner to Almaden Expressway	NB	AM	18	2	3200	88.9	F	N/A	N/A	N/A		
			PM	64	2	4100	32.0	D	N/A	N/A	N/A		
SR 87	Almaden Expressway to Alma	NB	AM	20	2	3320	83.0	F	N/A	N/A	N/A		
			PM	39	2	4130	52.9	E	N/A	N/A	N/A		
SR 87	Alma to I-280	NB	AM	65	2	3770	29.0	D	N/A	N/A	N/A		
			PM	67	2	2610	21.0	C	N/A	N/A	N/A		
SR 87	I-280 to Julian	NB	AM	67	2	2610	21.0	C	N/A	N/A	N/A		
			PM	67	2	1470	11.0	B	N/A	N/A	N/A		
SR 87	Julian to Coleman	NB	AM	9	2	2180	120.0	F	N/A	N/A	N/A		
			PM	67	2	2010	15.0	B	N/A	N/A	N/A		

*/ Source: Santa Clara Valley Transportation Authority Congestion Management Program Monitoring Study, 2001.

Observed Existing Traffic Conditions

Traffic conditions in the field were observed in order to identify existing operational deficiencies and to confirm the accuracy of calculated levels of service. The purpose of this effort was (1) to identify any existing traffic problems that may not be directly related to intersection level of service, (2) to identify any locations where the level of service calculation does not accurately reflect level of service in the field, (3) to identify possible causes of congestion if observed, and (4) to observe the effects of ramp metering on the local traffic.

Route 87 currently is under construction north of Julian Street to upgrade to a freeway. Because of the congestion on SR 87 caused by the construction, traffic is observed to follow a bypass route via the Julian Street interchange to Market Street, First Street, or Third Street. This bypass traffic is reflected in the traffic counts.

At the SR 87 and Julian Street interchange, freeway ramp metering and the traffic congestion on SR 87 occasionally creates backs up on the Julian Street on-ramps and affects the operations of the ramp terminal intersections. The on-going construction and reduced speed limits on SR 87 north of Julian Street might be contributing to the congestion. In addition, the southbound loop on-ramp currently carries a volume over 1,000 vehicles during the PM peak hour. The ramp is just beyond the Julian/SR 87 signal. Therefore, to access the ramp, all on-ramp traffic has to use the right lane on Julian Street, which creates a lane imbalance at the signal. This causes traffic back-ups on Julian that sometimes extend to Market Street, although traffic clears every cycle.

Northbound queues on Market Street would occasionally extend through successive intersections, sometimes without dissipating during the cycle. During the PM peak hour the same problem was observed for the southbound direction.

On Santa Clara Street, at the SR 87 off-ramp, long vehicle queues form during the AM peak hour. Eastbound traffic on Santa Clara Street was observed to back up from Almaden Avenue, past Almaden Boulevard, to the SR 87 off-ramp. Long vehicle queues extend along the SR 87 off-ramp, due to spillback of the queues on eastbound Santa Clara Street from Almaden Boulevard. The vehicle queue on the off-ramp does not dissipate during each cycle.

3. Background Conditions

This chapter describes background traffic conditions. Background conditions are defined as conditions just prior to completion of the proposed development. Traffic volumes for background conditions comprise volumes from existing traffic counts plus traffic generated by other approved developments in the vicinity of the site. This chapter describes the procedure used to determine background traffic volumes and the resulting traffic conditions.

Background Transportation Network

It is assumed in this analysis that the transportation network under background conditions would be the same as under existing conditions, with the exception of the project area where two different street layouts are being proposed. These are explained in more detail in the following chapter.

Background Traffic Volumes

Background peak-hour traffic volumes were calculated by adding to existing volumes the estimated traffic from approved but not yet constructed developments. The added traffic from approved but not yet constructed developments were provided by the city in the form of the Approved Trips Inventory (ATI). The ATI are included in Appendix B.

Different street layouts within the project area are being proposed. Background conditions were analyzed under two different street layout variants. Both of these street layout variants propose to modify the existing roadway network within the project area, which would change existing traffic flow. Thus, a reassignment of existing and approved traffic had to be performed. Existing and approved traffic volumes at intersection movements within the project area were redistributed accordingly to account for the change in traffic flow. Only intersections within the project area would be affected by the proposed street layouts, since traffic coming to and leaving the project site would continue using the same routes outside the

project area. Background traffic volumes are shown on Figure 7, and the reassignment of existing and approved traffic are included in Appendix F.

Background Intersection Levels of Service

City of San Jose Intersection Analysis

The results of the intersection level of service analysis under background conditions for both variants analyzed are summarized in Table 6. The results show that two of the study intersections would operate at an unacceptable LOS F during at least one of the peak hours under background conditions under Variant 1 (grid system with Julian-Terrain as westbound arterial), and three intersections under Variant 2 (grid system with Market-St. James as westbound arterial).

- Coleman Avenue and Hedding Street (Variant 1&2)
- Coleman Avenue and Taylor Street (Variant 1&2)
- Market Street and Julian Street (Variant 2)

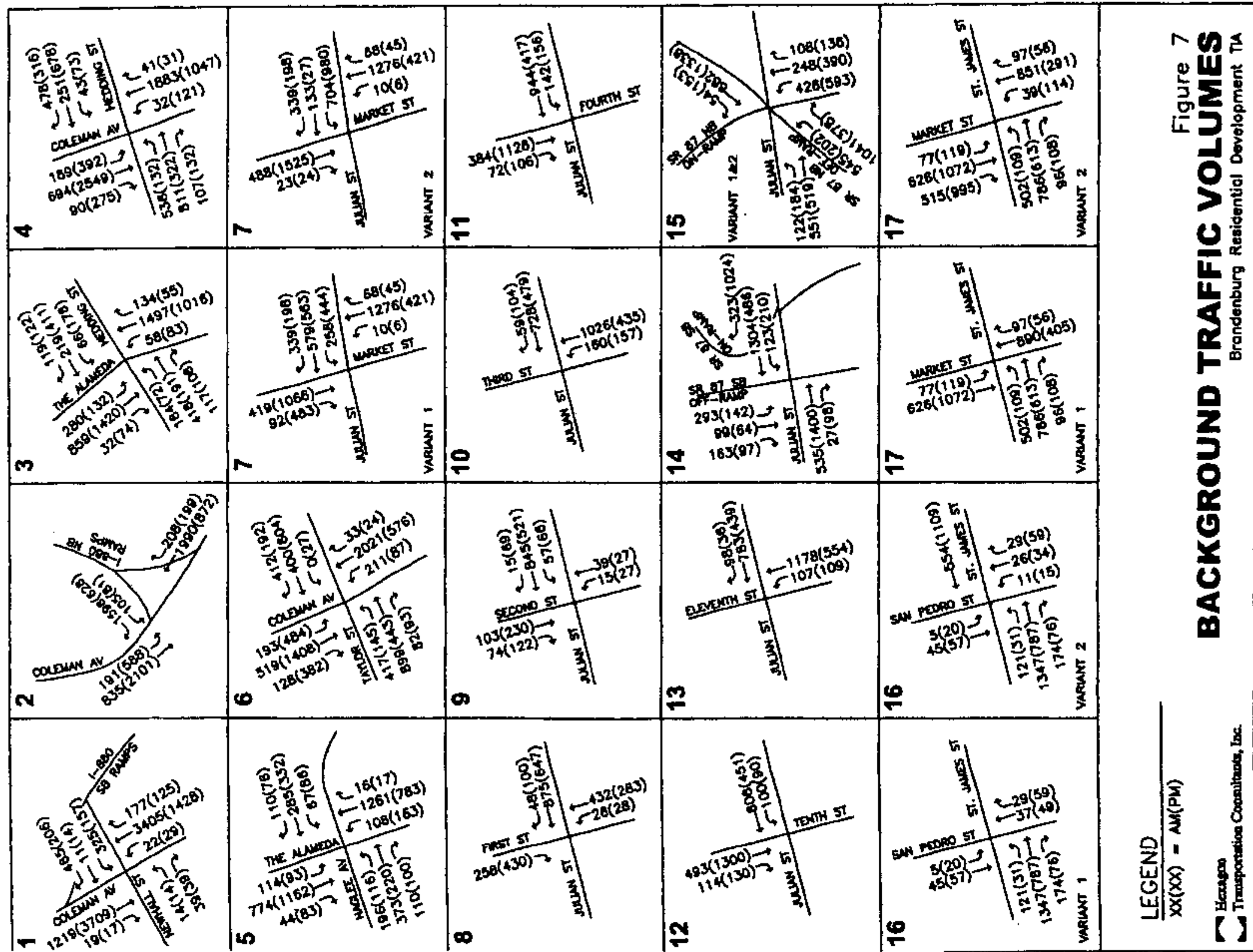
The level of service calculation sheets are included in Appendix D.

CMP Intersection Analysis

The level of service results for the CMP intersections under background conditions are summarized in Table 6. The results show that all of the CMP study intersections would operate at an acceptable LOS D or better.

Background Freeway Segment Levels of Service

The analysis of freeway segment level of service is not required for background conditions, per the City of San Jose and CMP requirements.



LEGEND
XX(XX) = AM(PM)

Hexagon
Transportation Consultants, Inc.

Figure 7
BACKGROUND TRAFFIC VOLUMES
Brandenburg Residential Development, TA

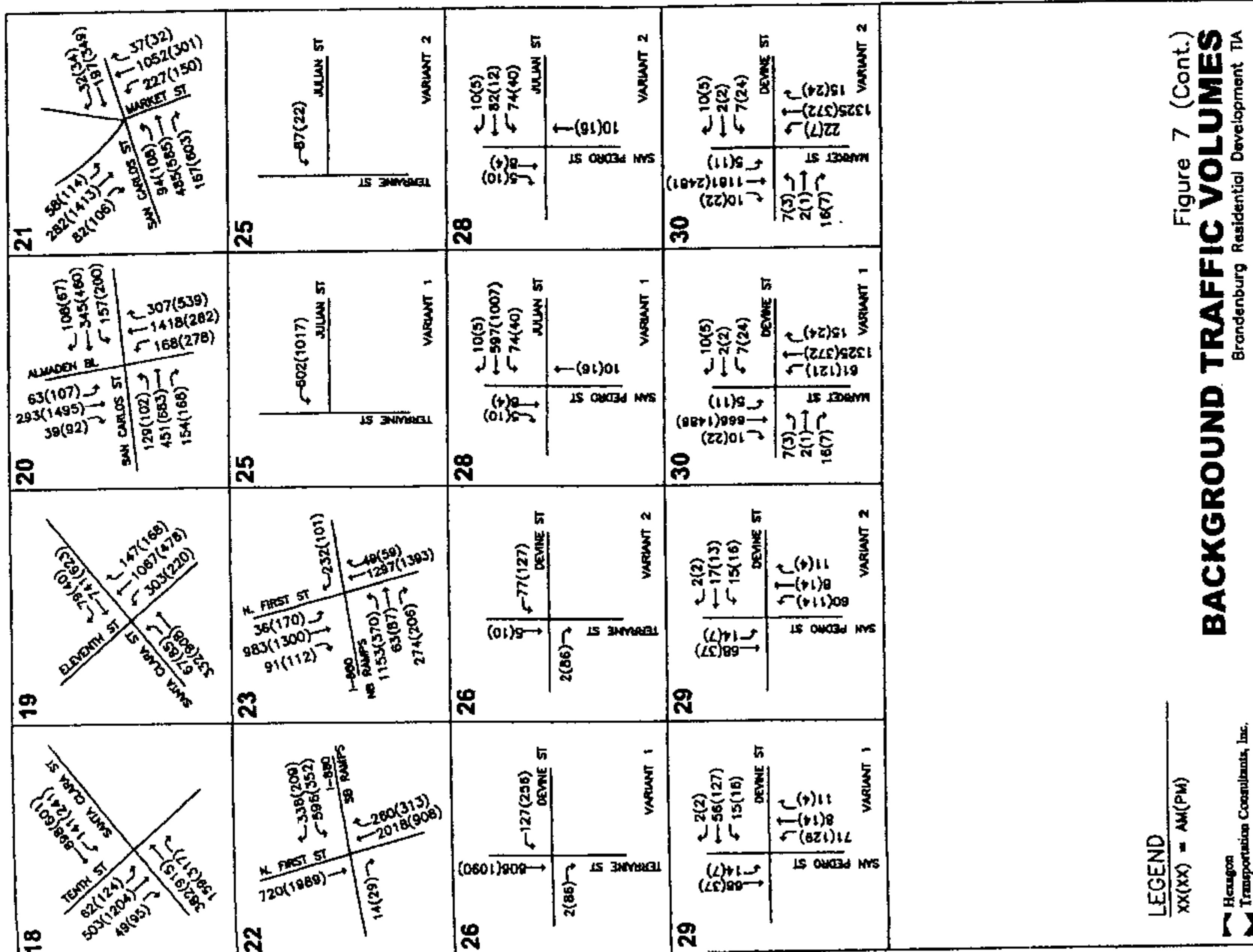


Table 6
Background Intersection Levels of Service

Intersection	Peak Hour	Count Date	Existing			Variant 1			Variant 2		
			Ave. Delay	LOS	LOS	Ave. Delay	LOS	Ave. Delay	LOS	Ave. Delay	LOS
I-880 and Coleman Avenue (N)*	AM	9/17/02	14.2	B	21.2	C	14.2	B	21.2	C	
I-880 and Coleman Avenue (S)*	AM	9/17/02	8.3	B	12.4	B	8.3	B	12.4	B	
The Alameda and Hedding Street	AM	9/17/02	9.1	B	11.3	B	9.1	B	11.3	B	
Coleman Avenue and Hedding Street	AM	9/25/02	34.1	D	34.2	D	34.1	D	34.2	D	
The Alameda and Negjee Ave./Taylor St.*	AM	9/19/97	24.4	C	24.5	C	24.4	C	24.5	C	
Coleman Avenue and Taylor Street	AM	10/29/96	44.4	E	82.8	F	44.4	E	82.8	F	
Coleman Avenue and Julian Street	AM	9/25/02	32.5	D	32.9	D	32.5	D	32.9	D	
Market Street and Julian Street	AM	9/25/02	27.2	D	27.2	D	27.2	D	27.2	D	
First Street and Julian Street	AM	1/29/97	47.2	E	71.4	F	47.2	E	71.4	F	
Second Street and Julian Street	AM	1/29/97	34.1	D	36.2	D	34.1	D	36.2	D	
Third Street and Julian Street	AM	1/10/02	15.1	C	14.8	B	15.1	C	14.8	B	
Fourth Street and Julian Street	AM	10/31/02	18.4	C	17.1	C	18.4	C	17.1	C	
Tenth Street and Julian Street	AM	11/09/02	20.7	C	15.4	C	20.7	C	15.4	C	
Eleven Street and Julian Street	AM	11/09/02	22.0	C	15.9	C	22.0	C	15.9	C	
SR 87 and Julian Street (E)*	AM	11/05/02	15.0	C	16.1	C	15.0	C	16.1	C	
San Pedro Street and St. James Street	AM	11/08/02	19.2	C	9.7	B	19.2	C	9.7	B	
Market Street and St. James Street	AM	10/30/02	8.8	B	8.9	B	8.8	B	8.9	B	
Tenth Street and Santa Clara Street	AM	11/05/02	7.5	B	7.7	B	7.5	B	7.7	B	
Eleven Street and Santa Clara Street	AM	11/05/02	8.9	B	8.9	B	8.9	B	8.9	B	
Alameda Boulevard and San Carlos Street	AM	10/31/02	6.3	B	8.5	B	6.3	B	8.5	B	
Market Street and San Carlos Street	AM	10/31/02	7.8	B	7.8	B	7.8	B	7.8	B	
North First Street and I-880 (N)*	AM	10/31/02	9.6	B	9.8	B	9.6	B	9.8	B	
North First Street and I-880 (S)*	AM	10/31/02	8.5	B	8.5	B	8.5	B	8.5	B	
Terraine Street and Julian Street (Future)	AM	10/03/02	11.0	B	11.6	B	11.0	B	11.6	B	
Terraine Street and Devine Street (Future)	AM	10/03/02	11.4	B	11.6	B	11.4	B	11.6	B	
San Pedro Street and Julian Street (Future)	AM	10/03/02	32.2	D	37.0	D	32.2	D	37.0	D	
	AM	10/03/02	33.4	D	35.5	D	33.4	D	35.5	D	
	AM	5/02/02	3.5	A	3.3	A	3.5	A	3.3	A	
	AM	5/02/02	7.2	B	6.6	B	7.2	B	6.6	B	
	AM	11/05/02	16.2	C	16.7	C	16.2	C	16.7	C	
	AM	11/05/02	14.9	B	16.1	B	14.9	B	16.1	B	
	AM	10/31/02	12.0	B	11.6	B	12.0	B	11.6	B	
	AM	10/31/02	13.2	B	13.8	B	13.2	B	13.8	B	
	AM	10/31/02	11.8	B	12.0	B	11.8	B	12.0	B	
	AM	9/17/02	22.0	C	25.4	D	22.0	C	25.4	D	
	AM	9/17/02	26.9	D	31.0	D	26.9	D	31.0	D	
	AM	9/17/02	24.3	C	27.4	C	24.3	C	27.4	C	
	AM	9/17/02	29.8	D	33.9	D	29.8	D	33.9	D	
	AM	9/17/02	16.2	C	31.0	D	16.2	C	31.0	D	
	AM	9/17/02	11.9	B	18.4	C	11.9	B	18.4	C	
	AM	9/17/02	17.4	C	13.5	B	17.4	C	13.5	B	
	AM	10/31/02	0.0	A	0.4	A	0.0	A	0.4	A	
	AM	10/31/02	0.0	A	0.5	A	0.0	A	0.5	A	
	AM	10/31/02	0.0	A	7.1	B	0.0	A	7.1	B	
	AM	10/31/02	0.0	A	14.3	B	0.0	A	14.3	B	
	AM	10/31/02	0.0	A	2.2	A	0.0	A	2.2	A	
	AM	10/31/02	0.0	A	10.3	B	0.0	A	10.3	B	

Note: Intersections for which LOS did not change between variants were left blank under Variant 2.
 * Denotes CMAP Intersection.

4. Project Impacts and Mitigation Measures

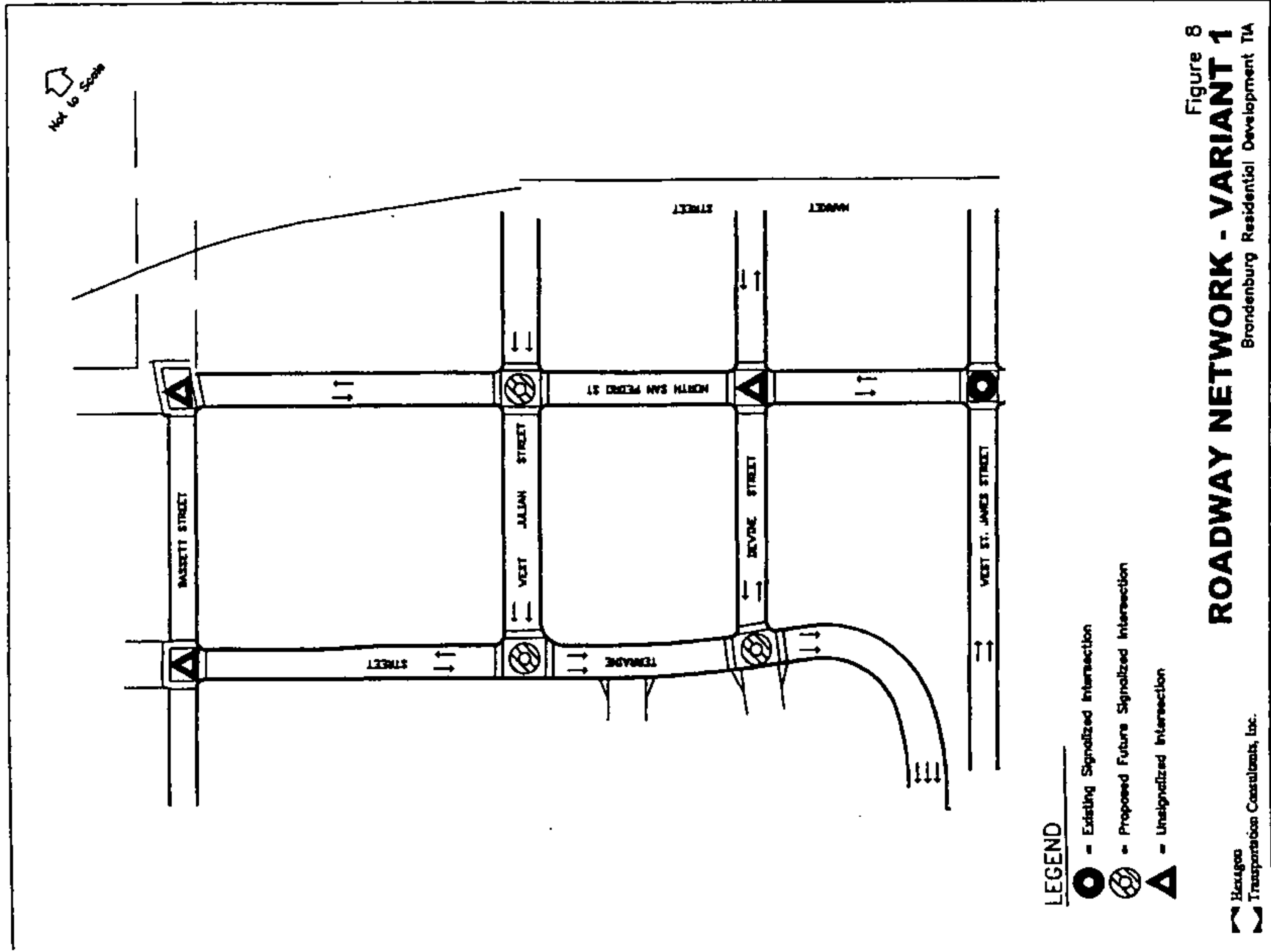
This chapter describes the street layout variants analyzed, traffic volumes under these variants, significant project impacts, and measures that are recommended to mitigate project impacts. Included are descriptions of the significance criteria that define an impact, estimates of project-generated traffic, identification of the impacts, and descriptions of the mitigation measures. Project conditions are represented by background traffic conditions with the addition of traffic generated by the project.

The project was analyzed with the proposed street layouts, which consist of modifying the existing roadway network within the project area. The purpose is to design a roadway network that will provide better access and safety to and around the project site. The roadways that mainly would be affected by such modifications are Julian Street, Terraine Street, and Devine Street, and possibly St. James Street within the project area. Therefore, with the exception of the modifications to the roadway network within the project area, the transportation network under project conditions would be the same as under existing conditions.

Two different street layout variants are included in this analysis. Under these variants only the on-site intersections and those immediately surrounding the project area would be affected by the proposed street layouts, since traffic coming to and leaving the project site would continue using the same routes outside the project area. A short description of these variants is presented below.

Variant 1 - Julian Street Realignment

Variant 1 proposes to remove the existing Julian Street, from its intersection with Market Street to its intersection with the SR 87 northbound ramps, and replace it with a straight extension from Market Street to Terraine Street. Terraine Street would be extended as a one-way street to St. James Street, and Devine Street to Terraine Street, forming a grid system roadway network (see Figure 8.) This variant would create a new intersection at Terraine Street and Julian Street. South of this intersection, Terraine Street would become a one-way southbound street. Julian and Terraine Streets would then become a one-way arterial moving traffic in the westbound direction. This variant also would involve the installation of at least 3 new traffic signals at the new intersections on Julian and Terraine Streets.



Variant 2 – Julian Street Realignment with a Two-way St. James Street

Variant 2 also proposes the realignment of Julian Street and the extension of Terraine and Devine Streets to form a grid system roadway network as described under Variant 1. In this variant, however, Julian Street would not function as a one-way arterial but as a two-way local street primarily serving the new residential development. Instead, St. James Street would be converted to a two-way arterial between Market Street and Highway 87. The connection from westbound Julian Street to St. James Street would be made via Market Street. These streets would then function as the main arterial moving traffic westward. Figure 9 shows the roadway network under Variant 2.

Significant Impact Criteria

For the purposes of this project, a transportation impact is considered significant if the project would:

- cause a local intersection outside the downtown core area to degrade from LOS D or better to E or F under project conditions; or
- cause a regional (CMP) intersection to degrade from LOS E to LOS F or, for an intersection already operating at LOS F, cause critical movement delay to increase by four or more seconds and critical V/C value by 0.01 or more; or
- cause a local downtown core intersection to operate under conditions which exceed its capacity (degrade an intersection from LOS E or better to F under project conditions, or cause substantial stacking which affects a regional facility); or
- for an intersection outside the downtown core area already operating at an unacceptable level (LOS E or F), cause both the critical-movement delay at the intersection to increase by four or more seconds and the demand-to-capacity ratio (V/C) to increase by .01 or greater or should the change in average stopped delay for critical movements be negative, an increase in V/C of .01 percent; or
- contribute traffic that is more than one percent of capacity to a freeway segment operating at LOS F; or
- conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks, pedestrian paths or trails); or
- create an operational safety hazard; or
- traffic volumes would exceed the lane capacity of any lane at intersections or freeway ramps.

Project Trip Estimates

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

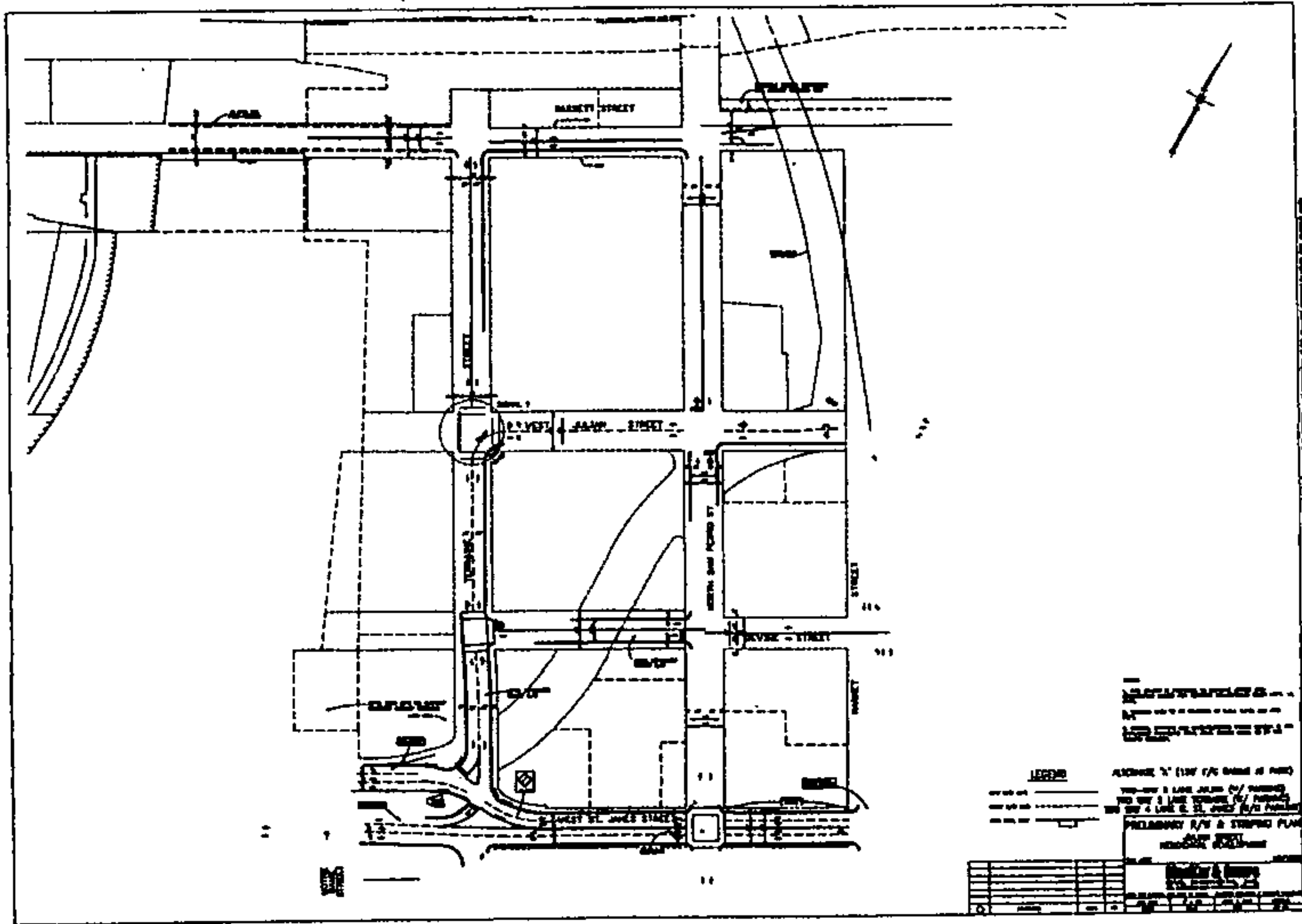


Figure 9

ROADWAY NETWORK - VARIANT 2

Brandenburg Residential Development TIA

Hexagon
Transportation Consultants, Inc.

Trip Generation

Through empirical research, data have been collected that correlate to common land uses their propensity for producing traffic. Thus, for the most common land uses there are standard trip generation rates that can be applied to help predict the future traffic increases that would result from a new development.

The magnitude of traffic added to the roadway system by the proposed project was estimated by applying the appropriate trip generation rates to each individual land use. The trip rates were taken from two sources: (1) *Interim Guidelines for Traffic Impact Analysis of Land Developments*, June 1994, by City of San Jose Department of Public Works; and (2) the results of a Downtown trip generation survey done by Parsons Transportation Group, Inc. The latter source was used for the office trip generation. City of San Jose trip generation rates were used for the proposed residential and retail land uses. A 25 percent and a 50 percent transit/walk reduction were applied to the residential and the retail trip generation, respectively, due to the Downtown location and proximity to transit/VRT stations. These reductions are consistent with previous traffic studies performed for the Downtown area. The trips estimated to be generated by the existing land use were subtracted. After taking all the reductions and adding together all the estimated project trips for the different land uses, it was estimated that the project would generate a total of 640 and 725 net project trips during the AM and the PM peak hours, respectively. Using the specified inbound/outbound splits recommended by the City of San Jose, the project would produce 197 inbound trips and 442 outbound trips during the AM peak hour and 486 inbound and 240 outbound trips during the PM peak hour. The project trip generation estimates are presented in Table 7.

The project trip reductions used for the residential and retail land uses were derived based on previous analyses in the downtown area. It is safe to assume that approximately 25 percent of the Downtown residents either work within the Downtown or take some type of public transportation to work, since it is convenient and very accessible. In addition, it was estimated that at least half of the patronage of the retail facilities would come from within the area or would be pass-by traffic. Pass-by trips are trips that would already be on the adjacent roadways (and therefore would already be counted in the background traffic volumes) but would turn into the site while passing by. It is reasonable to assume that no more than half of the retail traffic would come from outside the Downtown since these same retail services are found throughout the city.

Trip Distribution

Since the project includes different land uses, two different project trip distribution patterns were used: residential and non-residential trip distributions. These distinctions were made with the intent of grouping together the project land uses that exhibit similar commute-period trip-making characteristics. Both of the trip distributions used in the analysis were provided by city staff. These trip distribution patterns are based on zip code studies performed by the Valley Transportation Authority, VTA. The trip distribution patterns are shown graphically on Figure 10.

Table 7
Project Trip Generation Estimates

Land Use	Site	Daily Rate/Rate/Day	Daily Trips	AM Peak Hour			PM Peak Hour			
				Rate/In	Out	Total	Rate/In	Out	Total	
Existing Uses										
Office ^{1/}	60.00 k.s.f.		9,000	1.02	58	4	61	0.99	7	52
Proposed Uses										
Residential (Apartments) ^{2/}	1,500 units	8.0	9,000	0.10	315	585	900	0.10	585	315
Transit/Walk reduction ^{3/}		0.25			-78	-146	-225		-146	-78
					236	439	675		439	236
Strip Commercial ^{4/}	60.00 k.s.f.	40.0	2,400	0.02	34	14	48	0.09	108	108
Transit/Walk reduction ^{4/}		0.50			-17	-7	-24		-54	-54
					17	7	24		54	54
Net Total					186	442	638		486	236

^{1/} Per 1,000 s.f./Per unit

^{2/} Office trip generation rates used were the result of the Downtown Parking Study done by Parsons Transportation Group, Inc.

^{3/} City of San Jose trip generation rates were used.

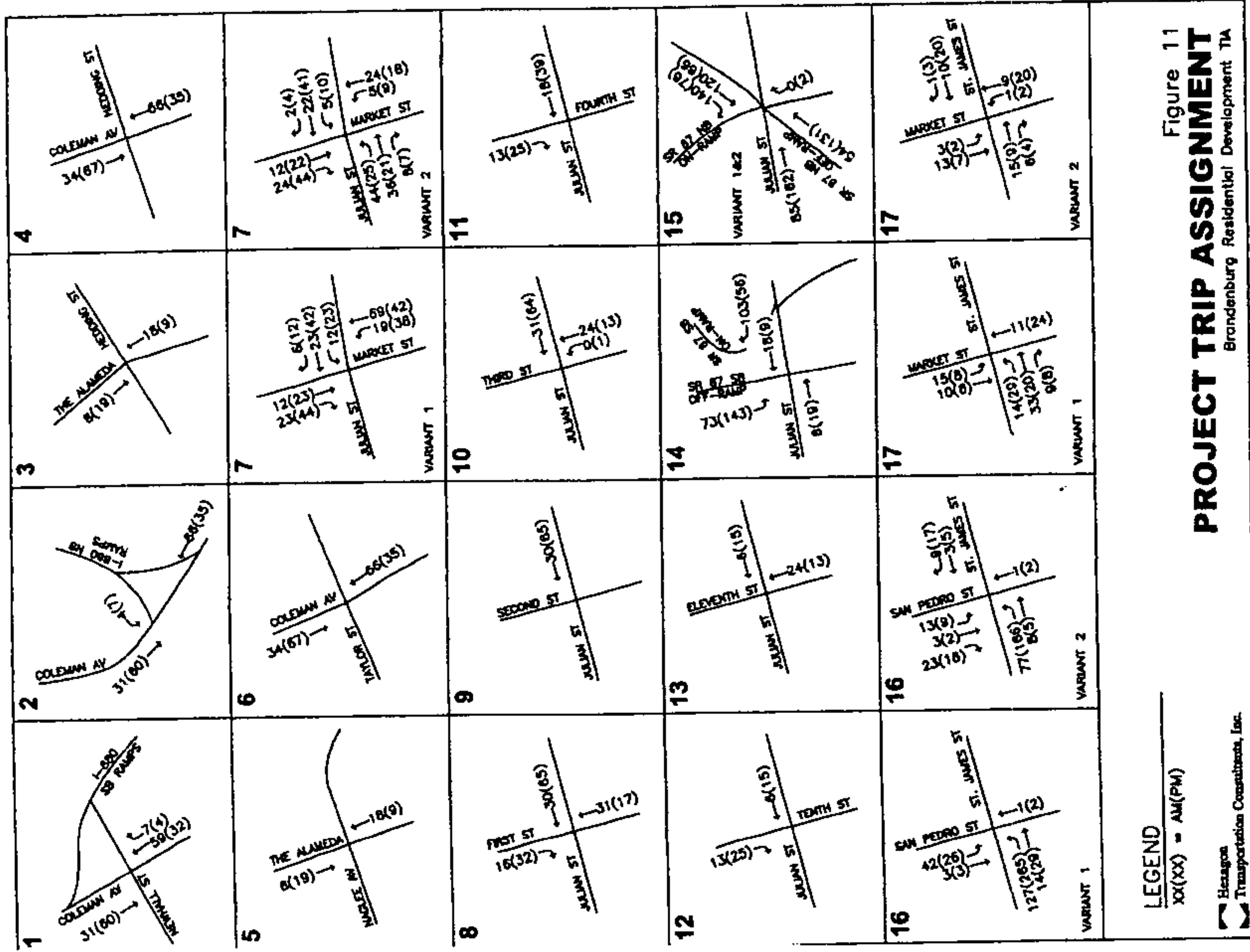
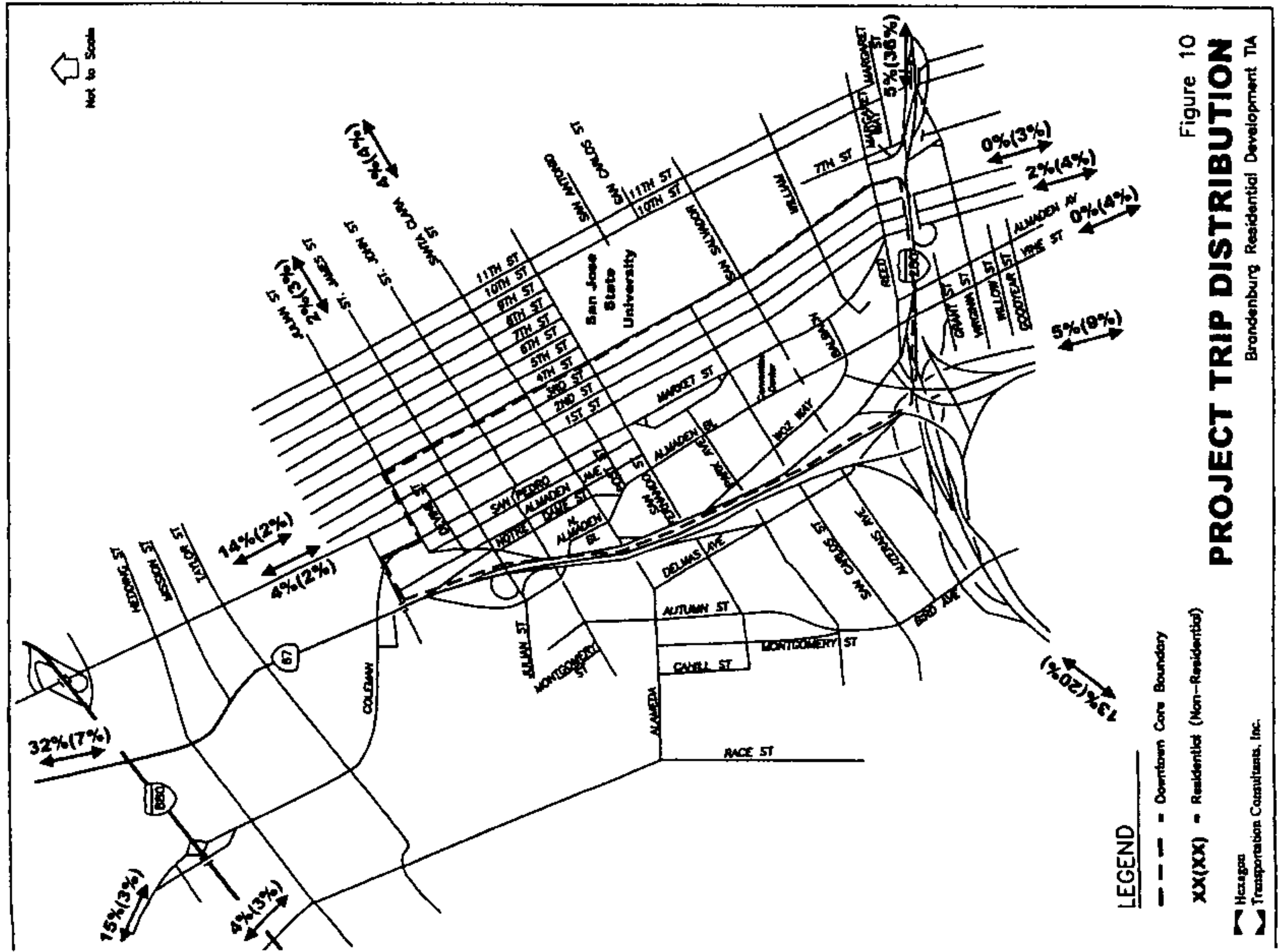
^{4/} A transit/walk reduction was taken due to the downtown location of the project.

Source: City of San Jose Interim Guidelines for Traffic Impact Analysis for Land Developments, "Common Vehicular Trip Generation rates for the San Jose Area," March 1994

Trip Assignment

The peak-hour trips generated by the proposed development were assigned to the roadway system in accordance with the trip distribution patterns discussed above. Figure 11 shows the project trip assignment to the study intersections. In addition, the gross project trips (trips estimated to be generated by the proposed project before the existing use was deducted) are shown on Figure 12 and Figure 13 for variant 1 and 2, respectively. It should be noted that the trip assignment to the study intersections within the project area shown on Figure 11 may be different from that shown on Figures 12 and 13 since Figure 11 shows total net project trips (trips estimated to be generated by the proposed project after the existing use was deducted.)

For the assignment of the gross project trips within the project area, as shown on Figures 12 and 13, project driveway locations were determined based on the latest site plan available.



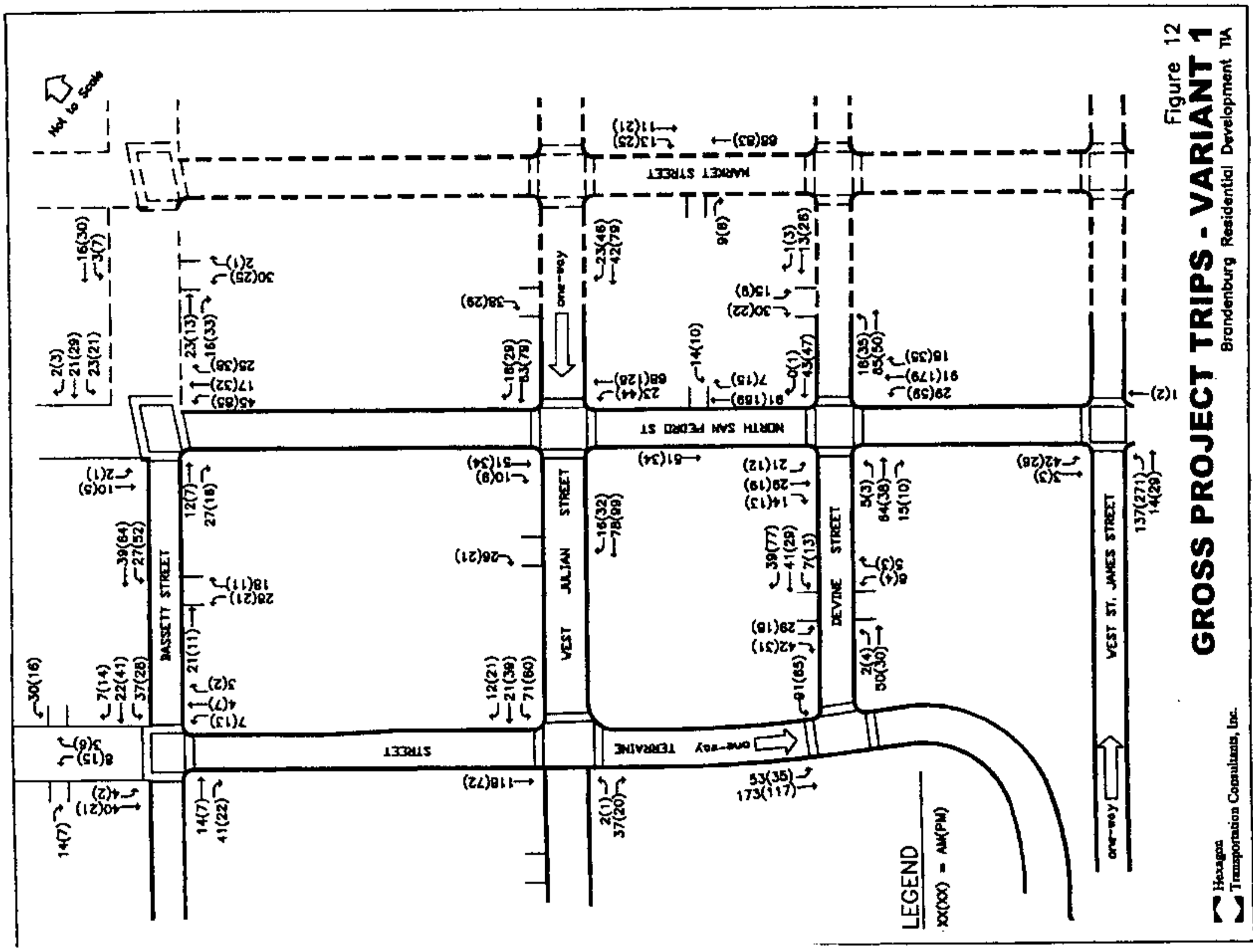
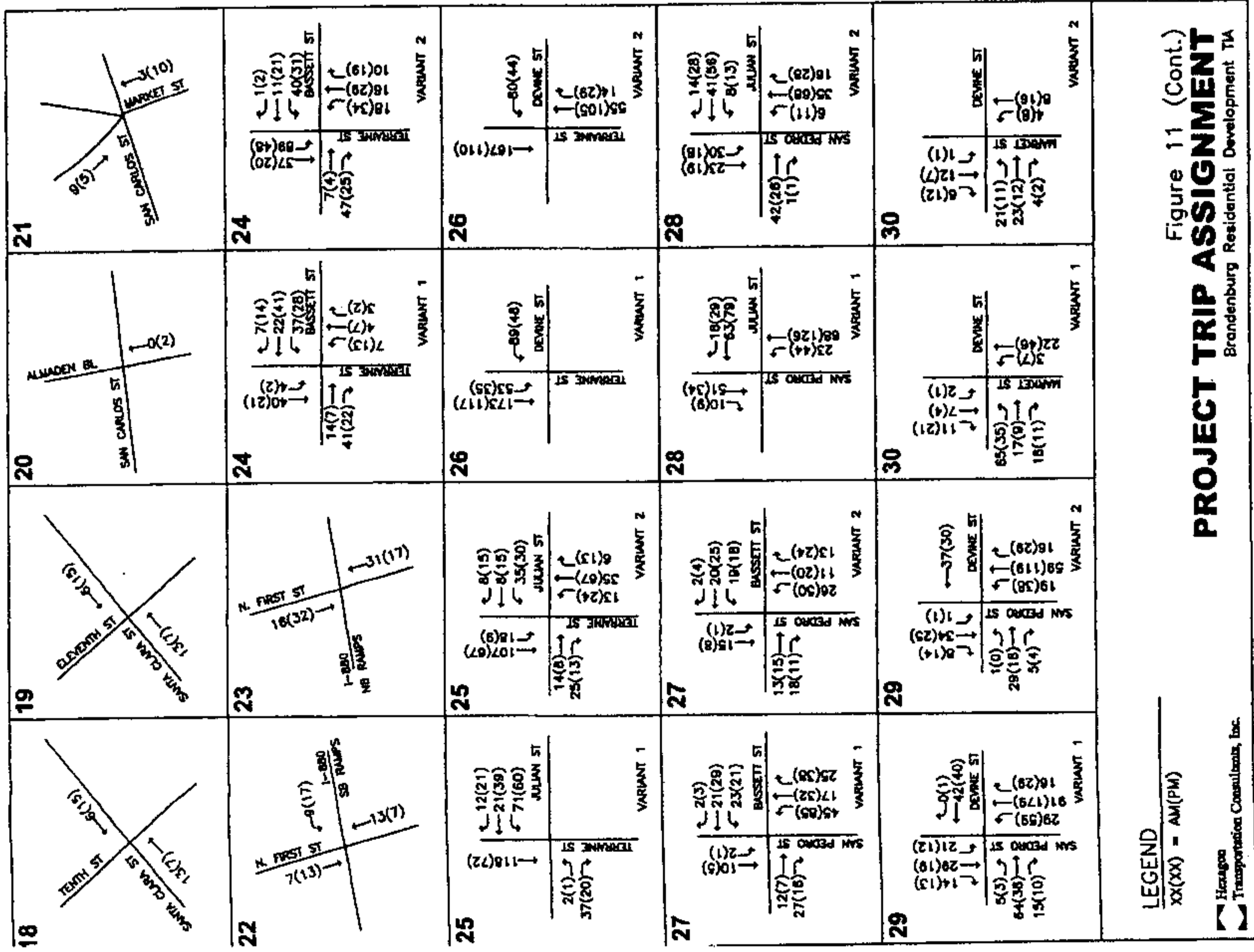


Figure 12

Figure 11 (Cont.)

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 Transportation Consultants, Inc.

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 Transportation Consultants, Inc.

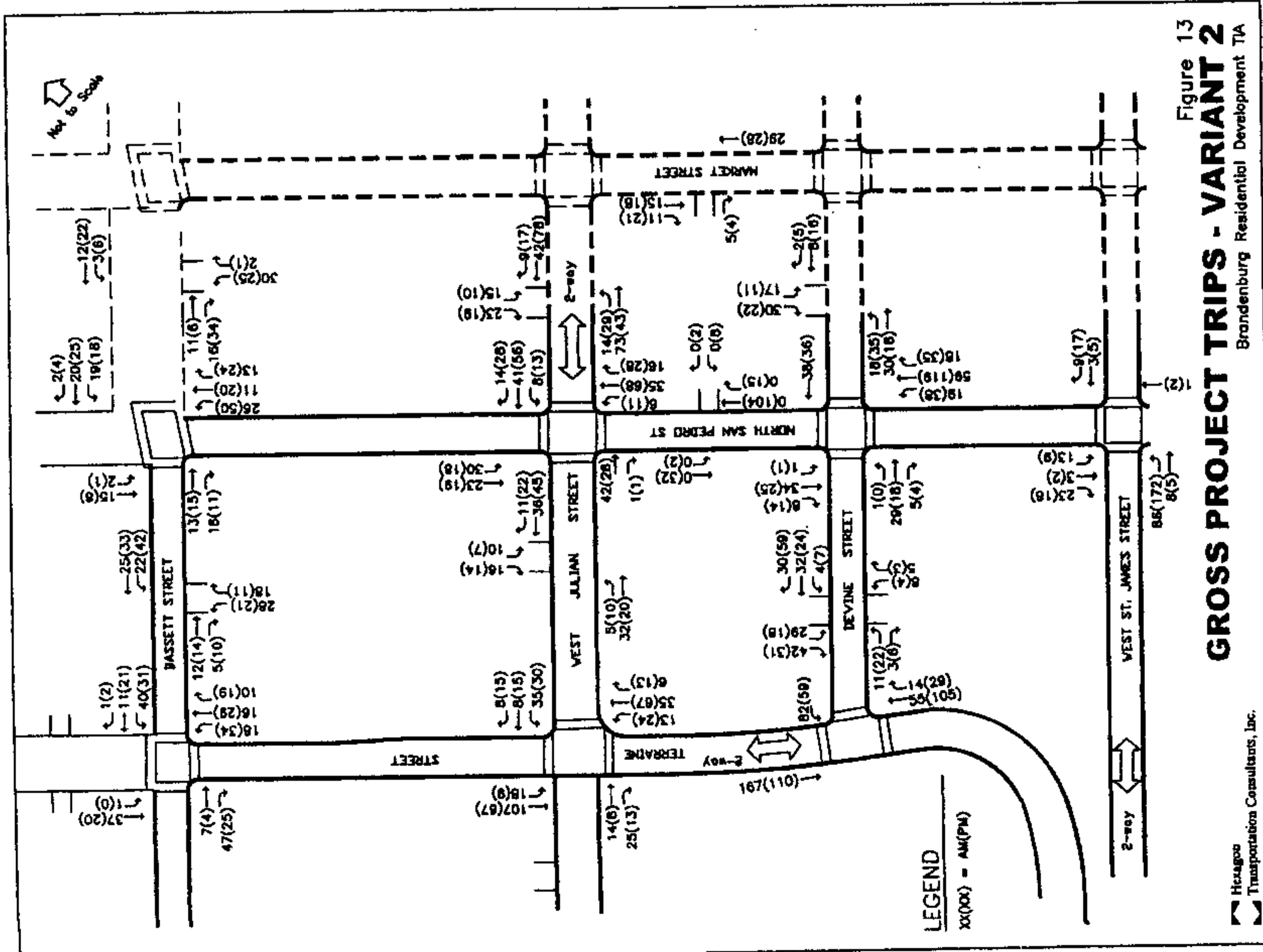


Figure 13
GROSS PROJECT TRIPS - VARIANT 2
 Brandenburg Residential Development TA

Hexagon Transportation Consultants, Inc.

Project Traffic Volumes

Project trips, as represented in the above project trip assignment, were added to future background traffic volumes to obtain background plus project traffic volumes. Background traffic volumes plus project trips are typically referred to simply as *project traffic volumes*; this is contrasted with the term *project trips*, which is used to signify the traffic that is produced specifically by the project. The project traffic volumes are shown graphically on Figure 14. Traffic volumes for all components of traffic are tabulated in Appendix C.

Project Intersection Analysis

City of San Jose Level of Service Analysis

The results of the level of service analysis under project conditions for both variants are summarized in Table 8. The results show that two of the study intersections would operate at an unacceptable LOS F under project conditions under Variant 1 and three under Variant 2. All of these intersections would be significantly impacted by the project according to the City of San Jose definition of impacts.

- Coleman Avenue and Hedding Street (AM&PM, Variant 1&2)
- Coleman Avenue and Taylor Street (AM, Variant 1&2)
- Market Street and Julian Street (AM, Variant 2)

All other intersections would operate at LOS D or better. The level of service calculation sheets are included in Appendix D.

Mitigation for the impacts at the intersections of Coleman/Hedding and Coleman/Taylor would be to widen Coleman Avenue to six lanes, south of I-880. However, an improvement of this magnitude is beyond the financial capability of this development. Therefore, these intersection impacts should be considered significant and unavoidable.

The city is in the process of developing a new Downtown plan and EIR. Transportation improvements in the plan are likely to include widening Coleman Avenue.

The intersection of Market Street and Julian Street would be significantly impacted by the project under Variant 2. This impact mainly would be caused by the increased volume of westbound left-turning vehicles under the current lane configuration at this intersection. Mitigation for this impact would be to restripe the east approach to provide two left-turn lanes and one shared right-through lane. This would improve the intersection's level of service to LOS D under project conditions.

CMP Level of Service Analysis

The level of service results for the CMP intersections under project conditions are summarized in Table 8. The results show that all of the CMP study intersections would operate at an acceptable LOS D or better under project conditions. Therefore, none of these intersections would be significantly impacted by the project.

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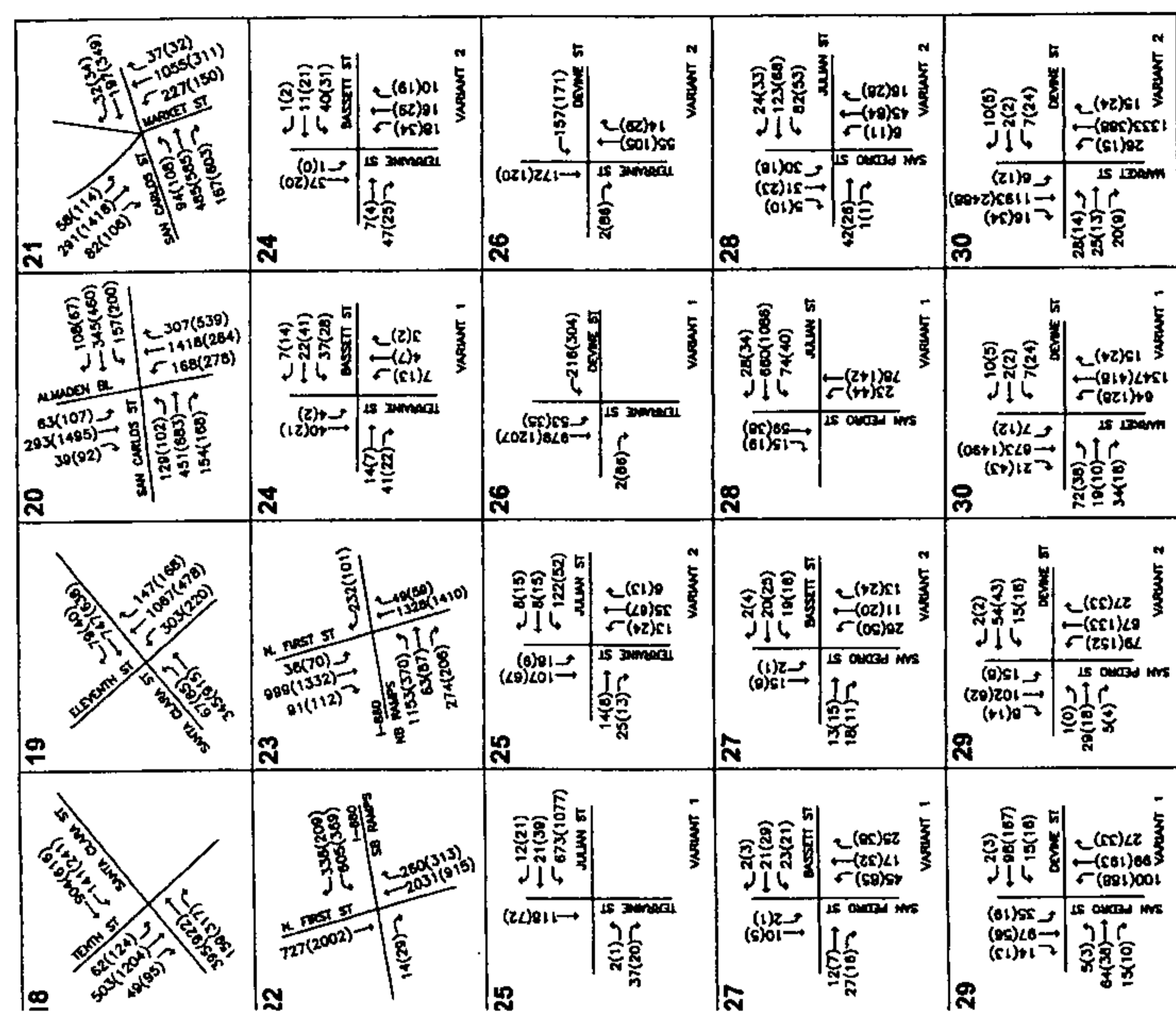
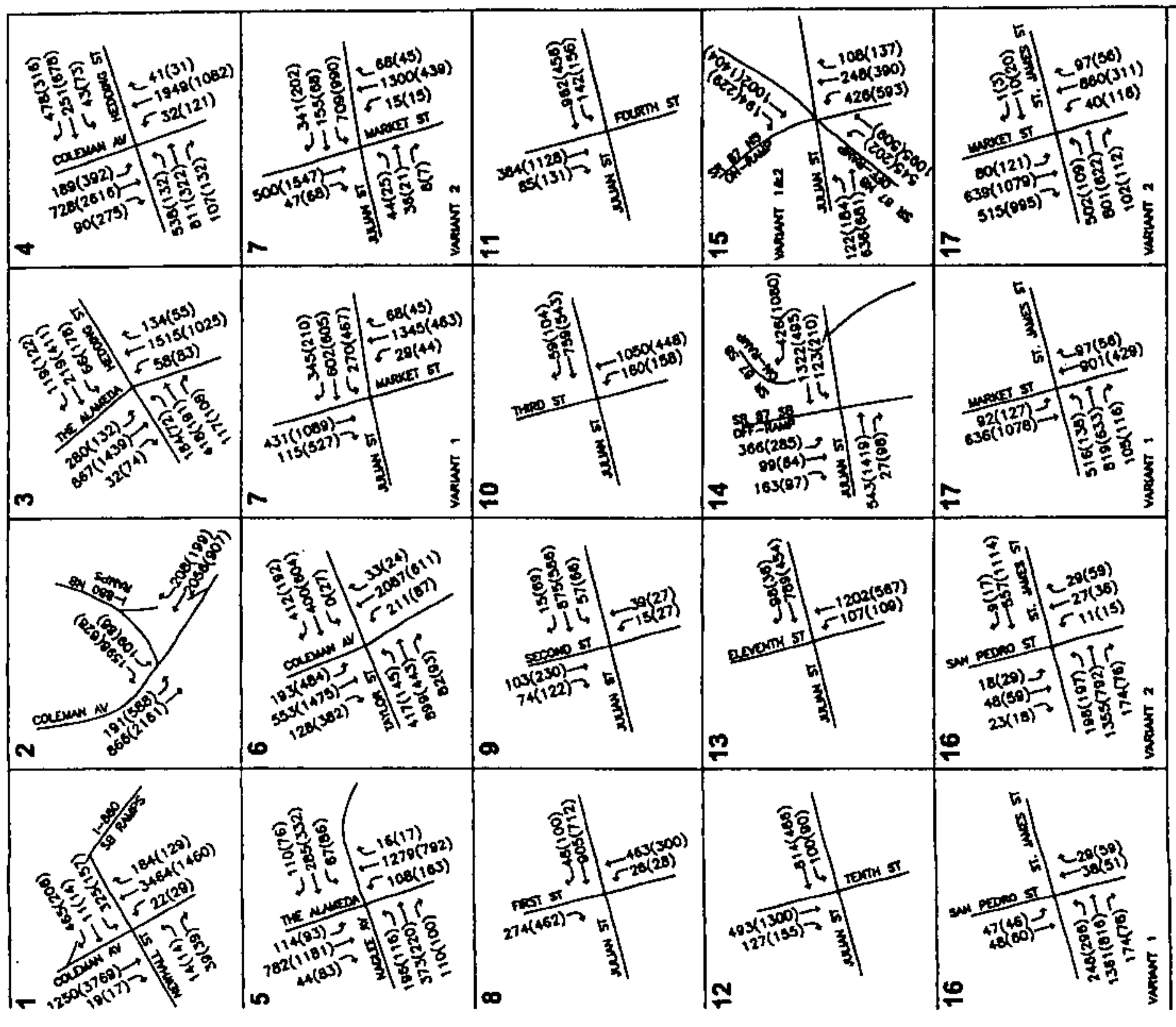


Figure 14
BACKGROUND PLUS PROJECT TRAFFIC VOLUMES
 Legend: XX(XX) = AM(PM)
 Hagan Transportation Consultants, Inc.
 Brandenburg Residential Development TIA

Figure 14 (Cont.)
BACKGROUND PLUS PROJECT TRAFFIC VOLUMES
 Legend: XX(XX) = AM(PM)
 Hagan Transportation Consultants, Inc.
 Brandenburg Residential Development TIA

Table 8
Project Intersection Levels of Service

Intersection	Variant 1 (Grid w/ St. James One-way)						Variant 2 (Grid w/ St. James Two-way)					
	Background			Project			Background			Project		
	Peak Hour	Ave. Delay	LOS	Incr. In	Inter. In	Crit. VC	Ave. Delay	LOS	Incr. In	Inter. In	Crit. VC	
I-680 and Coleman Avenue (N)	AM	21.2	C	21.7	C	0.7	0.611					
	PM	12.4	B	12.9	B	0.7	0.812					
I-680 and Coleman Avenue (S)	AM	11.5	B	11.4	B	0.2	0.020					
	PM	11.0	B	12.1	B	0.2	0.012					
The Alameda and Hedding Street	AM	34.2	D	34.2	D	0.1	0.005					
	PM	24.5	C	24.4	C	0.0	0.005					
Coleman Avenue and Hedding Street	AM	82.8	F	86.8	F	11.4	0.019					
	PM	58.0	E	63.8	F	8.8	0.019					
The Alameda and Naglee Ave./Taylor St.	AM	32.9	D	32.8	D	-0.1	0.005					
	PM	27.2	D	27.2	D	-0.1	0.005					
Coleman Avenue and Taylor Street	AM	71.4	F	78.2	F	8.0	0.018					
	PM	38.2	D	38.4	D	0.2	0.019					
Market Street and Julian Street	AM	14.9	B	15.2	C	0.2	0.024					
	PM	17.1	C	17.8	C	1.8	0.068					
First Street and Julian Street	AM	15.4	C	15.7	C	0.4	0.027					
	PM	13.9	C	16.3	C	0.4	0.039					
Second Street and Julian Street	AM	16.1	C	16.7	C	0.6	0.018					
	PM	20.1	C	20.9	C	0.8	0.041					
Third Street and Julian Street	AM	9.7	B	9.8	B	0.1	0.014					
	PM	8.9	B	9.0	B	0.1	0.021					
Fourth Street and Julian Street	AM	7.7	B	7.8	B	0.1	0.008					
	PM	8.9	B	9.2	B	0.2	0.016					
Fifth Street and Julian Street	AM	8.5	B	8.5	B	0.0	0.002					
	PM	7.9	B	8.0	B	0.1	0.004					
Sixth Street and Julian Street	AM	9.8	B	9.8	B	0.0	0.007					
	PM	8.5	B	8.8	B	0.3	0.007					
SR 87 and Julian Street (W)	AM	11.9	B	12.3	B	1.0	0.028					
	PM	11.0	B	13.3	B	2.1	0.049					
SR 87 and Julian Street (E)	AM	37.0	D	37.9	D	1.5	0.055					
	PM	36.6	D	36.8	D	1.6	0.058					
San Pedro Street and St. James Street	AM	3.3	A	4.0	A	0.6	0.045					
	PM	8.0	B	8.0	B	-0.9	0.039					
Market Street and St. James Street	AM	16.7	C	17.1	C	0.5	0.025					
	PM	16.1	C	20.3	C	0.2	0.016					
Tenth Street and Santa Clara Street	AM	11.8	B	11.8	B	0.0	0.004					
	PM	16.4	C	16.4	C	0.1	0.002					
Eleven Street and Santa Clara Street	AM	13.8	B	13.8	B	0.0	0.002					
	PM	12.0	B	12.0	B	0.0	0.005					
Alameda Boulevard and San Carlos Street	AM	25.4	D	26.4	D	0.0	0.000					
	PM	31.0	D	31.0	D	0.0	0.000					
Market Street and San Carlos Street	AM	27.4	D	27.4	D	0.0	0.001					
	PM	33.8	D	34.0	D	0.1	0.001					
North First Street and I-680 (N)	AM	13.9	B	14.1	B	0.2	0.008					
	PM	19.4	C	18.8	C	0.3	0.009					
North First Street and I-680 (S)	AM	12.8	B	13.0	B	0.0	0.005					
	PM	0.4	A	9.2	B	7.8	0.065					
Terraine Street and Julian Street (Future)	AM	0.5	A	6.7	B	5.9	0.053					
	PM	7.1	B	9.4	B	2.3	0.119					
Terraine Street and Devine Street (Future)	AM	14.8	B	16.1	C	0.5	0.073					
	PM	2.2	A	7.8	B	4.8	0.074					
San Pedro Street and Julian Street (Future)	AM	2.2	A	7.8	B	3.4	0.064					
	PM	2.2	A	7.8	B	3.4	0.064					

Notes: Intersections for which LOS did not change between variants were left blank under Variant 2.
 Box indicates significant impact
 * Denotes CHAP intersection.

Signal Warrant Analysis

The peak-hour signal warrant was checked for seven existing and future unsignalized intersections within the project area to determine whether signalization would be justified on the basis of project peak-hour volumes. It should be noted that the background volumes used for this analysis were derived from adjacent intersections since most of these intersections do not currently exist. The analysis showed that the peak-hour volume warrant would be satisfied at two of the unsignalized intersections under Variant 1 and one intersection under Variant 2.

Terraine Street and Devine Street (PM, Variant 1)
 Market Street and Devine Street (AM & PM, Variant 1&2)

Even though the intersections of Terraine Street and Julian Street and San Pedro Street and Julian Street did not meet the signal warrant in this analysis, these intersections are assumed to be signalized under variant 1, as well as the Terraine Street and Devine Street intersection. The results of the signal warrant analysis are summarized in Table 9. The signal warrant analysis sheets are included in Appendix E.

The three new signalized intersections that will be added within the project area should be tied into the existing coordinated signal system in the area. These intersections are spaced similar to other downtown intersections, so each could be operated with a separate controller. The coordinated signal system operates with cycle lengths of 65 seconds minimum to 85 seconds maximum. These cycle lengths would work for the proposed new signals.

Project Freeway Segment Analysis

Project traffic volumes on freeway segments were estimated by adding to existing freeway volumes the estimated project trips on freeway segments. The percentage of HOVs in the traffic stream was assumed to remain unchanged from existing conditions. The results of the analysis are summarized in Table 10. The analysis showed that the following two freeway segments would be impacted under project conditions:

SR 87, Julian to I-280 (southbound PM)
 SR 87, Julian to Coleman (northbound AM)

The mitigation necessary to reduce impacts upon these freeway segments to a level of insignificance is the widening of the freeway. However, widening is not considered feasible because of significant right-of-way acquisition with many homes and businesses that would need to be demolished. These impacts are therefore considered significant and unavoidable.

In addition, a freeway analysis after the completion of the SR 87 widening project was performed. The SR 87 widening project consists of three components. The first component, a Caltrans project which is currently under construction, will convert the segment of SR 87 (Guadalupe Expressway) that is currently an arterial to a freeway. This segment, from Julian Street to US 101, will provide two mixed-flow lanes and one HOV lane upon completion of this project. This project is expected to be completed by next year. The second component on SR 87 will consist of the addition of an HOV lane in each direction on SR 87 from Julian Street to I-280. In addition, modifications to some of the SR-87 ramps at Julian Street are planned under this project. This is a 2-year VTA project scheduled to begin construction this fall. The third component, also a VTA project, would add HOV lanes in both directions on SR 87 from I-280 to SR 85. This project is scheduled to begin construction this fall, and it is a 2-year project.

**Table 9
Signal Warrant Analysis Summary**

Intersection	Peak Hour	Variant 1 (Grid w/ St. James One-way)				Variant 2 (Grid w/ St. James Two-way)			
		Existing	Background	Project	Future	Existing	Background	Project	Future
		Warrant Met?	Warrant Met?	Warrant Met?	Warrant Met?	Warrant Met?	Warrant Met?	Warrant Met?	Warrant Met?
Terraine Street and Bassett Street*	AM	--	--	No	No	--	--	No	No
	PM	--	--	No	No	--	--	No	No
Terraine Street and Julian Street**	AM	--	--	No	No	--	--	No	No
	PM	--	--	No	No	--	--	No	No
Terraine Street and Devine Street**	AM	--	No	No	No	--	No	No	No
	PM	--	Yes	Yes	Yes	--	No	No	No
San Pedro Street and Bassett Street*	AM	--	--	No	No	--	--	No	No
	PM	--	--	No	No	--	--	No	No
San Pedro Street and Julian Street**	AM	--	No	No	No	--	No	No	No
	PM	--	No	No	Yes	--	No	No	No
San Pedro Street and Devine Street*	AM	No	No	No	No	No	No	No	No
	PM	No	No	No	No	No	No	No	No
Market Street and Devine Street*	AM	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
	PM	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes

* Existing Unsignalized Intersection

** Future Intersection (created by grid system roadway network)

Note: Volumes for the future intersections and for the existing unsignalized intersections where no existing traffic volumes were available were derived based on existing turning movement counts at adjacent intersections.

The study segments of SR 87 were analyzed assuming the completion of the SR 87 freeway widening project, which will result in an HOV lane plus two mixed-flow lanes in each direction. As a conservative approach, ten percent of the total traffic volume on these freeway segments were assumed to be in the HOV lanes. The result of this analysis shows that after the completion of the SR 87 widening project, the same segments on SR 87 as mentioned above would continue to operate at unacceptable levels of service under project conditions, and therefore would continue to be impacted by the project. Table 11 summarizes the results of the SR 87 freeway analysis after the completion of the SR 87 freeway widening project.

Interchange and Intersection Operations Analysis

The analysis of project intersection level of service was supplemented with an analysis of intersection operations for selected intersections. The operations analysis is based on vehicle queuing for high-demand turning movements at intersections. The basis of the analysis is as follows: (1) the TRAFFIX intersection analysis software is used to estimate the 95th percentile maximum number of queued vehicles per signal cycle for a particular movement; (2) the estimated maximum number of vehicles in the queue is translated into a queue length, assuming 20 feet per vehicle; and (3) the estimated maximum queue length is compared to the existing or planned available storage capacity for the movement. This analysis thus provides a basis for estimating future storage requirements at intersections.

An operational analysis was performed at the intersections where the project would add a significant number of left-turning vehicles. Most of these intersections, however, are future intersections located within the project area. Thus, for the proposed signalized intersections, the minimum required queueing storage capacity under each of the variants was calculated. At the existing signalized intersections, the analysis indicated that the existing vehicle storage capacity would be adequate for the estimated maximum vehicle queues under project conditions. The TRAFFIX queue estimates and a tabulated summary of the findings are provided in Tables 12 and 13, for Variant 1 and Variant 2, respectively.

The Julian Street interchange with SR 87 was analyzed to determine its operating level under project conditions. Table 14 shows the ramp volumes during peak hours compared to the capacities. It can be seen that the SR 87 ramps at Julian Street currently operate and would continue to operate within capacity under project conditions. Therefore, these ramps would not be impacted by the project.

Table 13
Vehicle Queuing and Storage Capacity - Variant 2

Intersection	Peak Hour	Mvmt.	Planned # Lanes	Total Existing Storage ft.	Variant 2		Total Required Storage ft./b/	Comments
					Background Vehicle Queue/a/	Project Vehicle Queue/a/		
Market Street and Julian St.*	PM	WBL	0.5	120	32	36	720	One-way street, can store in entire length of street
	AM	NBL	1		1	1	20	Adequate storage provided
	AM	EBL	N/A		0	2	40	Future movement, minimum storage capacity required
SR 87 and Julian (W)*	AM	SBL	1.5	1,060	11	14	280	Adequate storage provided
San Pedro St. and St. James St.*	PM	SBL	0.5	160	1	1	20	One-lane approach, can store in entire length of street
	PM	EBL	N/A		1	8	160	Future movement, minimum storage capacity required
Market St. and St. James St.*	PM	SBL	1	160	5	5	100	Adequate storage provided
	AM	EBL	N/A		15	15	300	Future movement, minimum storage capacity required
Terraine St. and Julian St.**	AM	SBL	N/A		0	1	20	Minimum storage capacity required
	AM	WBL	N/A		0	4	80	Minimum storage capacity required
	AM	NBL	N/A		0	1	20	Minimum storage capacity required
Terraine St. and Devine St.**	PM	WBL	N/A		4	5	100	Minimum storage capacity required
San Pedro St. and Julian St.**	AM	SBL	N/A		0	2	40	Minimum storage capacity required
	AM	WBL	N/A		1	5	100	Minimum storage capacity required
	PM	NBL	N/A		0	1	20	Minimum storage capacity required

/a/ In # of vehicles, based on design vehicle queue calculated by TRAFFIX.

/b/ Calculated based on TRAFFIX output as follows: [(Design Veh. Queue x Ave length of veh. (20')].

Notes:

Variant 2 is the proposed grid roadway network within the project site where Julian-Market-St. James function as the main route.

* Existing signalized intersection

** Future intersection

Table 14
SR 87 and Julian Street Interchange Analysis - Project Conditions

Ramp	Peak Hour	Capacity (vph)	Existing Conditions	Project Conditions
NB off-ramp	AM	2,200	1574	1640
	PM		557	711
NB on-ramp	AM	2,200	325	564
	PM		570	803
SB off-ramp	AM	2,200	411	628
	PM		204	446
SB on loop-ramp	AM	2,000	323	426
	PM		1024	1080
SB on-ramp	AM	2,000	136	151
	PM		578	839

Evaluation of Variant 1 vs. Variant 2

A more detailed analysis of the different proposed street layout alternatives was performed by Hexagon and its findings were summarized in a memo report dated June 24, 2003 (see Appendix G). The analysis included three different roadway networks within the project area, two of which correspond to Variant 1 and 2 of this project. The purpose of this analysis was to evaluate traffic conditions in the year 2020, assuming buildout of the Downtown area, for each of the different roadway networks being proposed. Year 2020 traffic volumes were obtained from the City of San Jose traffic model traffic forecasts and existing counts which were factored upward using growth factors derived from the traffic model. These volumes were reassigned in accordance with the network changes proposed under each roadway design alternative. Variant 2 was evaluated using the traffic simulation software called *CORSIM* and both Variant 1 and 2 were evaluated using the Transportation Research Board's *Circular 212* intersection level of service methodology based on volume-to-capacity (V/C) ratios for the critical movements at an intersection.

The traffic simulation results showed that for Variant 2 (two-way St. James Street) traffic operations would be significantly over-saturated under 2020 peak hour conditions. The highly congested conditions would cause vehicles to backup on eastbound St. James from Market Street all the way to the northbound SR 87 off-ramp during most if not all cycles during the PM peak hour.

A V/C analysis was performed in order to identify the degree to which the system would be over-saturated. The Circular 212 method was applied to the volumes and lane geometrics at three of the main intersections within the study area: SR 87 and Julian Street, Market Street and St. James Street, and Market Street and Julian Street. The results of this analysis showed that of the alternatives analyzed, the only alternative that would not result in over-saturation (a V/C of 1.00 or more) at one or more of the

three intersections would be Variant 1 (one-way Julian Street). However, the highly-traveled westbound link (Julian Street and Terraine Street) under this variant would pass directly through the proposed residential project, creating a less than ideal situation. Variant 2 would result in over-saturation at the intersections of Market Street at Julian Street and Market Street at St. James Street. The results of the V/C analysis are summarized in Table 15.

Therefore, based on this analysis, it was concluded that neither one of the two variants would solve all of the traffic circulation problems within the project area. Variant 1 would provide the best traffic operations, but would put significant amounts of traffic through a residential neighborhood. Alternately, Variant 2 would reduce neighborhood traffic impacts, but it would most likely not operate within the accepted operational standards with buildout of the Downtown area.

**Table 15
Volume-To-Capacity Analysis of Variants (PM Peak Hour)**

Intersection	Existing Julian Street		Variant 1 (One-Way Julian)		Realigned Julian Street Variant 2 (Two-Way St. James)	
	Volume	V/C	Volume	V/C	Volume	V/C
Julian & SR 87	1400	0.85	1400	0.85	1400	0.85
Market & St. James	1565	0.91	1565	0.91	1630	0.84
Market & Julian	1610	0.93	1610	0.93	1800	1.04
Average V/C for Variant	4575	0.90	4575	0.90	4830	0.95

Note: volumes and capacities pertain to the critical movements only.

General Plan Amendment to Realign Julian Street

The realignment of Julian Street, under either Variant 1 or Variant 2 described above, would require an amendment to the City of San Jose General Plan. The realignment mainly would affect the intersections along Julian Street, Terraine Street, and Devine Street within the project area. If the main westbound route were shifted to St. James Street (Variant 2), intersections along Market Street and St. James Street also would be affected.

One of the main concerns about the realigned Julian Street is the capacity decrease that it would experience, going from an existing three-lane roadway to a proposed realigned two-lane roadway. How

Julian Street would operate, however, is mainly dictated by the intersections along the street and at either end.

As shown in Table 15, the intersections of Market Street/Julian Street and SR 87/Julian Street/St. James Street are expected to operate at the same level of service whether Julian Street is realigned or not. The intersections of the realigned Julian Street at San Pedro Street, at Terraine Street, and Terraine Street at Devine Street all would operate at LOS C or better under 2020 Downtown buildout conditions. Therefore, the realignment of Julian Street, and the reduction from three lanes to two lanes, would not result in any significant adverse traffic impacts.

The realignment of Julian Street would provide better access to the area, both vehicular and pedestrian. Better access would come from the provision of cross streets with signalized intersections. The current configuration of Julian Street is difficult to cross for vehicles and pedestrians.

Other Transportation Issues

Bicycle and Pedestrian Operations

Pedestrian traffic will be primarily generated by residents to new and existing facilities within the project area and in the Downtown area. Fifty percent of the trips generated by the retail component of the project and twenty-five percent of the trips generated by the residential uses were estimated to be made by transit/walking. This equates to about 249 pedestrian trips during the AM peak hour and about 333 pedestrian trips during the PM peak hour. The project is proposing new sidewalks ranging from 10 to 25 feet wide along all streets within the project area. Elsewhere in Downtown sidewalks are generally adequate to serve pedestrian demand. Currently, however, it is almost impossible for pedestrians to cross Julian Street, or for vehicular traffic at the intersection with San Pedro Street to make a northbound left-turn onto Julian Street. Within the project site, Julian Street does not provide any means for pedestrians to get from one side of the street to the other. The fast moving traffic, the poor sight distance due to its current S-curve shape, and the width of Julian Street are the main factors affecting both vehicular and pedestrian traffic along this roadway. With the proposed project, the existing Julian Street would be realigned and would provide two travel lanes only (instead of the existing 3-lane roadway). In addition, it would provide traffic signals at the intersections with San Pedro and Terraine Streets under Variant 1, or significantly reduced traffic volumes on this roadway under Variant 2. This would create a more accessible Julian Street within the project area for both pedestrian and vehicular traffic. Also, as just mentioned above, sidewalks ranging from 10 to 25 feet wide along all other streets within the project area, facilitating pedestrian access and circulation, also are being planned. Therefore, the project would improve pedestrian access/safety by providing wider sidewalks within the project area, slowing traffic on Julian Street, providing signalized intersections with pedestrian heads along Julian and Terraine Streets, and eliminating the free southbound right-turn at the intersection of Market Street and Julian Street.

The project would generate a minimal number of bicycle trips. It would not affect any existing or planned bicycle facilities. It would provide slightly enhanced conditions for bicycles by slowing traffic on Julian Street.

Transit Operations

Due to the project's downtown location, a significant number of trips are expected to be made by transit. A total of 249 AM peak hour trips and 333 PM peak hour trips are expected to be made by either transit or walking. Given that the site is served by 13 bus routes plus LRT, these riders could be accommodated by the existing service. The closest bus stops and an LRT Station (St. James station) are located along First and Second Street, between Julian Street and St. James Street.

As this area redevelops to a more intense residential area, VTA should consider providing enhanced transit connections to the project area. Currently there are no bus routes running within the project area. Most bus routes run along First Street and Second Street, some on Julian Street and St. James Street, east of First Street. VTA should consider running a bus route through Julian Street and St. James Street within the project area in order to provide closer bus stops. Another service provided by VTA, that is not currently provided near the project area, is the downtown shuttle bus DASH. DASH provides shuttle service to the Diridon CalTrain station. This shuttle provides service to the Paseo De San Antonio and the Convention Center LRT stations via San Fernando Street and West San Carlos Street. VTA should consider expanding this service as well, to include the project area within the shuttle's service area.

or worse during at least one of the peak hours under cumulative conditions under Variant 1 and five under Variant 2.

In addition to the impacts identified under project conditions, two additional intersections would be impacted under cumulative conditions under both variants analyzed:

SR 87 and Julian Street (E)
First Street and I-880 (N)

Improvements have been identified that would mitigate the impacts at the above intersections.

SR 87 and Julian Street (E) – Necessary improvements include the addition of a second exclusive left-turn lane at the freeway northbound off-ramp, addition of a separate northbound right-turn lane on Notre Dame, addition of an exclusive westbound right-turn lane, and changes to the signal phasing. The implementation of these improvements would improve intersection levels of service to LOS E and D during the AM and PM peak hours, respectively. These levels of service would meet the CMP standards, but not the City of San Jose standards. There are no further feasible improvements that could be implemented at this intersection.

First Street and I-880 (N) – The necessary improvement to mitigate the project impact at this intersection would consist of the addition of an exclusive westbound right-turn lane. This would require some widening of the off-ramp. The implementation of this improvement would improve intersection level of service to LOS C and B during the AM and PM peak hours, respectively, under cumulative conditions.

It was shown that the intersection of Market Street and Julian Street, even with the identified improvements at this intersection listed on the previous chapter, would continue to operate at an unacceptable LOS F during the PM peak hour under Variant 2 under cumulative conditions. There are no further feasible improvements that could be implemented to improve this intersection.

CMP Level of Service Analysis

The level of service results for the CMP intersections under cumulative conditions are summarized in Table 15. The results show that all of the CMP study intersections would operate at an acceptable LOS E or better under cumulative conditions under both of the variants analyzed.

Julian Street Interchange Analysis

Due to the addition of traffic from other planned development in the Downtown area and the use of a growth factor, the volumes on the SR 87 ramps at Julian Street would increase. Even with the additional future growth, the ramps would continue to operate below capacity levels, as show in Table 16.

Ramp Metering. Caltrans is considering ramp metering at the SR 87/Julian interchange. The future traffic volumes expected on the southbound on-ramps during the PM peak hour are higher than typically can be accommodated in a single metered lane. Therefore, either two lanes need to be provided at the meter or traffic will back up. Observations have shown that motorists typically will tolerate up to a ten-minute wait. Under project conditions, westbound queues could extend beyond adjacent intersections, interfering with other traffic. Therefore, before a plan is implemented to meter the ramps at Julian/SR 87, it may be necessary to increase the ramp storage by widening the southbound on-ramps to at least two lanes each.

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5. Cumulative Conditions

This chapter presents a summary of the traffic conditions that would occur under cumulative conditions. For this analysis, the cumulative conditions horizon year is 2010. The analysis of cumulative conditions is required by the CMP and CEQA.

Roadway Network Under Cumulative Conditions

Cumulative conditions do not include implementation of the project mitigation measures. Thus, the intersection lane configurations under cumulative conditions were assumed to be the same as described under project conditions.

Cumulative Conditions Traffic Volumes

Traffic volumes under cumulative conditions were estimated by applying to the existing volumes an annual growth rate of 1.2 percent, then adding the trips from approved developments, estimated project trips, and estimated trips resulting from the proposed future projects within the Downtown area. The proposed future projects incorporated into the cumulative scenario are: (1) the Downtown Mixed-Use Development, (2) the SJW Land Company project, and (3) the Greyhound Site Redevelopment project. Cumulative conditions were analyzed under both proposed roadway networks.

Intersection Levels of Service Under Cumulative Conditions

City of San Jose Level of Service Analysis

The results of the level of service analysis under cumulative conditions for both variants are summarized in Table 15. The results show that four of the study intersections would operate at an unacceptable LOS E

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The installation of a second lane to the southbound loop on-ramp is planned by CalTrans as part of the SR 87 high occupancy vehicle (HOV) lane improvements. Construction is scheduled to begin in 2003 and be completed by 2005. This project is fully funded by Measure B (1996 Sales Tax Initiative). With this improvement, impacts to the southbound loop on-ramp would be eliminated.

Table 16
Cumulative Intersection Levels of Service

Intersection	Peak Hour	Variant 1		Variant 2	
		Avg. Delay	LOS	Avg. Delay	LOS
I-680 and Coleman Avenue (N)*	AM	26.3	D		
I-680 and Coleman Avenue (S)*	PM	18.0	C		
The Alameda and Hedding Street	AM	13.8	B		
Coleman Avenue and Hedding Street	PM	13.8	B		
The Alameda and Naglee Ave./Taylor St.*	AM	37.7	D		
Coleman Avenue and Taylor Street	PM	23.9	D		
Market Street and Julian Street	AM	151.4	F		
First Street and Julian Street	PM	103.9	F		
Second Street and Julian Street	AM	34.3	D		
Third Street and Julian Street	PM	27.2	D		
Fourth Street and Julian Street	AM	OVRF	F		
Fifth Street and Julian Street	PM	38.8	D		
Sixth Street and Julian Street	AM	18.0	C	26	D
Seventh Street and Julian Street	PM	19.4	C	271	F
Eighth Street and Julian Street	AM	16.4	C		
Ninth Street and Julian Street	PM	17.2	C		
Tenth Street and Julian Street	AM	26.1	D		
Eleventh Street and Julian Street	PM	26.5	D		
Twelfth Street and Julian Street	AM	10.3	B		
Thirteenth Street and Julian Street	PM	9.2	B		
Fourteenth Street and Julian Street	AM	8.8	B		
Fifteenth Street and Julian Street	PM	9.5	B		
Sixteenth Street and Julian Street	AM	8.2	B		
Seventeenth Street and Julian Street	PM	10.2	B		
Eighteenth Street and Julian Street	AM	6.7	B		
Nineteenth Street and Julian Street	PM	13.9	B		
Twentieth Street and Julian Street	AM	15.7	C		
SR 87 and Julian Street (W)*	PM	46.1	E	48	E
SR 87 and Julian Street (E)*	AM	54.9	E	55	E
San Pedro Street and St. James Street	PM	3.8	A	5	A
Market Street and St. James Street	AM	5.4	A	4	A
Tenth Street and Santa Clara Street	PM	19.8	C	24	C
Eleventh Street and Santa Clara Street	AM	12.0	B	25	C
Almaden Boulevard and San Carlos Street	PM	22.8	C		
Market Street and San Carlos Street	AM	14.5	B		
North First Street and I-680 (N)*	PM	12.8	B		
North First Street and I-680 (S)*	AM	26.8	D		
Terrace Street and Julian Street (Future)	PM	34.5	D		
Terrace Street and DeWitt Street (Future)	AM	27.8	D		
Terrace Street and DeWitt Street (Future)	PM	39.2	D		
San Pedro Street and Julian Street (Future)	AM	54.8	E	12	B
	PM	15.1	C	11	B
	AM	22.1	C	12	B
	PM	14.2	B	19	C
	AM	8.9	B	10	B
	PM	6.7	B	11	B
	AM	10.1	B	10	B
	PM	18.9	C	10	B
	AM	7.6	B	11	B
	PM	7.7	B		

Note: Intersections for which LOS did not change between variants were left blank under Variant 2.
* Denotes CMP intersection.

**Table 17
SR 87 and Julian Street Interchange Analysis – Cumulative Conditions**

Ramp	Peak Hour	Capacity (vph)	Existing Conditions	Project Conditions	Cumulative Conditions
NB off-ramp	AM	2,200	1574	1640	1992
	PM		557	711	916
NB on-ramp	AM	2,200	325	564	786
	PM		570	803	1050
SB off-ramp	AM	2,200	411	628	846
	PM		204	446	691
SB on loop-ramp	AM	2,000	323	426	453
	PM		1024	1080	1166
SB on-ramp	AM	2,000	136	151	163
	PM		578	839	888

6. Conclusions

The potential impacts of the project were evaluated in accordance with the standards set forth by the City of San Jose and the Congestion Management Program (CMP) of Santa Clara County. The study included the analysis of AM and PM peak-hour traffic conditions for twenty-three signalized intersections, four existing unsignalized intersections, three future intersections, and eighteen freeway segments.

The impacts of the project on intersections and freeways were identified on the basis of the following criteria: (1) the City of San Jose (CSJ) Level of Service standards, (2) the CMP Level of Service standards, (3) the Caltrans peak-hour signal warrant, and (4) the City of San Jose traffic operations requirements, based on vehicle-storage requirements at intersections. Project impacts on other transportation facilities, such as bicycle facilities and transit, were determined on the basis of engineering judgment.

Two different options for restoring the street grid in the project vicinity were studied: Variant 1 includes a realigned one-way Julian Street, Variant 2 would realign Julian Street and have two-way traffic on Julian Street and St. James Street.

Project Impacts and Mitigation Measures

The project would have a significant impact at two of the study intersections under Variant 1 and three under Variant 2:

Coleman Avenue and Hedding Street (Variant 1&2)
Coleman Avenue and Taylor Street (Variant 1&2)
Market Street and Julian Street (Variant 2)

Mitigation for the impacts at the intersections of Coleman/Hedding and Coleman/Taylor would be to widen Coleman Avenue to six lanes, south of I-880. However, an improvement of this magnitude is beyond the financial capability of this development. Therefore, these intersection impacts should be considered significant and unavoidable.

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The city is in the process of developing a new Downtown plan and EIR. Transportation improvements in the plan are likely to include widening Coleman Avenue.

The intersection of Market Street and Julian Street would be significantly impacted by the project under Variant 2. This impact mainly would be caused by the increased volume of westbound left-turning vehicles under the current lane configuration at this intersection. Mitigation for this impact would be to restripe the east approach to provide two left-turn lanes and one shared right-through lane. This would improve the intersection's level of service to LOS D under project conditions.

In addition to the above intersections projected to be impacted by the project, two additional intersections would be impacted under cumulative conditions under both variants analyzed:

SR 87 and Julian Street (E)
First Street and I-880 (N)

Improvements have been identified that would mitigate the impacts at the above intersections.

SR 87 and Julian Street (E) - Necessary improvements include the addition of a second exclusive left-turn lane at the freeway northbound off-ramp, addition of a separate northbound right-turn lane on Notre Dame, addition of an exclusive westbound right-turn lane, and changes to the signal phasing. The implementation of these improvements would improve intersection levels of service to LOS E and D during the AM and PM peak hours, respectively. These levels of service would meet the CMP standards, but not the City of San Jose standards. There are no further feasible improvements that could be implemented at this intersection.

First Street and I-880 (N) - The necessary improvement to mitigate the project impact at this intersection would consist of the addition of an exclusive westbound right-turn lane. This would require some widening of the off-ramp. The implementation of this improvement would improve intersection level of service to LOS C and B during the AM and PM peak hours, respectively, under cumulative conditions.

It was shown that the intersection of Market Street and Julian Street, even with the identified improvements at this intersection listed on the previous chapter, would continue to operate at an unacceptable LOS F during the PM peak hour under Variant 2 under cumulative conditions. There are no further feasible improvements that could be implemented to improve this intersection.

Based on a more detailed volume-to-capacity ratio (V/C) analysis performed by Hexagon, it was concluded that neither one of the two variants would solve all of the traffic circulation problems within the project area. Variant 1 would work best for traffic operations, but would put significant amounts of traffic through a residential neighborhood. Variant 2 would reduce neighborhood traffic impacts, but it would not operate within the accepted operational standards with buildout of the Downtown area.

The freeway segments analysis showed that two of the freeway segments analyzed would be impacted by the project:

SR 87, Julian to I-280 (southbound PM)
SR 87, Julian to Coleman (northbound AM)

The mitigation necessary to reduce impacts upon these freeway segments to a level of insignificance is the widening of the freeway. However, widening is not considered feasible because of significant right-

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of-way acquisition with many homes and businesses that would need to be demolished. These impacts are therefore considered significant and unavoidable.

In addition, a freeway analysis after the completion of the SR 87 widening project was performed. The result of this analysis shows that after the completion of the SR 87 widening project, the same segments on SR 87 as mentioned above would continue to operate at unacceptable levels of service under project conditions, and therefore would continue to be impacted by the project.

Caltrans is considering ramp metering at the SR 87/Julian interchange. The future traffic volumes expected on the southbound on-ramps during the PM peak hour are higher than typically can be accommodated in a single metered lane. Therefore, either two lanes need to be provided at the meter or traffic will back up. Observations have shown that motorists typically will tolerate up to a ten-minute wait. Under project conditions, westbound queues could extend beyond adjacent intersections, interfering with other traffic. Therefore, before a plan is implemented to meter the ramps at Julian/SR 87, it may be necessary to increase the ramp storage by widening the southbound on-ramps to at least two lanes each. The installation of a second lane to the southbound loop on-ramp is planned by CalTrans as part of the SR 87 high occupancy vehicle (HOV) lane improvements. Construction is scheduled to begin in 2003 and be completed by 2005. This project is fully funded by Measure B (1996 Sales Tax Initiative). With this improvement, impacts to the southbound loop on-ramp would be eliminated.

As this area redevelops to a more intense residential area, VTA should consider providing enhanced transit connections to the project area. Currently there are no bus routes running within the project area. Most bus routes run along First Street and Second Street, some on Julian Street and St. James Street, east of First Street. VTA should consider running a bus route through Julian Street and St. James Street within the project area in order to provide closer bus stops. Another service provided by VTA, and that is not currently provided near the project area, is the downtown shuttle bus DASH. DASH provides shuttle service to the Diridon CalTrain station. This shuttle provides service to the Paseo De San Antonio and the Convention Center LRT stations via San Fernando Street and West San Carlos Street. VTA should consider expanding this service as well, to include the project area within the shuttle's service area.

**Brandenburg Residential
Technical Appendices**

July 9, 2003

Appendix A
Traffic Counts

MARKS TRAFFIC DATA SERVICE

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Start Date : 11/06/2002
Page : 1

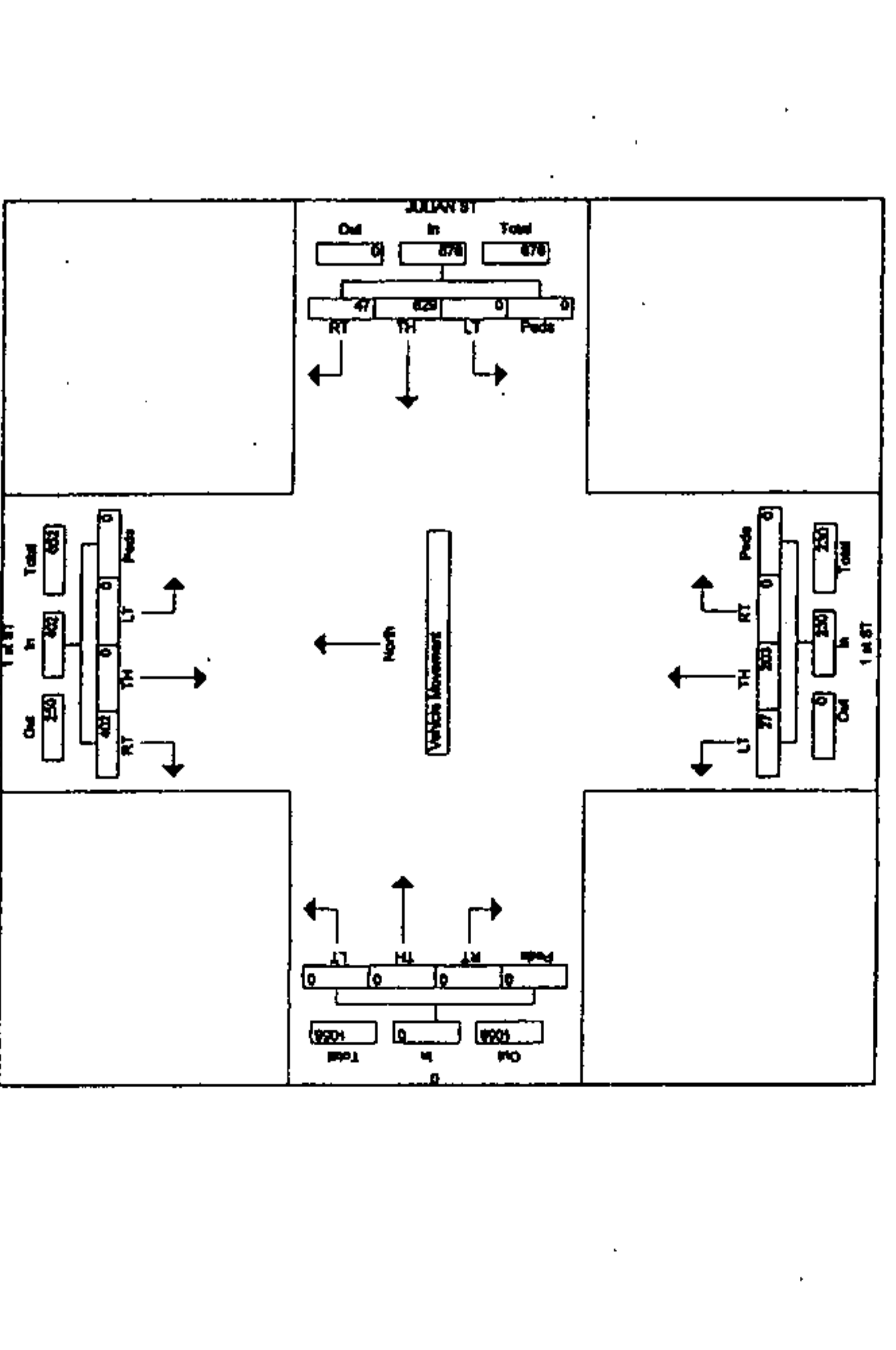
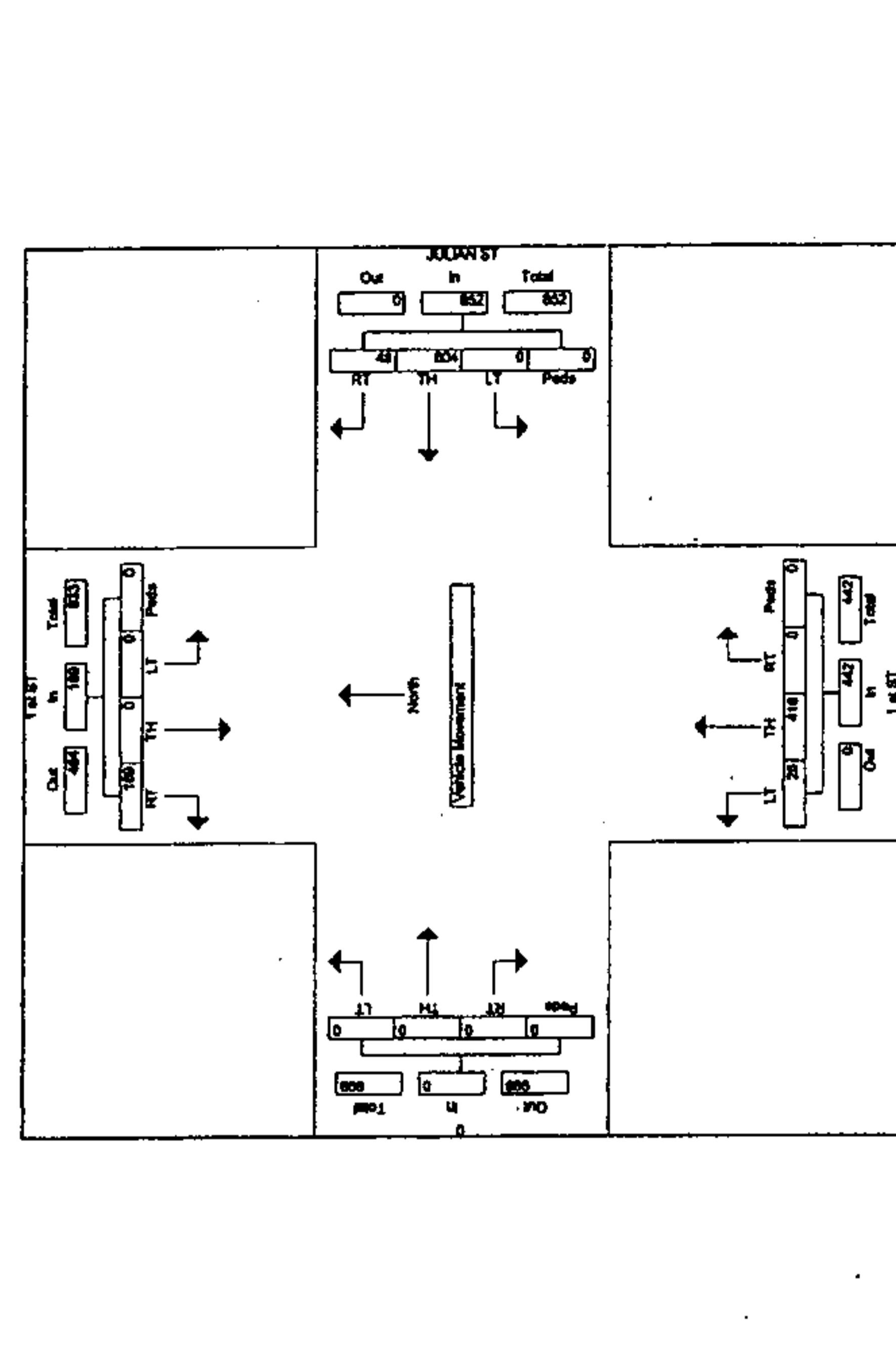
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File Name : 1stJul
Site Code : 000000
Start Date : 11/06/02
Page : 1

PM 10
SAN JOSE
HEX S
TTTO [0]16]7:15 - 4006

Start Time	Grouped Printed: Vehicle Movement															
	1st ST Southbound				JULIAN ST Westbound				1st ST Northbound				JULIAN ST Eastbound			
	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total
07:00	33	0	0	33	12	169	0	181	0	87	4	91	0	0	0	0
07:15	30	0	0	30	11	197	0	208	0	81	5	86	0	0	0	0
07:30	30	0	0	30	10	220	0	230	0	121	7	128	0	0	0	0
07:45	42	0	0	42	17	240	0	257	0	91	9	100	0	0	0	0
Total	135	0	0	135	50	825	0	875	0	350	25	375	0	0	0	0
08:00	50	0	0	50	12	177	0	189	0	104	7	111	0	0	0	0
08:15	47	0	0	47	9	167	0	176	0	100	3	103	0	0	0	0
08:30	54	0	0	54	11	158	0	169	0	97	8	105	0	0	0	0
08:45	47	0	0	47	16	154	0	170	0	61	10	71	0	0	0	0
Total	198	0	0	198	48	656	0	704	0	362	28	390	0	0	0	0
Grand Total	333	0	0	333	88	1481	0	1579	0	732	33	765	0	0	0	0
Approach %	100.0	0.0	0.0	100.0	6.2	93.8	0.0	6.2	0.0	93.2	8.8	0.0	0.0	0.0	0.0	0.0
Total %	12.3	0.0	0.0	12.3	3.6	54.9	0.0	3.6	0.0	27.1	2.0	20.1	0.0	0.0	0.0	0.0

Start Time	Grouped Printed: Vehicle Movement															
	1st ST Southbound				JULIAN ST Westbound				1st ST Northbound				JULIAN ST Eastbound			
	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total
16:30	92	0	0	92	12	125	0	137	0	72	0	72	0	0	0	0
16:45	98	0	0	98	9	128	0	137	0	50	12	62	0	0	0	0
Total	363	0	0	363	21	253	0	274	0	122	12	134	0	0	0	0
17:00	95	0	0	95	15	164	0	179	0	53	9	62	0	0	0	0
17:15	106	0	0	106	13	150	0	163	0	59	5	64	0	0	0	0
17:30	101	0	0	101	14	167	0	181	0	45	8	53	0	0	0	0
17:45	107	0	0	107	7	113	0	120	0	43	5	48	0	0	0	0
Total	411	0	0	411	49	594	0	643	0	200	27	227	0	0	0	0
Grand Total	774	0	0	774	79	1116	0	1195	0	428	64	492	0	0	0	0
Approach %	100.0	0.0	0.0	100.0	8.8	93.4	0.0	8.8	0.0	87.0	13.0	0.0	0.0	0.0	0.0	0.0
Total %	31.5	0.0	0.0	31.5	3.2	45.3	0.0	3.2	0.0	17.4	2.0	20.0	0.0	0.0	0.0	0.0



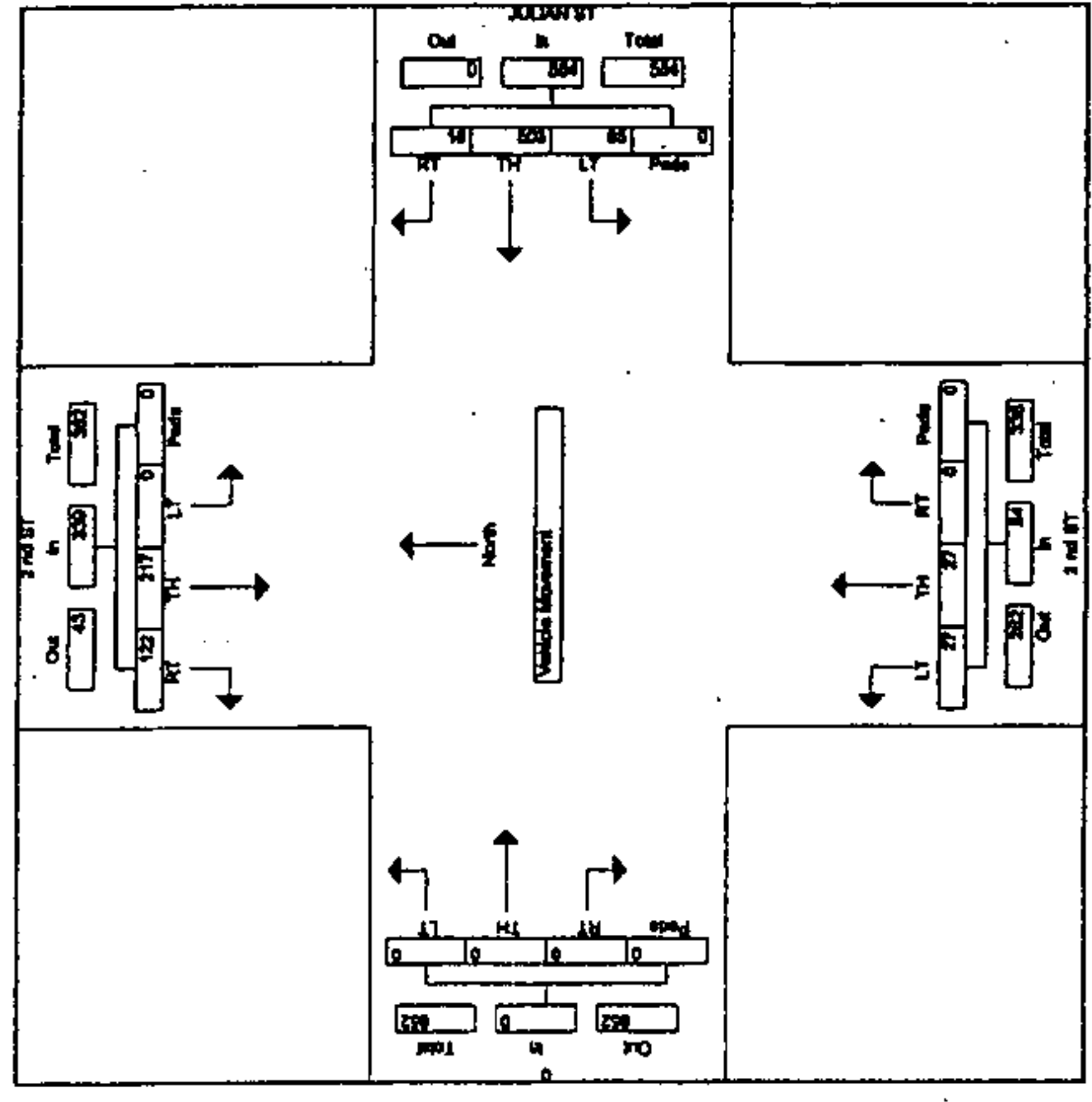
MARKS TRAFFIC DATA SERVICE

PM 11
SAN JOSE
HEX L
TTTO (B) 715-4008

File Name : 2ndJul
Site Code : 000000
Start Date : 11/05/2
Page : 1

Start Time	2nd ST Southbound			JULIAN ST Westbound			2nd ST Northbound			Eastbound			Int. Total
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
16:00	24	35	0	6	102	20	0	11	0	18	0	0	21
16:15	16	36	0	3	100	12	0	7	1	8	0	0	11
16:30	19	58	0	2	115	12	0	10	0	16	0	0	21
16:45	21	48	0	2	112	15	0	12	0	18	0	0	22
Total	80	178	0	13	435	59	0	40	18	58	0	0	82
17:00	44	63	0	3	134	18	0	8	7	15	0	0	27
17:15	23	64	0	6	121	18	0	5	8	13	0	0	22
17:30	34	42	0	5	138	15	0	2	6	8	0	0	22
17:45	14	36	0	6	108	13	0	5	2	7	0	0	11
Total	115	203	0	20	468	63	0	20	23	43	0	0	82
Grand Total	195	383	0	33	901	122	0	60	41	101	0	0	171
Approach %	33.7	66.3	0.0	3.0	65.7	11.2	0.0	98.4	40.6	5.7	0.0	0.0	0.0
Total %	11.0	21.7	0.0	1.9	52.7	6.8	0.0	3.4	2.3	8.7	0.0	0.0	0.0

Start Time	2nd ST Southbound			JULIAN ST Westbound			2nd ST Northbound			Eastbound			Int. Total
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
16:00 to 16:45	16	503	0	16	503	65	0	27	27	54	0	0	0
Volume	322	217	0	330	27	66.1	0.0	60.0	60.0	0.0	0.0	0.0	0
Percent	38.0	64.0	0.0	17.30	10.45	10.45	0.0	12	8	18	0	0	17:00
High Int.	17:00	44	0	107	5	136	19	158	18	0	0	0	0
Volume	44	64	0	107	5	136	19	158	18	0	0	0	0
Peak Factor				0.702				0.636					0.8



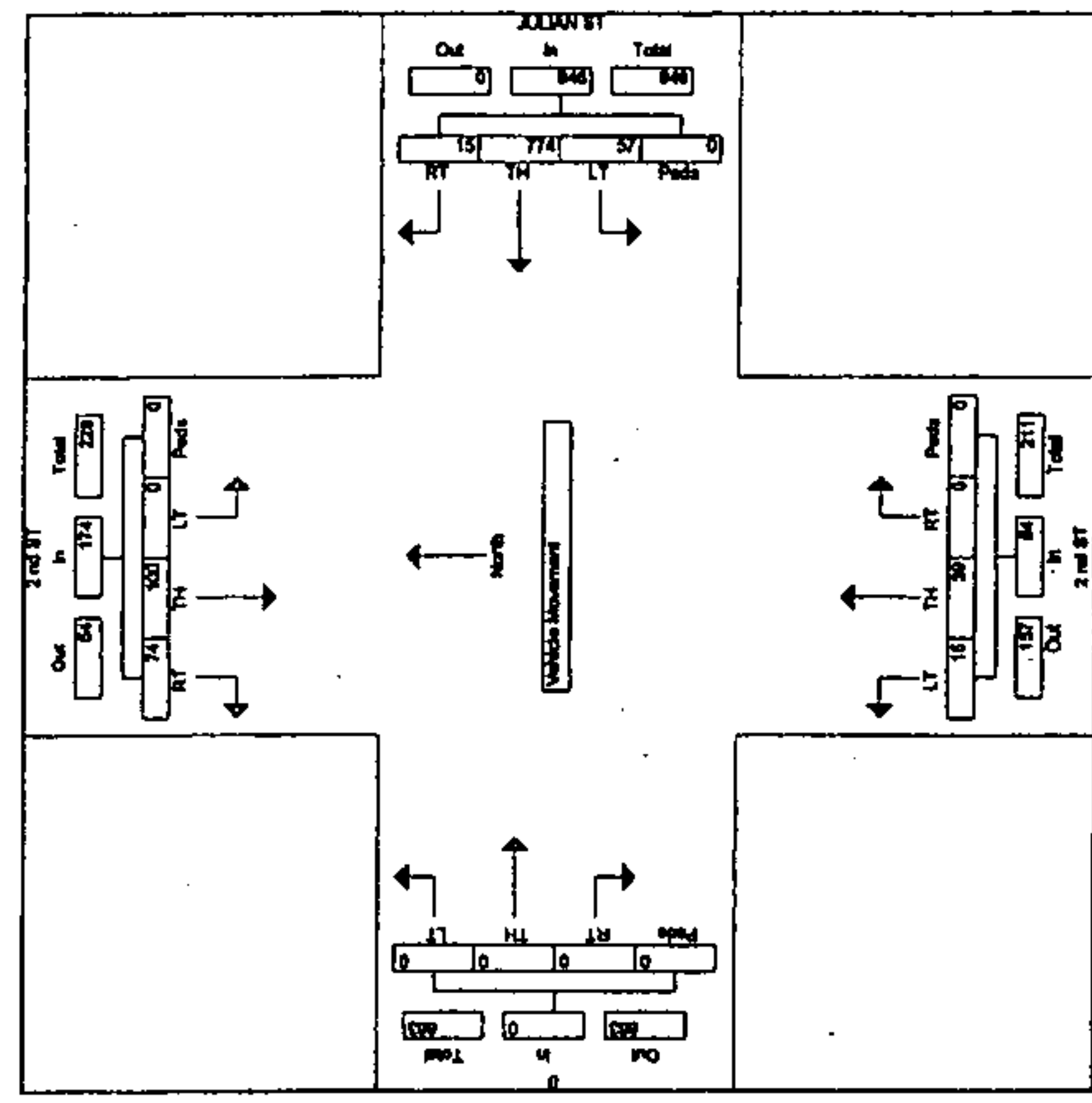
MARKS TRAFFIC DATA SERVICE

11
JJOSE
CL
D (B) 715-4008

File Name : 2ndJulJan.9
Site Code : 0000000
Start Date : 11/06/2002
Page : 1

Start Time	2nd ST Southbound			JULIAN ST Westbound			2nd ST Northbound			Eastbound			Int. Total
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
07:00	12	14	0	1	183	9	0	5	0	7	0	0	208
07:15	16	18	0	34	0	181	9	200	0	4	0	0	238
07:30	15	18	0	33	220	11	234	0	5	0	0	0	272
07:45	18	20	0	38	4	234	14	252	2	10	0	0	300
Total	61	70	0	131	8	808	43	659	0	22	4	0	1018
08:00	20	28	0	48	3	189	17	188	0	11	5	0	253
08:15	21	34	0	45	5	181	15	171	0	15	8	0	248
08:30	17	28	0	43	4	151	14	160	0	7	7	0	228
08:45	11	29	0	40	7	155	12	174	0	10	4	0	228
Total	66	118	0	188	19	826	58	703	0	43	24	0	958
Grand Total	130	188	0	319	27	1404	101	1562	0	65	28	0	1974
Approach %	40.8	58.2	0.0	16.2	1.4	72.8	6.1	79.1	0.0	98.9	30.1	0.0	0.0
Total %	8.8	9.8	0.0	18.2	1.4	72.8	6.1	79.1	0.0	0.0	0.0	0.0	0.0

Start Time	2nd ST Southbound			JULIAN ST Westbound			2nd ST Northbound			Eastbound			Int. Total
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Hour From 07:30 to 08:45 - Peak 1 of 1	74	100	0	174	15	774	57	846	0	38	15	0	1074
Volume	74	100	0	174	15	774	57	846	0	38	15	0	0
Percent	42.8	57.5	0.0	07:45	1.8	81.8	6.7	88.18	0.0	72.2	27.8	0.0	0.0
High Int.	08:15	21	0	55	5	234	17	252	0	15	8	0	07:45
Volume	21	34	0	55	5	234	17	252	0	15	8	0	0
Peak Factor				0.791				0.639					0.895



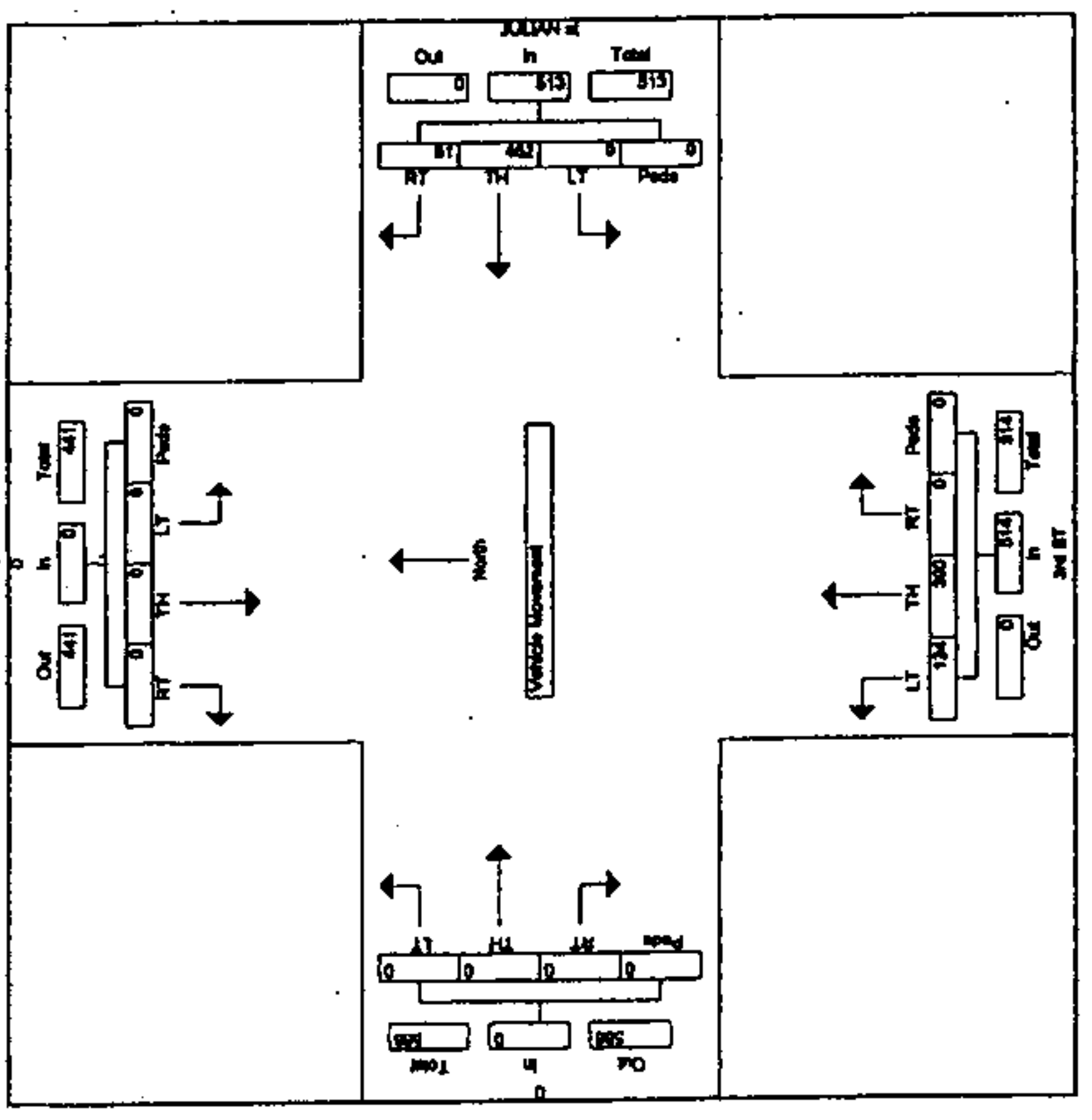
MARKS TRAFFIC DATA SERVICE

PM 12
 SAN JOSE
 H-EX M
 TTTC (016) 715 - 4008

File Name : 3rd.jul.12
 Site Code : 0000000
 Start Date : 10/30/02
 Page : 1

Start Time	Southbound			Westbound			Northbound			Eastbound		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
18:00	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	13	85	0	0	0	0	0	0	0
18:30	0	0	0	10	109	0	0	0	0	0	0	0
18:45	0	0	0	17	109	0	0	0	0	0	0	0
Total	0	0	0	32	423	0	0	0	0	0	0	0
Grand Total	0	0	0	14	109	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	10.7	89.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total %	0.0	0.0	0.0	5.4	46.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Start Time	Southbound			Westbound			Northbound			Eastbound		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
18:00	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	51	482	0	0	0	0	0	0	0
18:30	0	0	0	8.9	90.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
18:45	0	0	0	17.30	173.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total	0	0	0	15	123	0	0	0	0	0	0	0
Grand Total	0	0	0	51	482	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	17.30	173.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total %	0.0	0.0	0.0	0.029	0.829	0.0	0.0	0.0	0.0	0.0	0.0	0.0



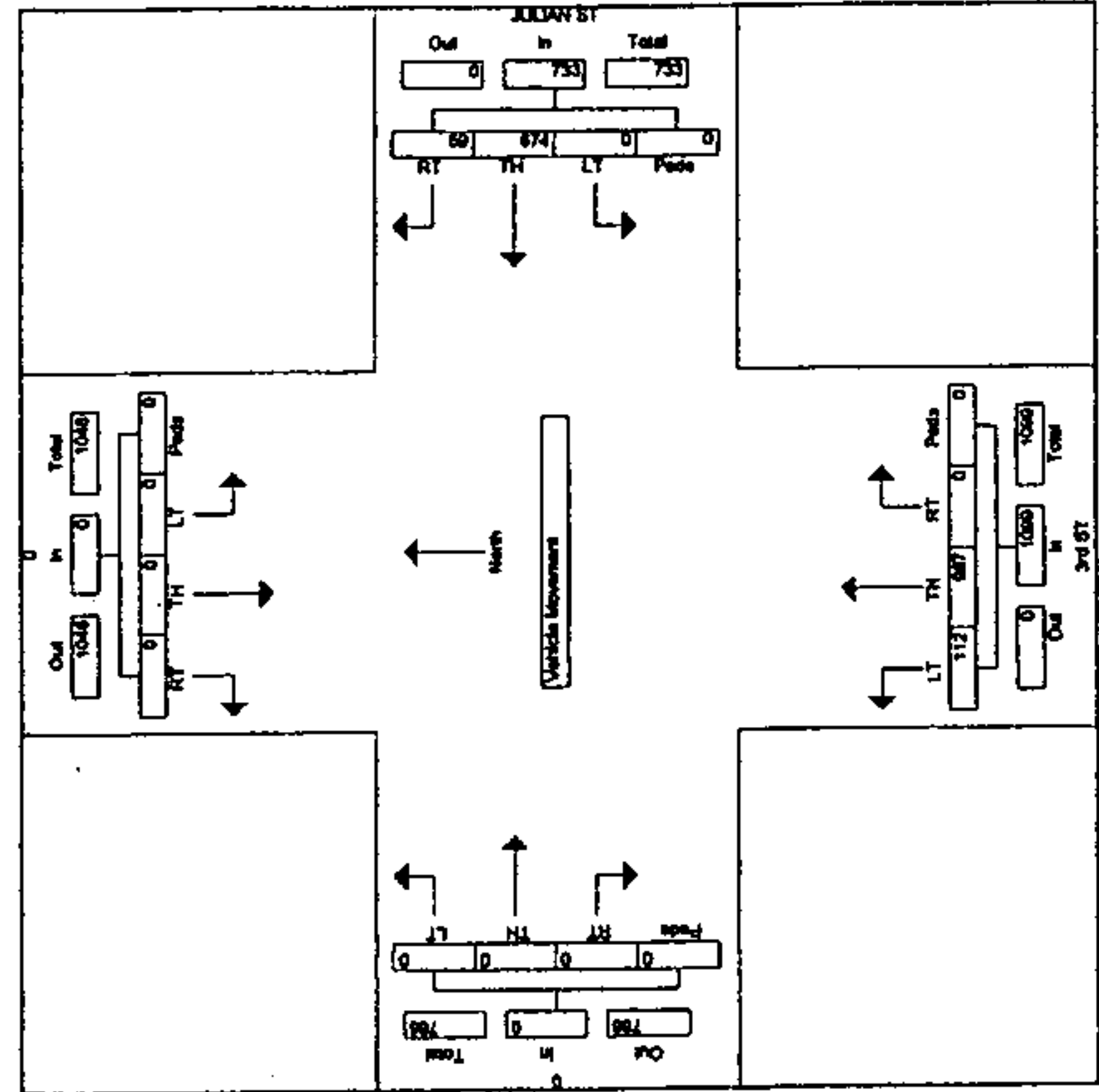
MARKS TRAFFIC DATA SERVICE

12
 JOSE
 M
 TTTC (016) 715 - 4008

File Name : 3rd.jul.12
 Site Code : 0000000
 Start Date : 10/30/2002
 Page : 1

Start Time	Southbound			Westbound			Northbound			Eastbound		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
07:30	0	0	0	11	148	0	0	0	0	0	0	0
07:15	0	0	0	19	137	0	0	0	0	0	0	0
07:30	0	0	0	17	203	0	0	0	0	0	0	0
07:45	0	0	0	12	175	0	0	0	0	0	0	0
Total	0	0	0	59	663	0	0	0	0	0	0	0
Grand Total	0	0	0	18	190	0	0	0	0	0	0	0
Approach %	100.0	0.0	0.0	7.6	82.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total %	0.0	0.0	0.0	3.2	38.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0

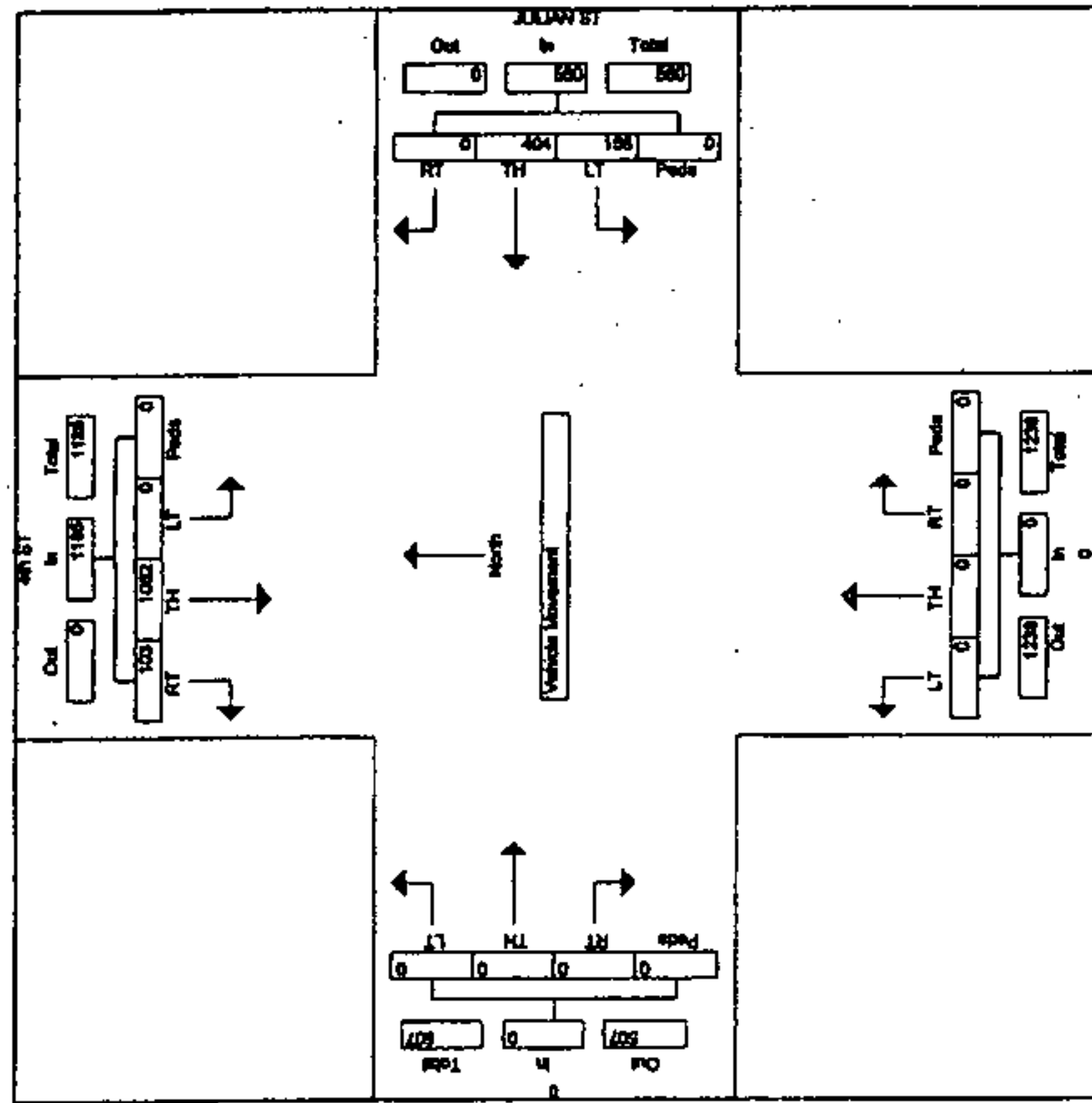
Start Time	Southbound			Westbound			Northbound			Eastbound		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
08:00	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0



MARKS TRAFFIC DATA SERVICE

Start Time	4th ST Southbound			JULIAN ST Westbound			Northbound			Eastbound		
	RT	TH	LT	App. Total	TH	LT	RT	TH	LT	RT	TH	LT
16:00	18	181	0	200	0	15	0	0	0	0	0	0
16:15	17	191	0	208	0	22	0	0	0	0	0	0
16:30	38	298	0	294	0	118	0	0	0	0	0	0
16:45	23	239	0	262	0	48	0	0	0	0	0	0
Total	97	867	0	964	0	387	0	0	0	0	0	0
17:00	21	300	0	321	0	36	0	0	0	0	0	0
17:15	21	287	0	308	0	64	0	0	0	0	0	0
17:30	20	220	0	240	0	22	0	0	0	0	0	0
17:45	21	218	0	239	0	36	0	0	0	0	0	0
Total	83	1025	0	1108	0	368	0	0	0	0	0	0
Grand Total	180	1892	0	2072	0	795	0	0	0	0	0	0
Approach %	8.7	91.3	0.0	78.6	24.4	33.4	0.0	0.0	0.0	0.0	0.0	0.0
Total %	5.6	60.8	0.0	66.6	6.1	33.4	0.0	0.0	0.0	0.0	0.0	0.0

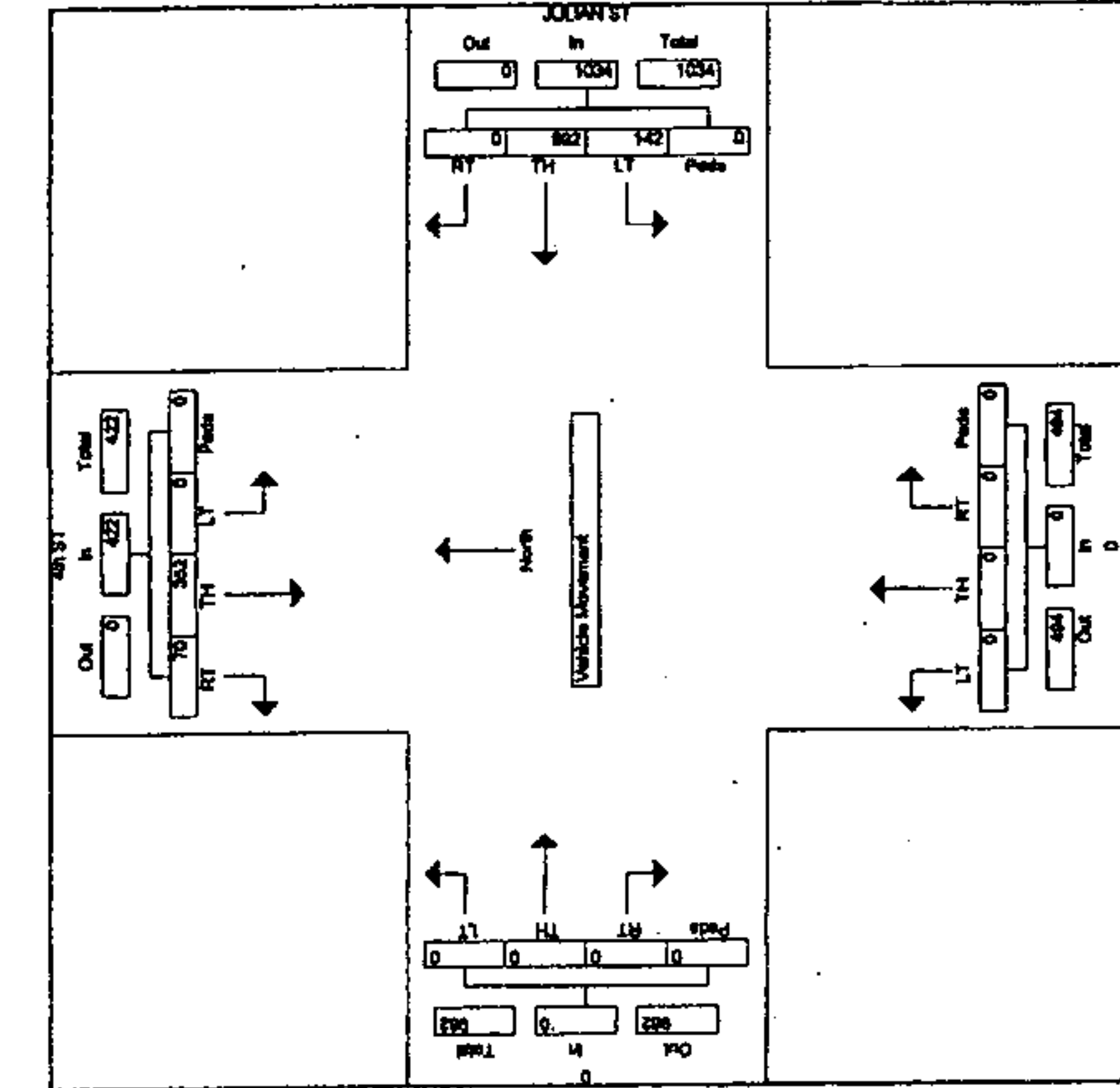
Start Time	4th ST Southbound			JULIAN ST Westbound			Northbound			Eastbound		
	RT	TH	LT	App. Total	TH	LT	RT	TH	LT	RT	TH	LT
16:00	100	1082	0	1185	0	404	0	0	0	0	0	0
16:15	8.7	91.3	0.0	78.6	24.4	33.4	0.0	0.0	0.0	0.0	0.0	0.0
17:00	38	300	0	321	0	36	0	0	0	0	0	0
Total	138	1382	0	1506	0	440	0	0	0	0	0	0
Grand Total	180	1892	0	2072	0	795	0	0	0	0	0	0
Approach %	8.7	91.3	0.0	78.6	24.4	33.4	0.0	0.0	0.0	0.0	0.0	0.0
Total %	5.6	60.8	0.0	66.6	6.1	33.4	0.0	0.0	0.0	0.0	0.0	0.0



MARKS TRAFFIC DATA SERVICE

Start Time	4th ST Southbound			JULIAN ST Westbound			Northbound			Eastbound		
	RT	TH	LT	App. Total	TH	LT	RT	TH	LT	RT	TH	LT
07:00	8	50	0	58	0	188	0	0	0	0	0	0
07:15	23	90	0	113	0	205	0	0	0	0	0	0
07:30	18	101	0	117	0	253	0	0	0	0	0	0
07:45	14	98	0	112	0	225	0	0	0	0	0	0
Total	63	347	0	408	0	676	0	0	0	0	0	0
08:00	17	63	0	80	0	209	0	0	0	0	0	0
08:15	11	64	0	75	0	169	0	0	0	0	0	0
08:30	12	52	0	64	0	173	0	0	0	0	0	0
08:45	16	84	0	100	0	132	0	0	0	0	0	0
Total	68	263	0	319	0	683	0	0	0	0	0	0
Grand Total	117	610	0	727	0	1562	0	0	0	0	0	0
Approach %	16.1	83.9	0.0	84.3	15.7	71.6	0.0	0.0	0.0	0.0	0.0	0.0
Total %	4.5	23.7	0.0	28.2	0.0	60.6	0.0	0.0	0.0	0.0	0.0	0.0

Start Time	4th ST Southbound			JULIAN ST Westbound			Northbound			Eastbound		
	RT	TH	LT	App. Total	TH	LT	RT	TH	LT	RT	TH	LT
07:00	70	352	0	422	0	892	0	0	0	0	0	0
07:15	18.8	83.4	0.0	102.2	0.0	266.3	0.0	0.0	0.0	0.0	0.0	0.0
07:30	23	101	0	117	0	253	0	0	0	0	0	0
07:45	23	101	0	117	0	253	0	0	0	0	0	0
Total	114	637	0	866	0	1804	0	0	0	0	0	0
Grand Total	117	610	0	727	0	1562	0	0	0	0	0	0
Approach %	16.1	83.9	0.0	84.3	15.7	71.6	0.0	0.0	0.0	0.0	0.0	0.0
Total %	4.5	23.7	0.0	28.2	0.0	60.6	0.0	0.0	0.0	0.0	0.0	0.0



MARKS TRAFFIC DATA SERVICE

PM14
SAN JOSE
HEX L
TITO (P16) 715 - 4006

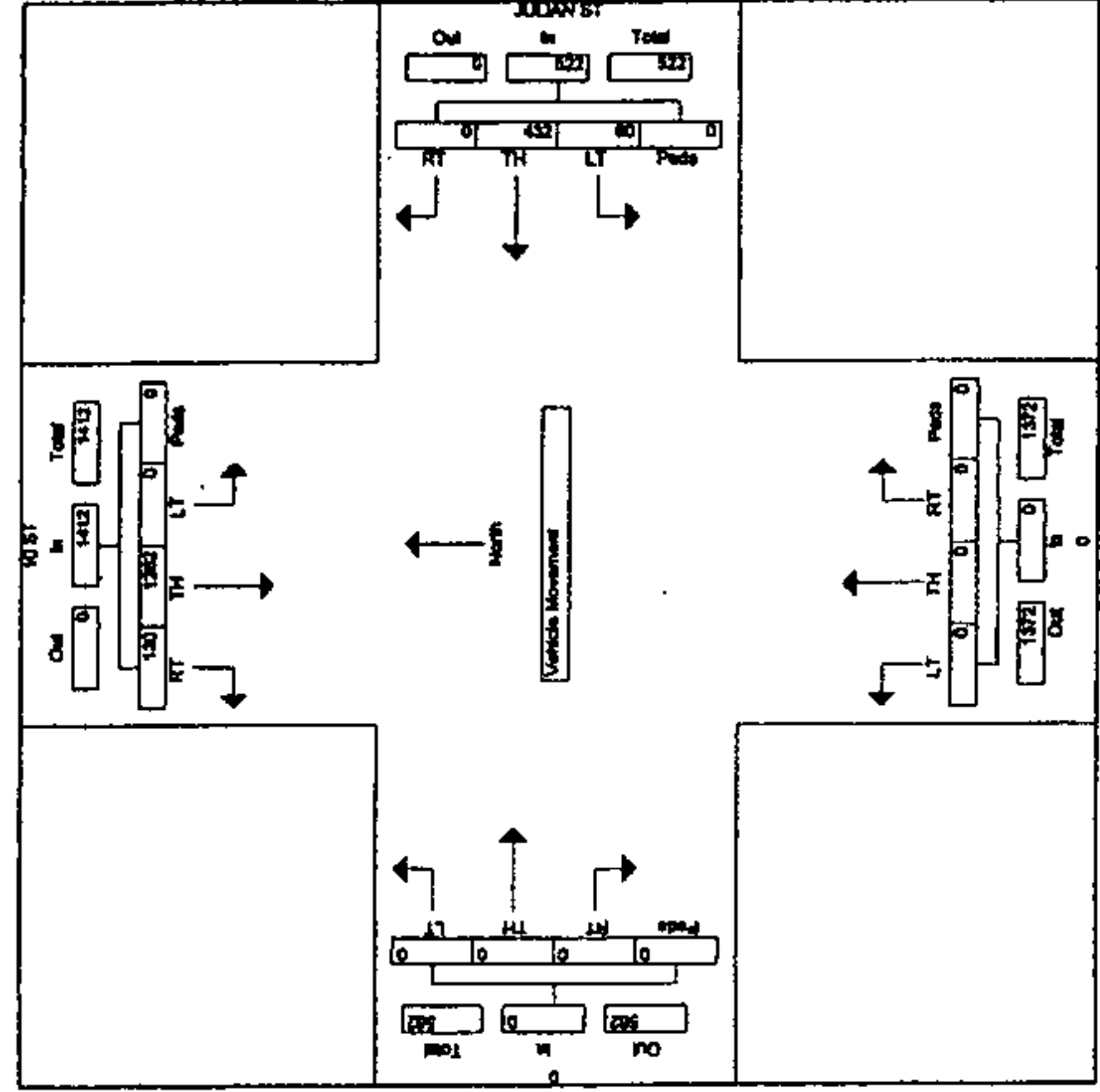
File Name : 10thJul
Site Code : 000000
Start Date : 10/31/21
Page : 11

Groups Printed: Vehicle Movement

Start Time	10 ST Southbound			JULIAN ST Westbound			Northbound			Eastbound		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
16:00	22	273	0	285	0	147	0	0	0	0	0	0
16:15	30	280	0	290	0	105	0	0	0	0	0	0
16:30	31	297	0	328	0	137	0	0	0	0	0	0
16:45	36	326	0	362	0	128	0	0	0	0	0	0
Total	119	1158	0	1273	0	517	0	0	0	0	0	0
17:00	36	297	0	333	0	111	0	0	0	0	0	0
17:15	27	362	0	389	0	148	0	0	0	0	0	0
17:30	16	304	0	322	0	137	0	0	0	0	0	0
17:45	31	298	0	327	0	147	0	0	0	0	0	0
Total	112	1259	0	1371	0	541	0	0	0	0	0	0
Grand Total	231	2415	0	2646	0	1058	0	0	0	0	0	0
Approach %	8.7	91.3	0.0	71.4	0.0	28.6	0.0	0.0	0.0	0.0	0.0	0.0
Total %	6.2	65.2	0.0	71.4	0.0	23.3	0.0	0.0	0.0	0.0	0.0	0.0

Peak Hour From 16:00 to 17:45 - Peak 1 of 1
Intersection: 16:30

Start Time	10 ST Southbound			JULIAN ST Westbound			Northbound			Eastbound		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
16:00	130	1282	0	1412	0	90	0	0	0	0	0	0
Volume	130	1282	0	1412	0	90	0	0	0	0	0	0
Percent	9.2	90.8	0.0	71.5	0.0	28.5	0.0	0.0	0.0	0.0	0.0	0.0
High Int.	17:15	362	0	389	0	148	0	0	0	0	0	0
Volume	362	362	0	389	0	148	0	0	0	0	0	0
Peak Factor	0.907	0.907	0.000	0.907	0.000	0.894	0.000	0.000	0.000	0.000	0.000	0.000



MARKS TRAFFIC DATA SERVICE

14
V JOSE
K L
O (P16) 715 - 4006

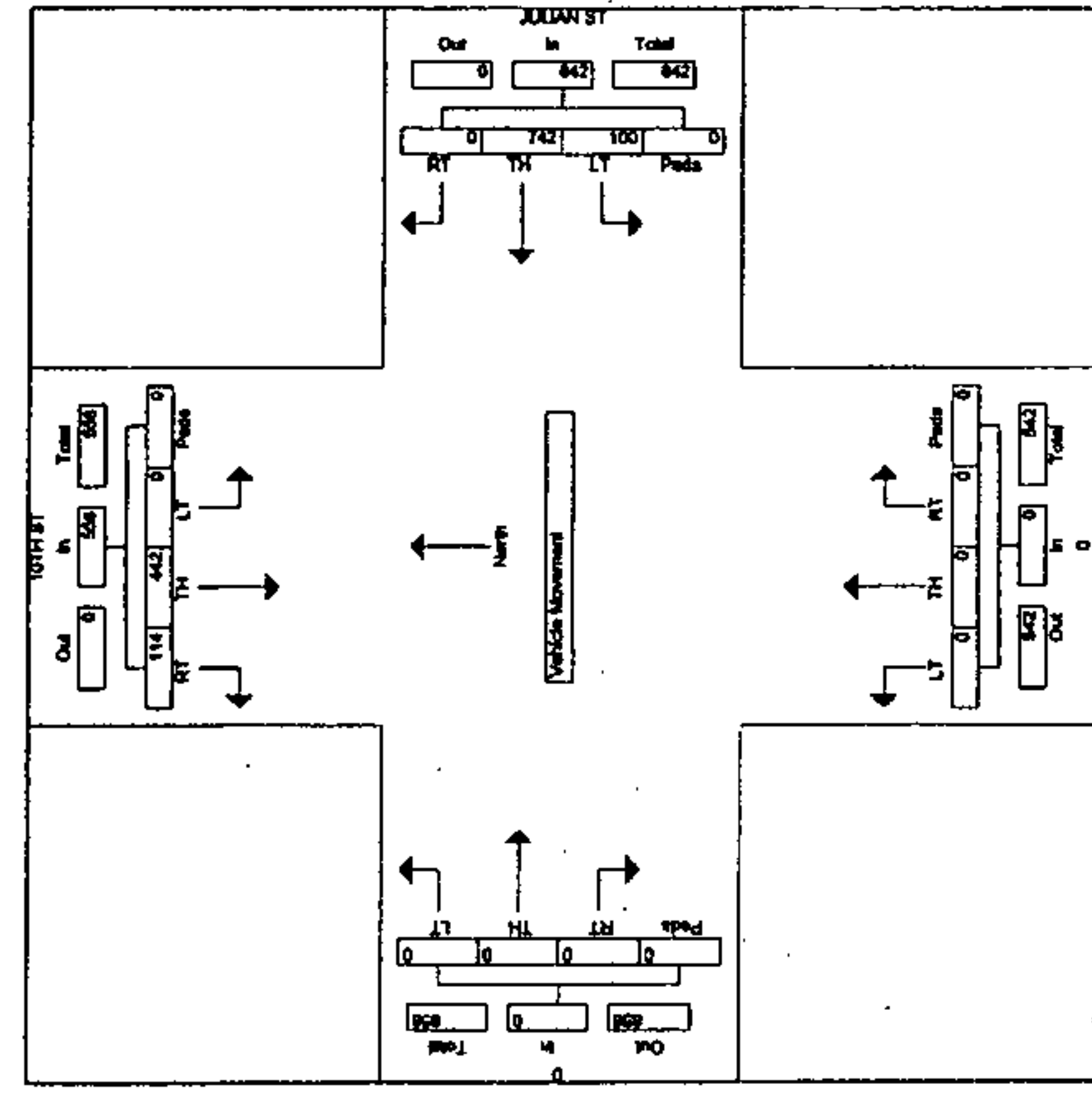
File Name : 10thJulJan.a
Site Code : 00000000
Start Date : 10/31/2002
Page : 11

Groups Printed: Vehicle Movement

Start Time	10TH ST Southbound			JULIAN ST Westbound			Northbound			Eastbound		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
07:00	17	68	0	85	0	151	0	0	0	0	0	0
07:15	32	102	0	134	0	173	0	0	0	0	0	0
07:30	35	102	0	137	0	222	0	0	0	0	0	0
07:45	24	124	0	148	0	197	0	0	0	0	0	0
Total	108	396	0	504	0	743	0	0	0	0	0	0
08:00	23	114	0	137	0	150	0	0	0	0	0	0
08:15	18	89	0	107	0	158	0	0	0	0	0	0
08:30	28	86	0	115	0	145	0	0	0	0	0	0
08:45	23	89	0	112	0	148	0	0	0	0	0	0
Total	91	378	0	459	0	600	0	0	0	0	0	0
Grand Total	199	774	0	973	0	1343	0	0	0	0	0	0
Approach %	20.3	78.5	0.0	60.8	0.0	64.0	0.0	0.0	0.0	0.0	0.0	0.0
Total %	8.0	31.1	0.0	39.2	0.0	54.0	0.0	0.0	0.0	0.0	0.0	0.0

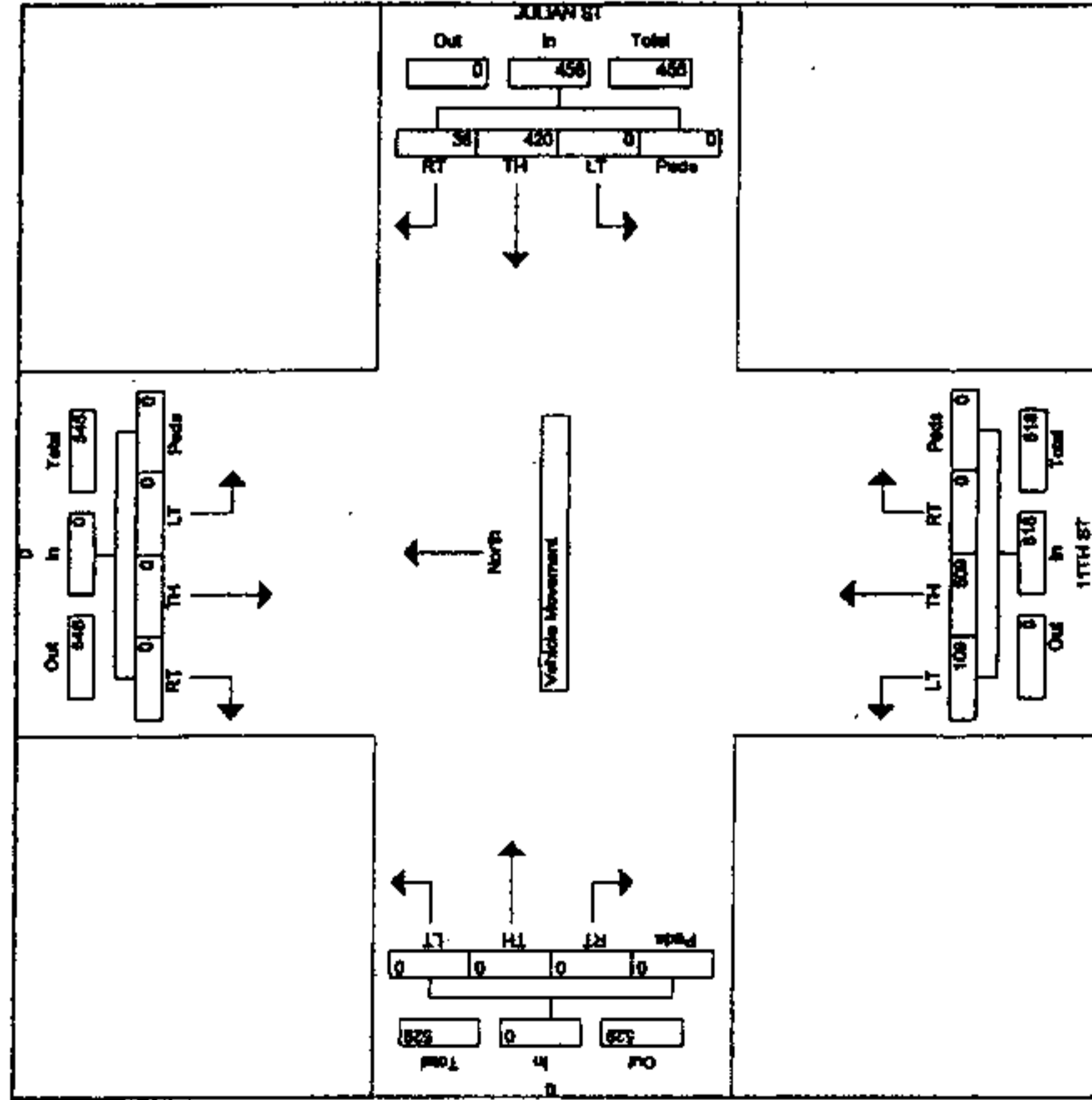
Peak Hour From 07:00 to 08:45 - Peak 1 of 1
Intersection: 07:15

Start Time	10TH ST Southbound			JULIAN ST Westbound			Northbound			Eastbound		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
07:00	114	442	0	556	0	742	0	0	0	0	0	0
Volume	114	442	0	556	0	742	0	0	0	0	0	0
Percent	20.3	78.5	0.0	60.8	0.0	64.0	0.0	0.0	0.0	0.0	0.0	0.0
High Int.	07:45	35	124	0	148	0	222	0	0	0	0	0
Volume	35	124	0	148	0	222	0	0	0	0	0	0
Peak Factor	0.939	0.939	0.000	0.939	0.000	0.852	0.000	0.000	0.000	0.000	0.000	0.000



Start Time	Southbound			Westbound			Northbound			Eastbound		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
16:00	0	0	0	0	114	0	0	110	23	0	0	0
16:15	0	0	0	6	78	0	0	114	29	0	0	0
16:30	0	0	0	8	104	0	0	145	34	0	0	0
16:45	0	0	0	10	108	0	0	112	29	0	0	0
Total	0	0	0	30	404	0	0	481	115	0	0	0
17:00	0	0	0	9	93	0	0	115	19	0	0	0
17:15	0	0	0	9	115	0	0	124	27	0	0	0
17:30	0	0	0	18	101	0	0	121	34	0	0	0
17:45	0	0	0	7	124	0	0	117	23	0	0	0
Total	0	0	0	41	433	0	0	480	103	0	0	0
Grand Total	0	0	0	71	837	0	0	971	218	0	0	0
Approach %	0.0	0.0	0.0	7.8	92.2	0.0	0.0	91.7	18.3	0.0	0.0	0.0
Total %	0.0	0.0	0.0	3.4	39.9	0.0	0.0	48.3	10.4	0.0	0.0	0.0

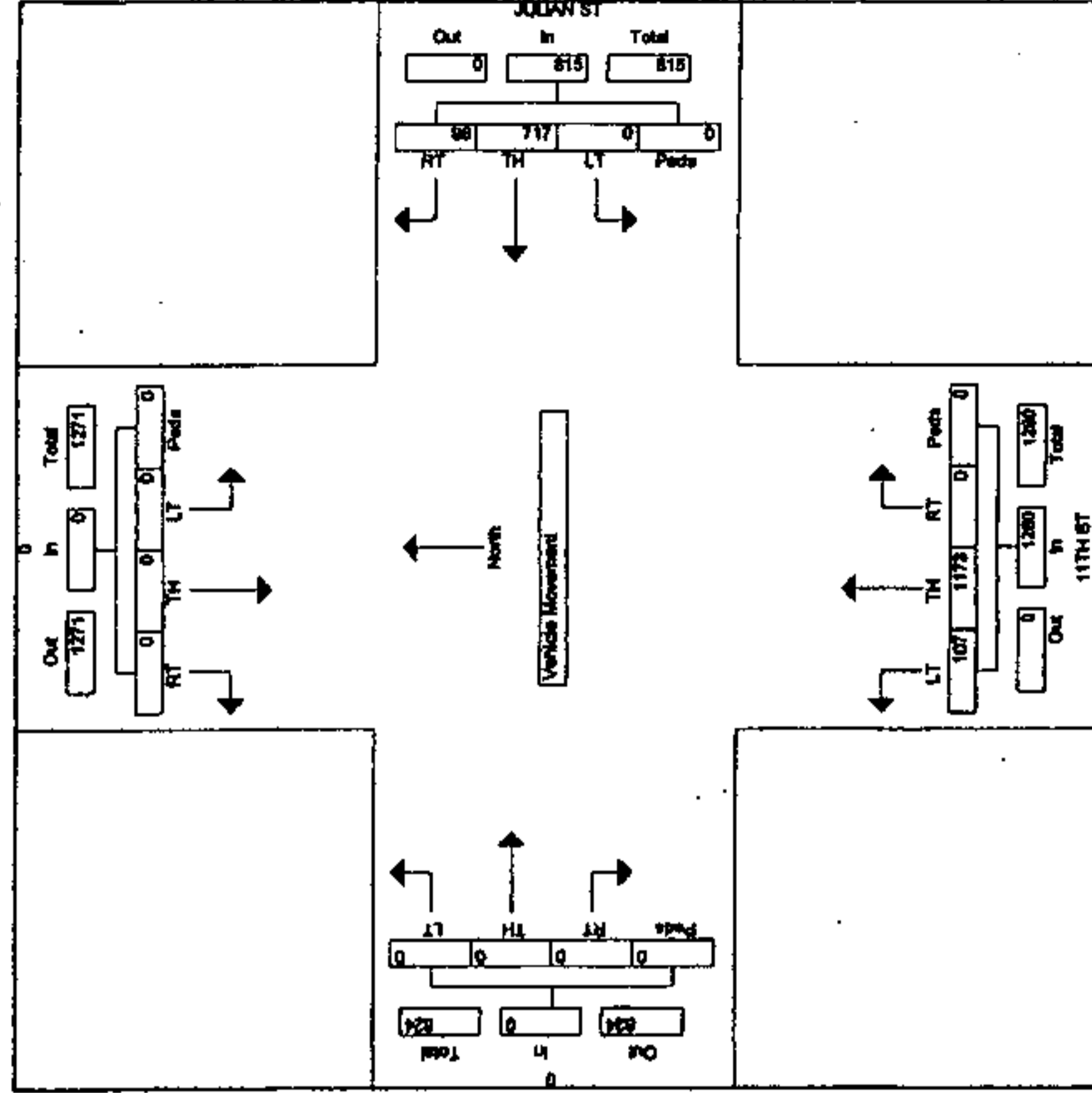
Start Time	Southbound			Westbound			Northbound			Eastbound		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
16:00 to 17:45 - Peak 1 of 1	0	0	0	36	420	0	0	506	109	0	0	0
Volume	0	0	0	7.9	92.1	0.0	0.0	82.4	17.6	0.0	0.0	0.0
Percent	0.0	0.0	0.0	17:15	10:30	0.0	0.0	3:45:08 PM	0.0	0.0	0.0	0.0
High Int.	0	0	0	10	115	0	0	145	34	0	0	0
Volume	0	0	0	0.919	0.819	0	0	0.803	0.063	0	0	0
Peak Factor												



MARKS TRAFFIC DATA SERVICE

Start Time	Southbound			Westbound			Northbound			Eastbound		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
07:00	0	0	0	14	143	0	0	157	18	0	0	0
07:15	0	0	0	24	164	0	0	186	31	0	0	0
07:30	0	0	0	31	211	0	0	242	28	0	0	0
07:45	0	0	0	27	190	0	0	226	28	0	0	0
Total	0	0	0	96	717	0	0	813	106	0	0	0
08:00	0	0	0	16	143	0	0	159	19	0	0	0
08:15	0	0	0	14	158	0	0	170	29	0	0	0
08:30	0	0	0	6	146	0	0	156	22	0	0	0
08:45	0	0	0	13	136	0	0	151	30	0	0	0
Total	0	0	0	51	585	0	0	636	101	0	0	0
Grand Total	0	0	0	147	1302	0	0	1449	202	0	0	0
Approach %	0.0	0.0	0.0	10.1	99.9	0.0	0.0	99.1	9.9	0.0	0.0	0.0
Total %	0.0	0.0	0.0	4.0	39.1	0.0	0.0	39.1	5.4	0.0	0.0	0.0

Start Time	Southbound			Westbound			Northbound			Eastbound		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
07:00 to 08:45 - Peak 1 of 1	0	0	0	98	717	0	0	815	107	0	0	0
Volume	0	0	0	12.0	85.0	0.0	0.0	87.0	8.4	0.0	0.0	0.0
Percent	0.0	0.0	0.0	07:30	07:30	0.0	0.0	0.45:00 AM	0.0	0.0	0.0	0.0
High Int.	0	0	0	31	211	0	0	242	31	0	0	0
Volume	0	0	0	0.842	0.842	0	0	0.860	0.060	0	0	0
Peak Factor												



MARKS TRAFFIC DATA SERVICE

PM 19
 SAN JOSE
 HEX RA
 TITO [918] 7:15 - 4006

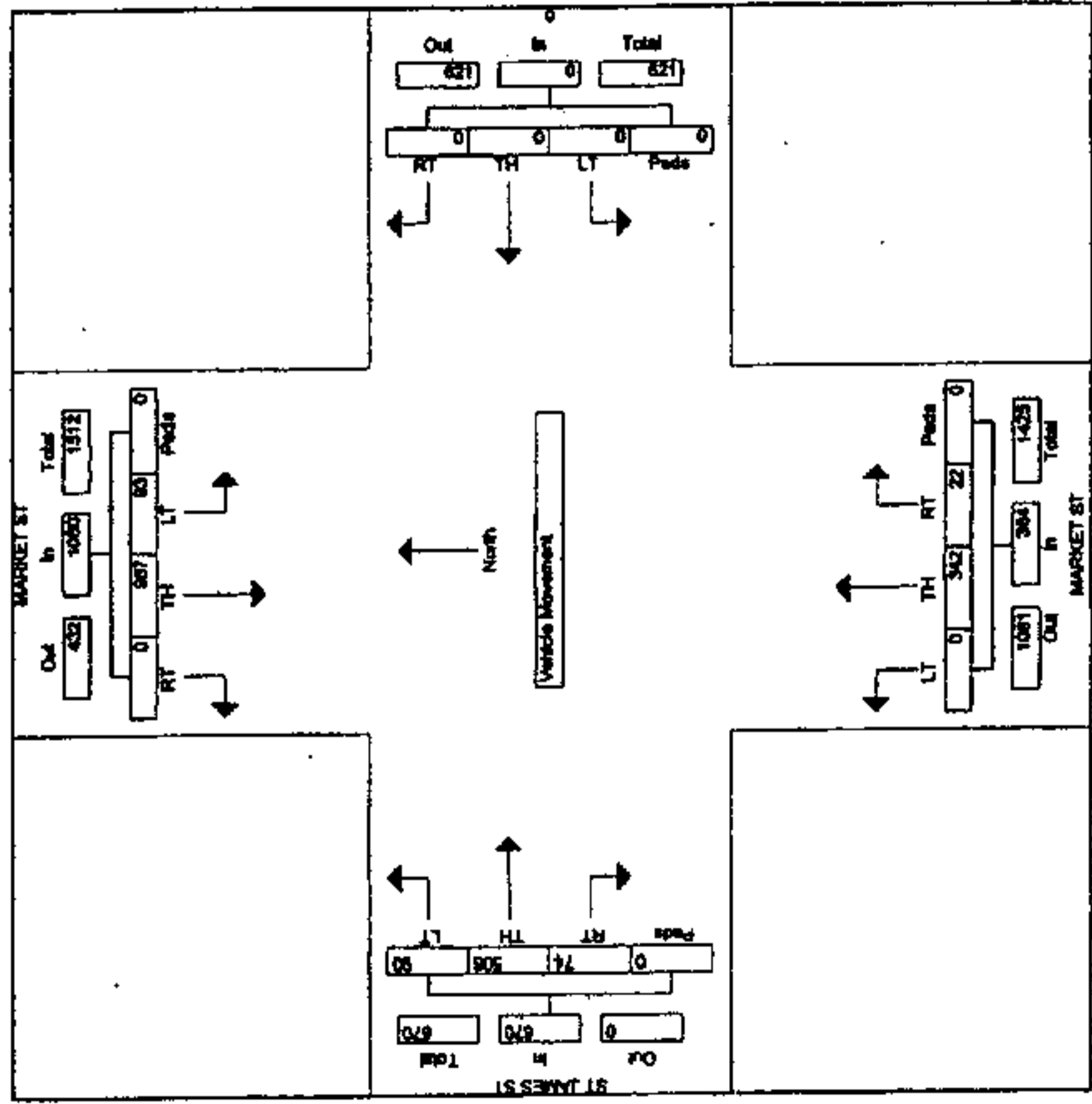
File Name : marks.t.jr
 Site Code : 00000000
 Start Date : 11/05/2002
 Page : 1

Groups Printed: Vehicle Movement

Start Time	MARKET ST Southbound			MARKET ST Northbound			ST JAMES ST Eastbound		
	RT	TH	LT	RT	TH	LT	RT	TH	LT
16:00	0	197	41	0	85	0	16	128	14
16:15	0	204	21	0	87	0	16	129	23
16:30	0	245	25	0	96	0	12	139	31
16:45	0	218	22	0	82	0	15	114	13
Total	0	864	109	0	310	0	58	508	81
17:00	0	183	21	0	98	0	10	131	29
17:15	0	273	27	0	83	0	23	109	19
17:30	0	235	22	0	92	0	16	133	22
17:45	0	288	23	0	89	0	17	133	20
Total	0	987	93	0	342	0	74	508	90
Grand Total	0	1851	202	0	652	0	133	1014	171
Approach %	0.0	90.2	8.8	0.0	94.4	0.0	10.1	76.9	13.0
Total %	0.0	45.6	5.0	0.0	16.1	0.0	3.3	25.0	4.2

Peak Hour From 16:00 to 17:45 - Peak 1 of 1
 Intersection 17:00

Start Time	MARKET ST Southbound			MARKET ST Northbound			ST JAMES ST Eastbound		
	RT	TH	LT	RT	TH	LT	RT	TH	LT
17:00	0	967	93	0	342	0	74	506	90
Volume	0	91.4	8.8	0	84.0	0.0	11.0	75.5	13.4
Percent	0.0	81.4	8.8	0.0	84.0	0.0	17.00	75.5	13.4
High Int.	0	288	23	0	89	0	23	133	28
Volume	0	288	27	0	12	0	23	133	28
Peak Factor	0	0.674	0.174	0	0.875	0	0.852	0.852	0.1



MARKS TRAFFIC DATA SERVICE

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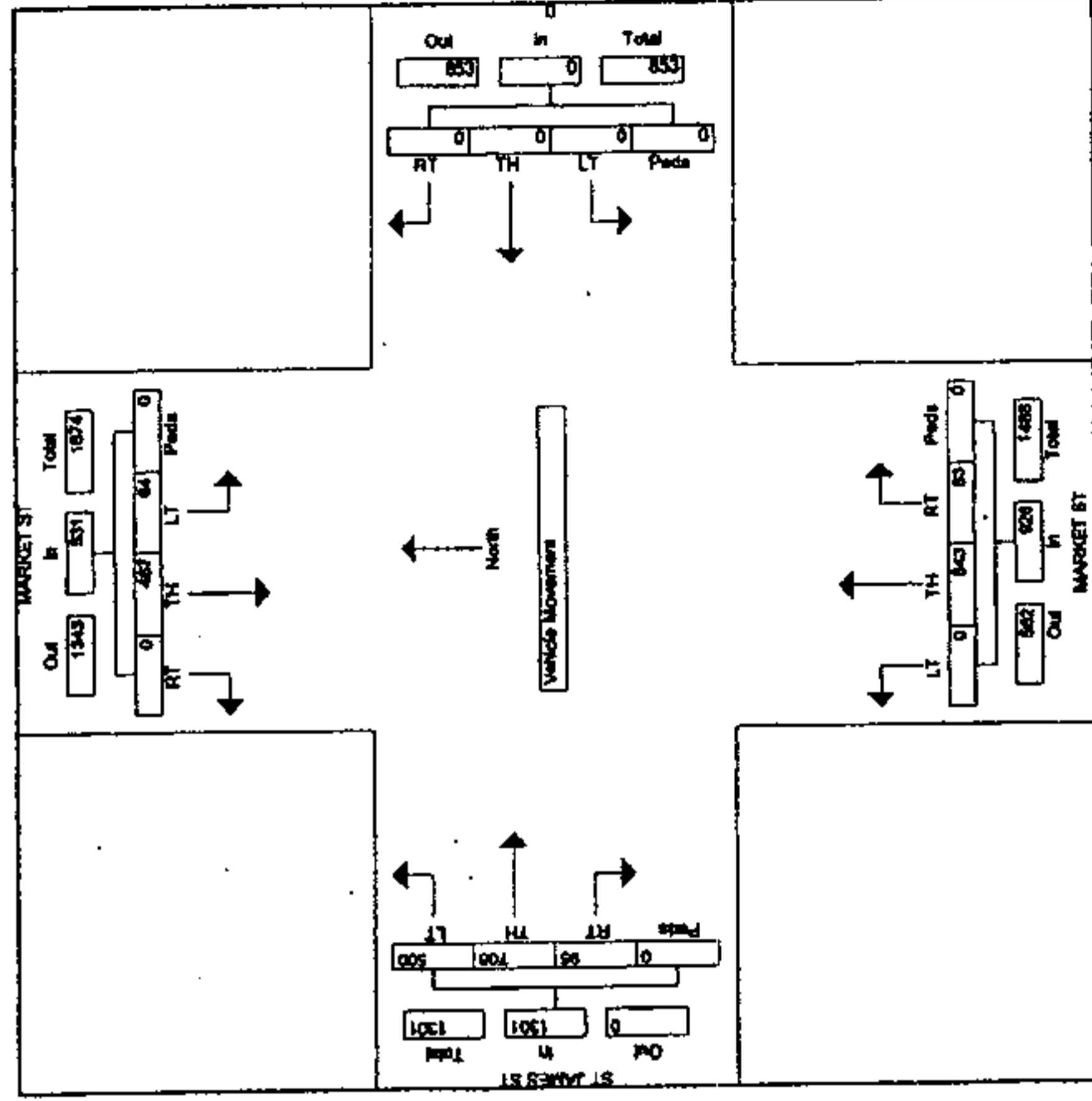
File Name : marks.t.jr
 Site Code : 00000000
 Start Date : 11/05/2002
 Page : 1

Groups Printed: Vehicle Movement

Start Time	MARKET ST Southbound			MARKET ST Northbound			ST JAMES ST Eastbound		
	RT	TH	LT	RT	TH	LT	RT	TH	LT
07:00	0	55	11	0	9	0	11	71	81
07:15	0	108	8	0	4	0	16	89	89
07:30	0	84	8	0	10	0	22	117	121
07:45	0	101	12	0	17	0	25	163	114
Total	0	348	39	0	40	0	74	450	406
08:00	0	118	9	0	18	0	19	189	143
08:15	0	133	21	0	23	0	25	164	126
08:30	0	113	22	0	25	0	26	190	117
08:45	0	120	15	0	14	0	28	169	70
Total	0	488	67	0	80	0	98	712	465
Grand Total	0	844	106	0	120	0	173	1162	870
Approach %	0.0	86.8	11.2	0.0	7.2	0.0	7.8	52.7	38.5
Total %	0.0	17.5	2.2	0.0	2.5	0.0	3.6	24.0	16.0

Peak Hour From 07:00 to 08:45 - Peak 1 of 1
 Intersection 07:45

Start Time	MARKET ST Southbound			MARKET ST Northbound			ST JAMES ST Eastbound		
	RT	TH	LT	RT	TH	LT	RT	TH	LT
07:45	0	467	84	0	83	0	95	708	500
Volume	0	87.9	12.1	0.0	91.0	0.0	7.3	54.3	38.4
Percent	0.0	87.9	12.1	0.0	91.0	0.0	08:00	54.3	38.4
High Int.	0	133	22	0	25	0	26	190	143
Volume	0	133	22	0	25	0	26	190	143
Peak Factor	0	0.862	0.174	0	0.854	0	0.827	0.827	0.874



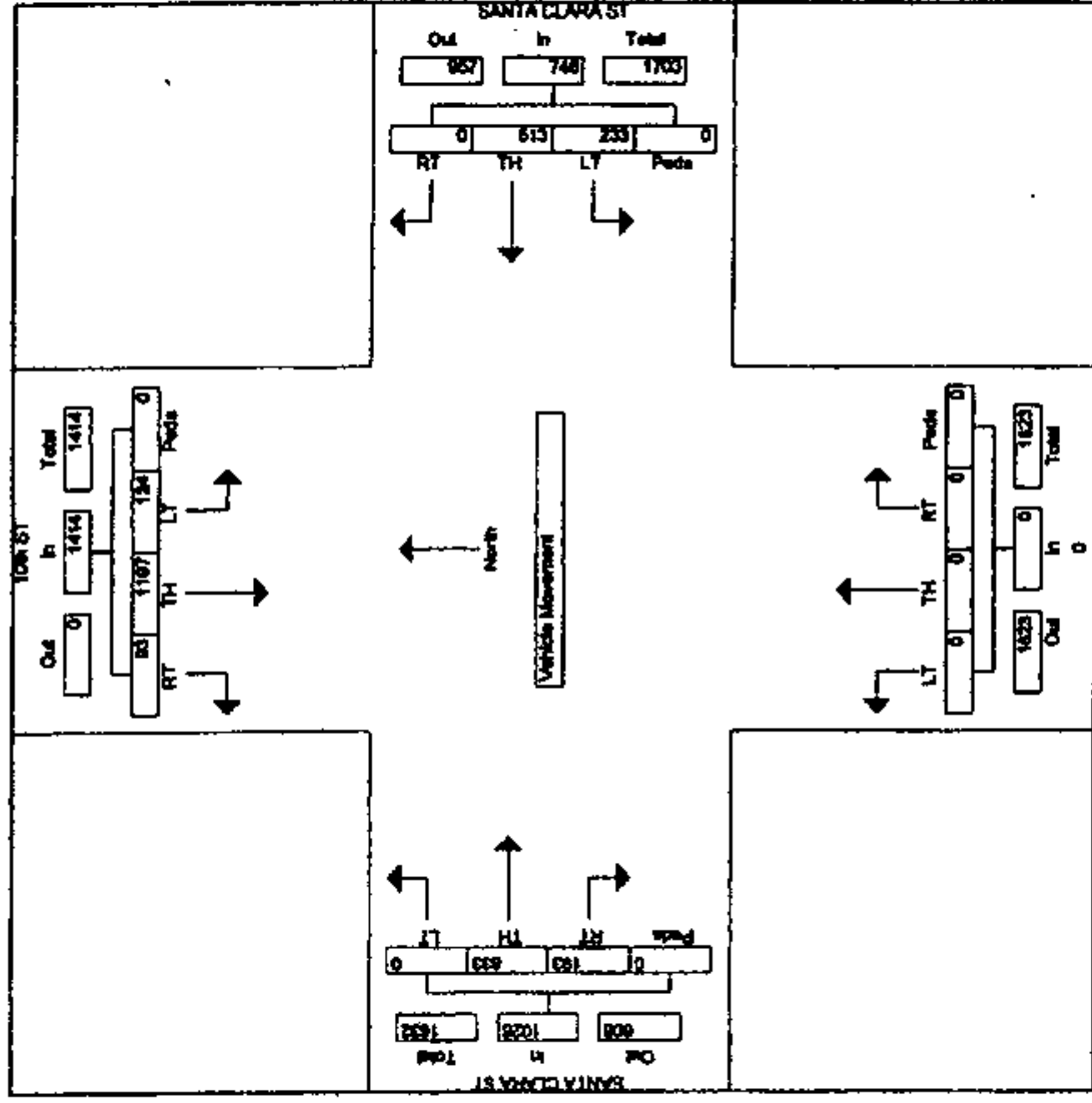
MARKS TRAFFIC DATA SERVICE

PM 23
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TITO [916] 715 - 4006

File Name : 10th.s.ch
Site Code : 00000000
Start Date : 10/31/20
Page : 1

Start Time	10th ST Southbound				SANTA CLARA ST Westbound				SANTA CLARA ST Eastbound				Total	
	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total		
18:00	20	275	51	326	0	124	82	178	0	45	212	0	257	7
18:15	19	280	32	331	0	128	56	184	0	46	227	0	273	7
18:30	20	272	33	325	0	107	47	154	0	52	205	0	257	7
18:45	16	283	32	341	0	127	52	179	0	53	183	0	248	7
Total	75	1120	128	1323	0	486	207	683	0	188	837	0	1033	30
17:00	42	281	25	348	0	129	57	186	0	46	210	0	256	7
17:15	16	328	35	379	0	132	69	201	0	46	216	0	267	8
17:30	19	295	32	346	0	125	55	180	0	45	212	0	267	7
17:45	18	270	30	324	0	115	53	168	0	41	204	0	245	7
Total	95	1180	122	1397	0	501	234	735	0	181	844	0	1028	31
Grand Total	170	2300	250	2720	0	967	441	1428	0	377	1681	0	2068	62
Approach %	6.3	84.6	9.2	43.8	0.0	69.1	30.9	23.0	0.0	16.5	81.7	0.0	33.2	0.0
Total %	2.7	37.1	4.0	17.15	0.0	15.9	7.1	0.0	0.0	6.1	27.1	0.0	0.0	0.0

Start Time	10th ST Southbound				SANTA CLARA ST Westbound				SANTA CLARA ST Eastbound				Total	
	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total		
Peak Hour From 16:00 to 17:45 - Peak 1 of 1	83	1197	124	1414	0	513	233	746	0	183	833	0	1028	31
Volume	6.6	84.7	8.8	0.0	0.0	68.8	31.2	0.0	0.0	16.8	81.2	0.0	0.0	0.0
Percent	17:15	0	0	17:15	0	0	0	0	0	53	218	0	287	17:15
High Int.				0.926				0.926					0.961	0.9
Volume	42	328	35	378										
Peak Factor				0.933				0.926					0.961	



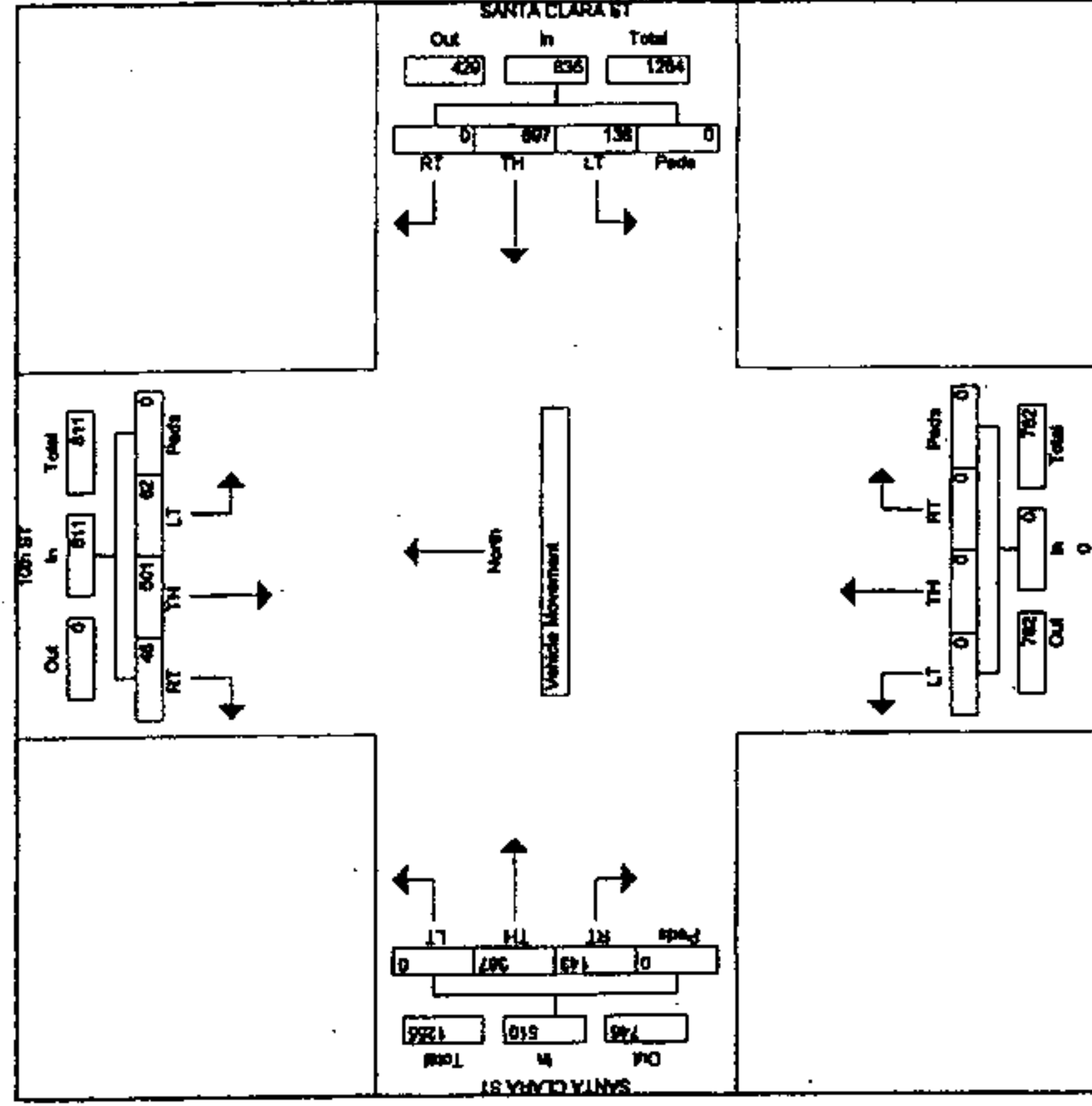
MARKS TRAFFIC DATA SERVICE

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File Name : 10th.s.clara.s
Site Code : 00000000
Start Date : 10/31/2002
Page : 1

Start Time	10th ST Southbound				SANTA CLARA ST Westbound				SANTA CLARA ST Eastbound				Total	
	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total		
07:00	15	77	10	102	0	175	26	204	0	12	39	0	51	357
07:15	22	91	14	127	0	166	37	206	0	15	46	0	61	424
07:30	16	101	12	129	0	176	24	202	0	20	81	0	101	431
07:45	14	138	18	170	0	187	43	230	0	23	73	0	106	508
Total	66	407	54	527	0	738	133	872	0	80	239	0	319	1718
Grand Total	113	868	110	1069	0	1330	268	1618	0	214	638	0	852	3559
Approach %	10.4	78.5	10.1	30.6	0.0	82.2	17.8	17.8	0.0	25.1	74.9	0.0	0.0	23.9
Total %	3.2	24.3	3.1	07:45	0.0	37.4	8.1	45.5	0.0	6.0	17.9	0.0	0.0	0.0

Start Time	10th ST Southbound				SANTA CLARA ST Westbound				SANTA CLARA ST Eastbound				Total	
	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total		
Hour From 07:00 to 08:45 - Peak 1 of 1	46	901	62	811	0	897	138	1035	0	143	367	0	810	1856
Volume	7.9	82.0	10.1	07:45	0.0	83.5	16.5	0.0	0.0	28.0	72.0	0.0	0.0	0.0
Percent	07:45	0	0	0.899	0.0	0	0	0	0	0.0	0.0	0	0	0.0
High Int.	15	138	18	170						60	111	0	171	442
Volume				0.899				0.908					0.746	0.852
Peak Factor				0.908				0.908					0.746	0.852



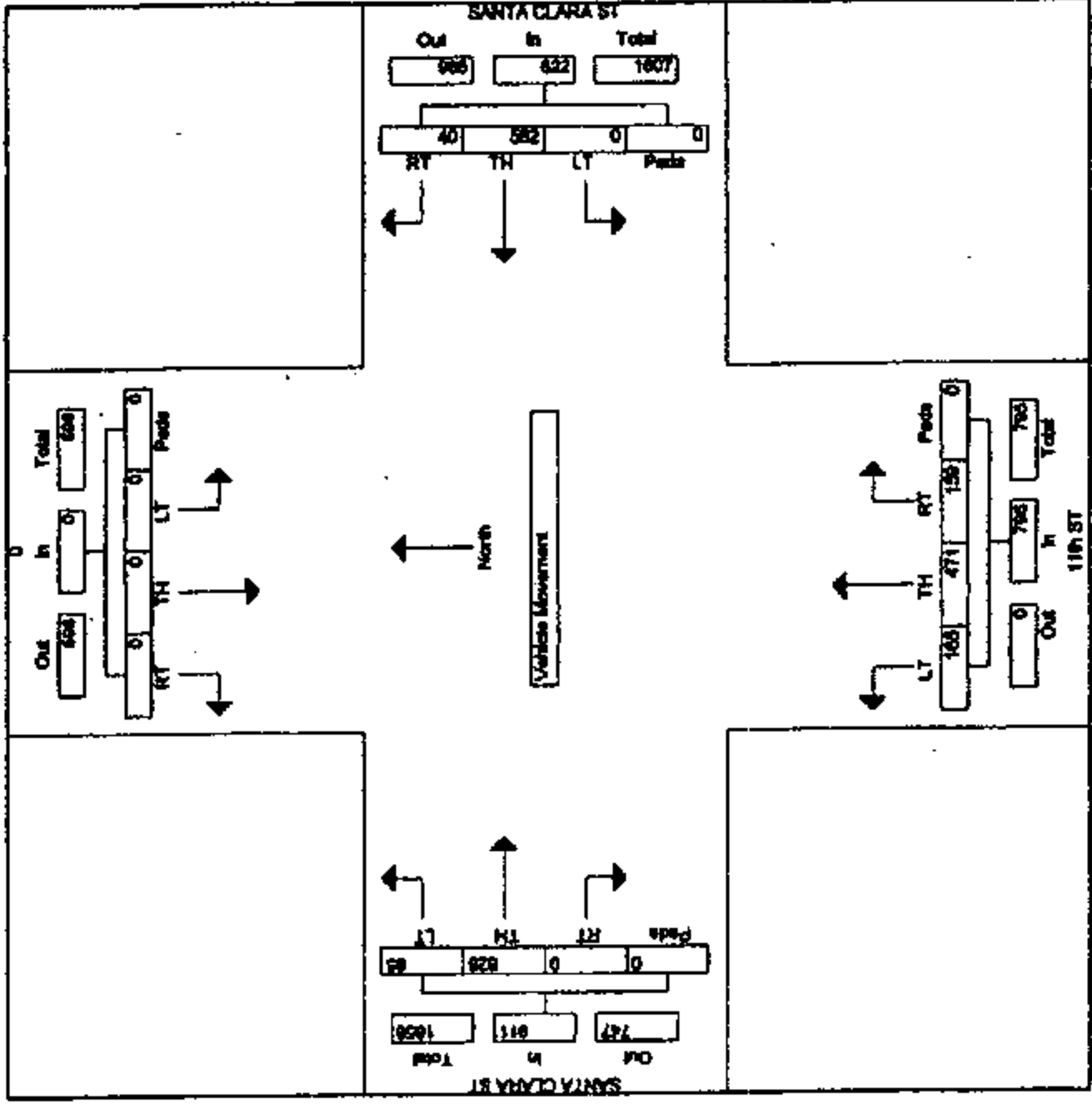
MARKS TRAFFIC DATA SERVICE

PM 24
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TITO [916] 715 - 4006

File Name : 11th.s.cis
Site Code : 00000000
Start Date : 10/31/2001
Page : 1

Start Time	Southbound			Westbound			11th ST Northbound			SANTA CLARA ST Eastbound		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
16:00	0	0	0	10	148	0	35	104	35	174	0	214
16:15	0	0	0	9	162	0	171	34	101	40	222	27
16:30	0	0	0	14	136	0	150	43	143	27	200	26
16:45	0	0	0	7	123	0	130	34	98	49	178	23
Total	0	0	0	40	570	0	631	146	443	151	740	100
Grand Total	0	0	0	9	152	0	161	116	33	192	0	212
Approach %	0.0	0.0	0.0	1.7	25.4	0.0	27.1	6.6	18.4	6.5	32.5	3.8
Total %	0.0	0.0	0.0	6.1	93.9	0.0	20.2	59.7	20.1	81.2	0.0	8.8

Start Time	Southbound			Westbound			11th ST Northbound			SANTA CLARA ST Eastbound		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
17:00	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0
17:45	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
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0



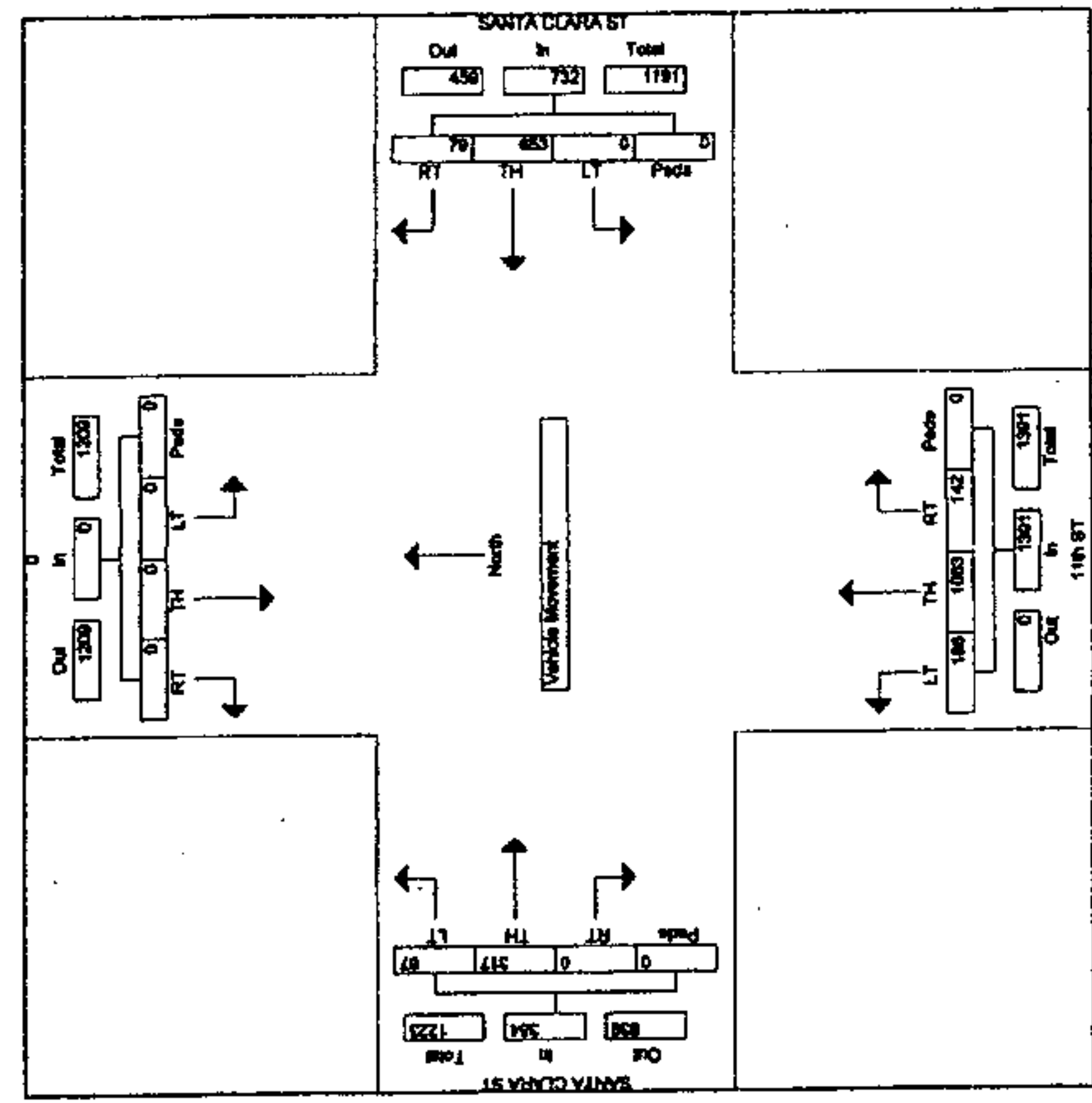
MARKS TRAFFIC DATA SERVICE

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[916] 715 - 4006

File Name : 11th.s.cis
Site Code : 00000000
Start Date : 10/31/2002
Page : 1

Start Time	Southbound			Westbound			11th ST Northbound			SANTA CLARA ST Eastbound		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
07:00	0	0	0	13	160	0	173	15	201	49	265	0
07:15	0	0	0	17	178	0	195	19	220	62	301	0
07:30	0	0	0	19	155	0	174	33	308	47	386	0
07:45	0	0	0	30	168	0	196	28	289	68	383	0
Total	0	0	0	79	661	0	740	93	1018	226	1337	0
Grand Total	0	0	0	14	156	0	172	37	237	29	303	0
Approach %	0.0	0.0	0.0	9.8	90.1	0.0	30.2	5.9	41.0	6.1	66.0	0.0
Total %	0.0	0.0	0.0	3.0	27.2	0.0	30.2	5.9	41.0	6.1	66.0	0.0

Start Time	Southbound			Westbound			11th ST Northbound			SANTA CLARA ST Eastbound		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
08:00	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0
08:45	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
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0



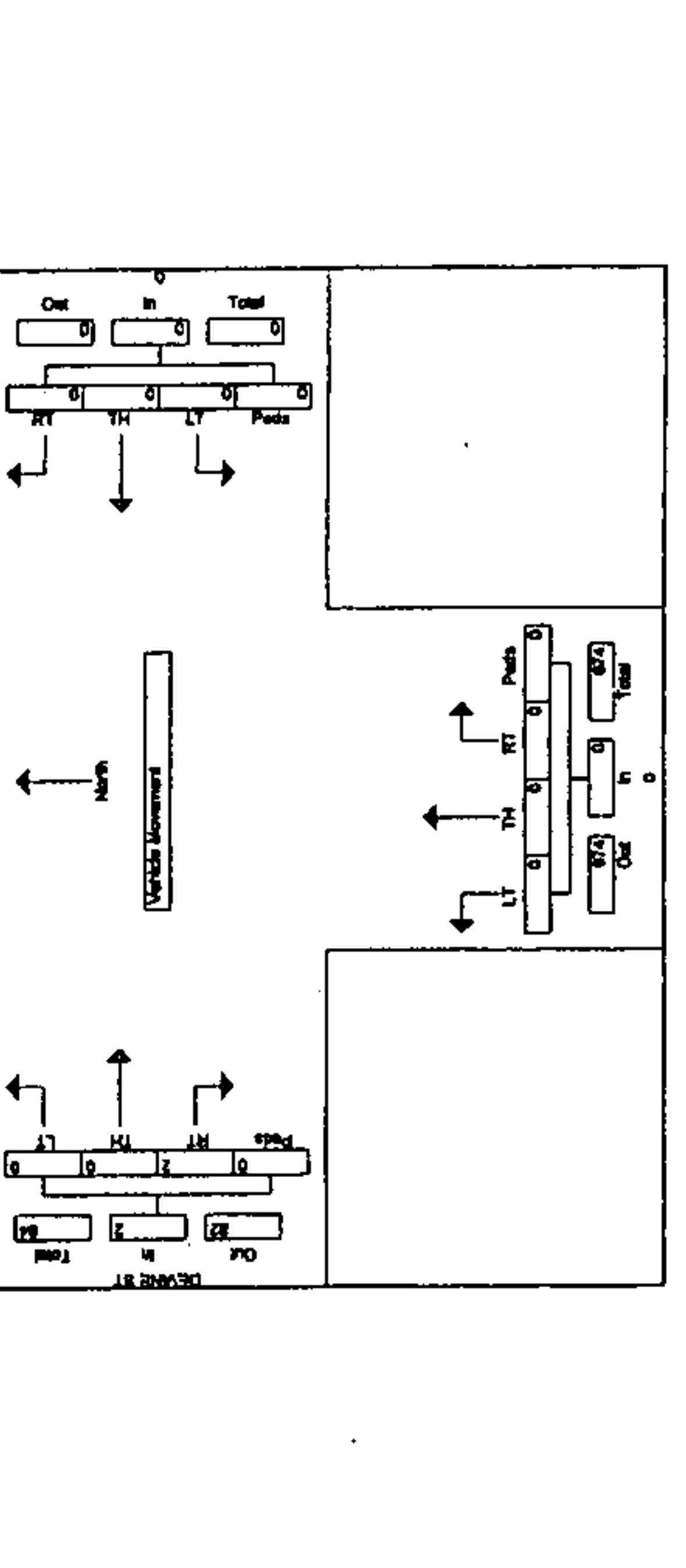
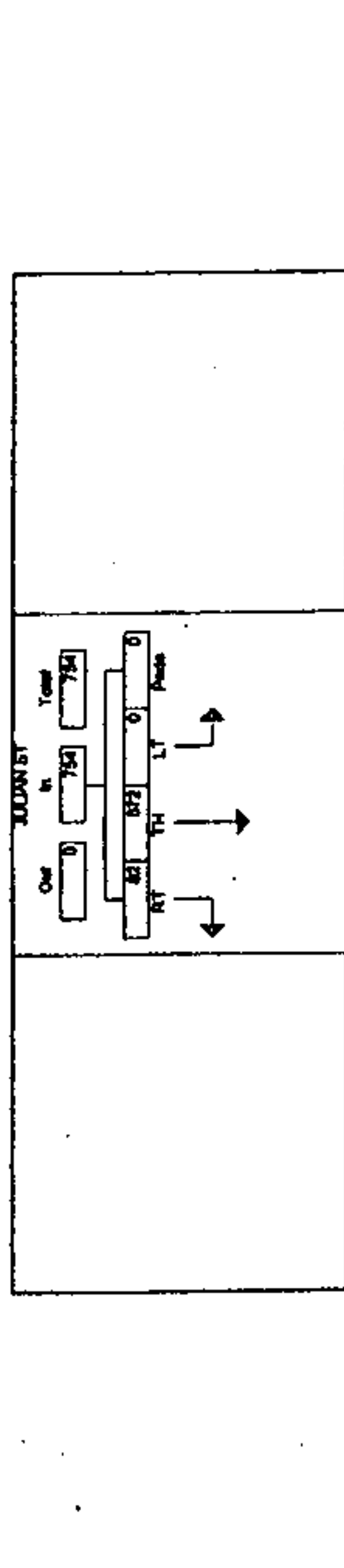
MARKS TRAFFIC DATA SERVICE

File Name : julian.devine.e
 Site Code : 00000000
 Start Date : 11/06/2002
 Page : 11

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Start Time	JULIAN ST Southbound				Westbound				Northbound				DEVINE ST Eastbound			
	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total
07:30	7	145	0	152	0	0	0	0	0	0	0	0	0	0	0	0
07:45	18	161	0	179	0	0	0	0	0	0	0	0	0	0	0	0
07:30-07:45	25	164	0	189	0	0	0	0	0	0	0	0	0	0	0	0
Total	67	653	0	720	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	23	164	0	187	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	9.8	90.4	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total %	9.3	89.4	0.0	98.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Start Time	JULIAN ST Southbound				Westbound				Northbound				DEVINE ST Eastbound			
	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total
06:00	23	164	0	187	0	0	0	0	0	0	0	0	0	0	0	0
06:15	19	129	0	148	0	0	0	0	0	0	0	0	0	0	0	0
06:30	13	148	0	161	0	0	0	0	0	0	0	0	0	0	0	0
06:45	10	139	0	149	0	0	0	0	0	0	0	0	0	0	0	0
Total	65	580	0	645	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	131	1231	0	1362	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	9.8	90.4	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total %	9.3	89.4	0.0	98.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0



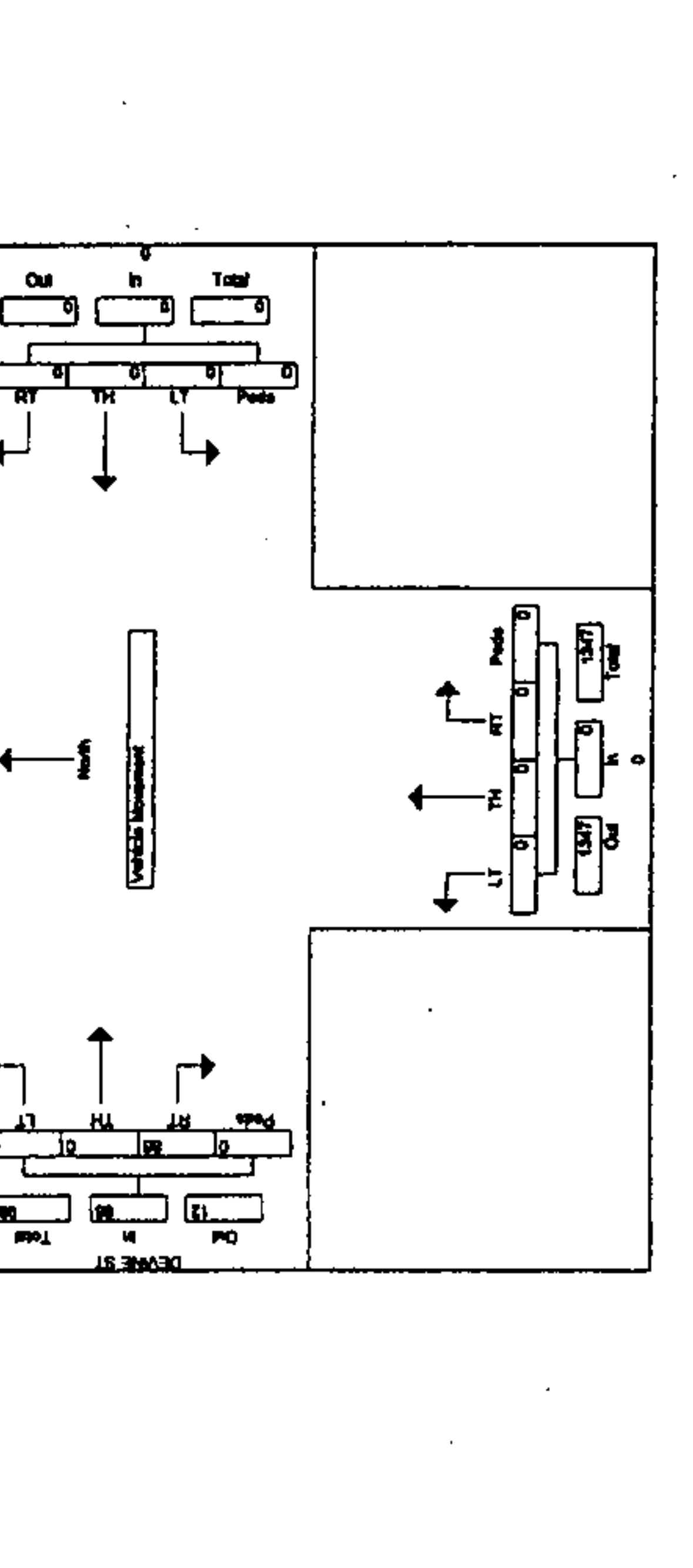
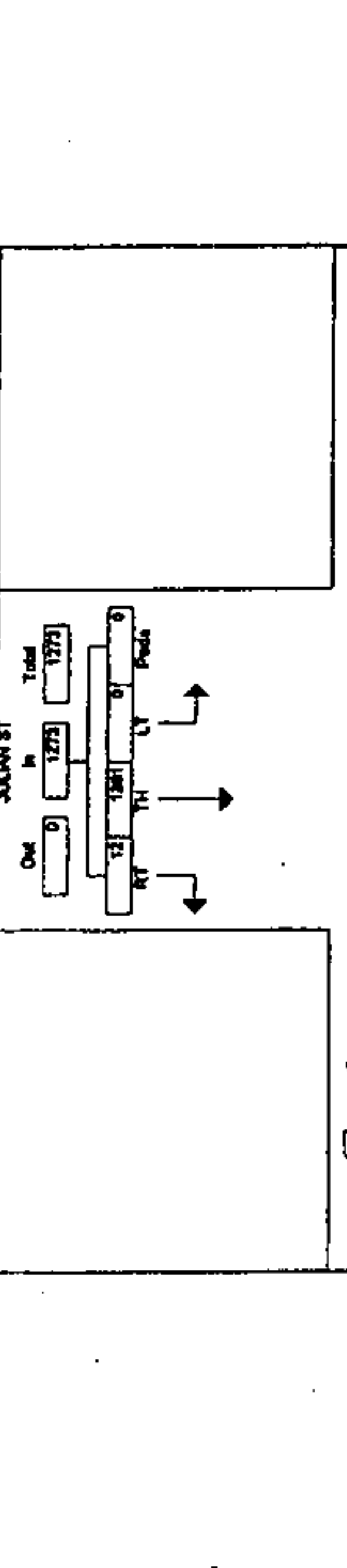
MARKS TRAFFIC DATA SERVICE

File Name : julian.devine.e
 Site Code : 00000000
 Start Date : 11/06/2002
 Page : 11

PM 30
 SAN JOSE
 HEX M
 TITO (918) 715 - 4006

Start Time	JULIAN ST Southbound				Westbound				Northbound				DEVINE ST Eastbound			
	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total
16:30	4	278	0	282	0	0	0	0	0	0	0	0	0	0	0	0
16:45	3	242	0	245	0	0	0	0	0	0	0	0	0	0	0	0
16:30-16:45	7	260	0	267	0	0	0	0	0	0	0	0	0	0	0	0
Total	14	1113	0	1127	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	23	2326	0	2349	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	1.0	99.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total %	0.9	93.7	0.0	94.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Start Time	JULIAN ST Southbound				Westbound				Northbound				DEVINE ST Eastbound			
	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total
17:00	3	363	0	366	0	0	0	0	0	0	0	0	0	0	0	0
17:15	1	261	0	262	0	0	0	0	0	0	0	0	0	0	0	0
17:30	4	325	0	329	0	0	0	0	0	0	0	0	0	0	0	0
17:45	1	207	0	208	0	0	0	0	0	0	0	0	0	0	0	0
Total	9	1218	0	1225	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	23	2326	0	2349	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	1.0	99.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total %	0.9	93.7	0.0	94.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0



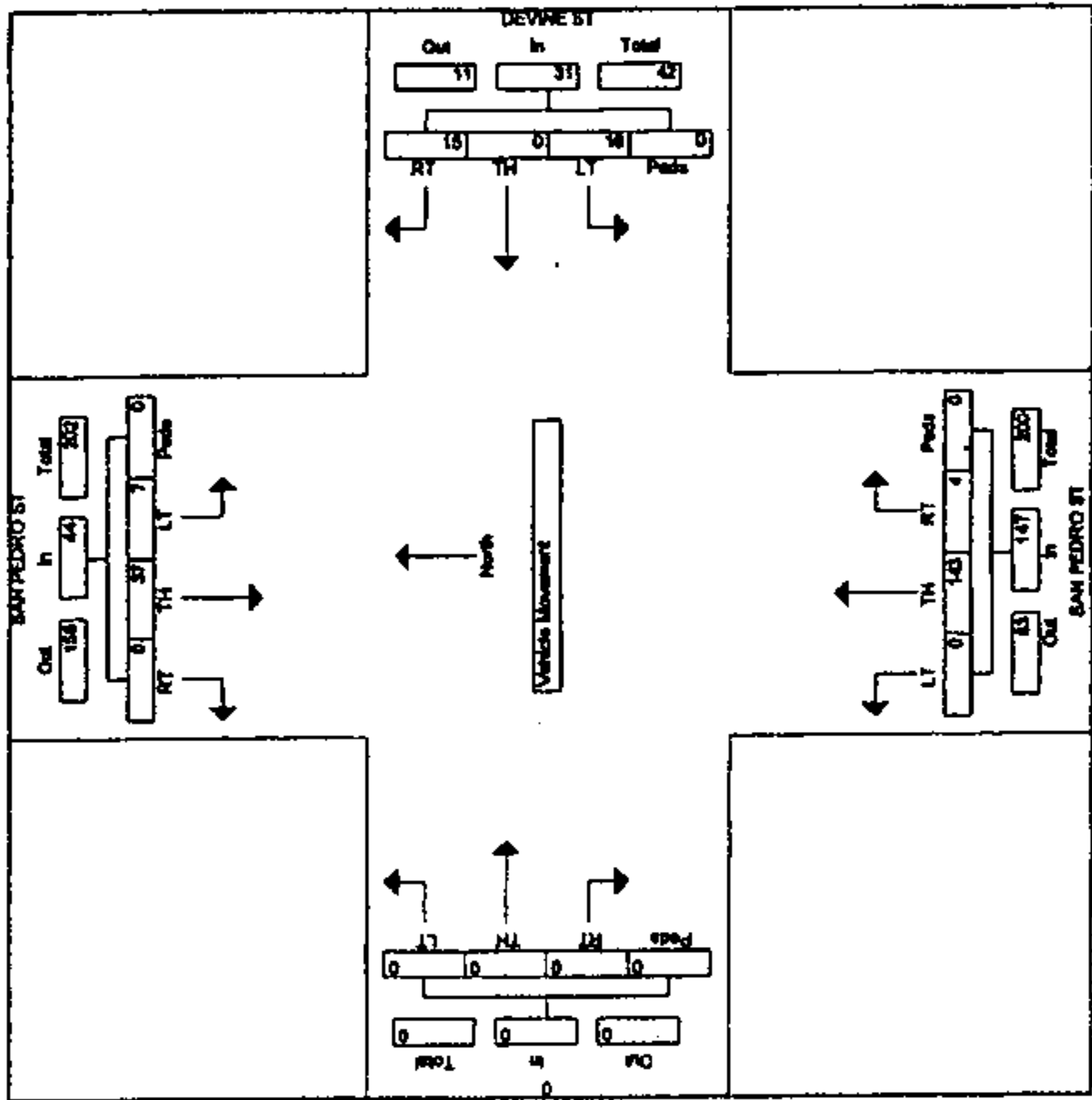
MARKS TRAFFIC DATA SERVICE

PM 34
 SAN JOSE
 HEX M
 TITO [916] 715 - 4006

File Name : s.pedro.devit
 Site Code : 00000000
 Start Date : 11/05/2002
 Page : 1

Start Time	SAN PEDRO ST Southbound			DEVINE ST Westbound			SAN PEDRO ST Northbound			DEVINE ST Eastbound		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
15:00	0	2	1	2	0	1	3	21	0	0	0	0
16:15	0	4	0	4	0	0	2	22	0	0	0	0
16:30	0	6	0	6	0	0	5	22	0	0	0	0
16:45	0	16	1	17	5	0	2	30	0	0	0	0
Total	0	28	2	30	12	0	17	85	0	103	0	0
17:00	0	9	3	12	4	0	10	42	0	42	0	0
17:15	0	6	3	9	3	0	9	48	0	50	0	0
17:30	0	7	0	7	1	0	4	22	0	22	0	0
17:45	0	17	0	17	1	0	2	32	0	34	0	0
Total	0	39	6	45	9	0	27	145	0	148	0	0
Grand Total	0	67	8	75	21	0	44	240	0	251	0	0
Approach %	0.0	89.3	10.7	47.7	0.0	52.3	4.4	85.8	0.0	67.8	0.0	0.0
Total %	0.0	18.1	2.2	20.3	5.7	0.0	11.9	64.9	0.0	67.8	0.0	0.0

Start Time	SAN PEDRO ST Southbound			DEVINE ST Westbound			SAN PEDRO ST Northbound			DEVINE ST Eastbound		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
18:00	0	37	7	44	15	0	16	143	0	147	0	0
18:15	0	37	7	44	15	0	16	143	0	147	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	37	7	44	15	0	16	143	0	147	0	0
Grand Total	0	37	7	44	15	0	16	143	0	147	0	0
Approach %	0.0	84.1	15.9	48.4	0.0	51.6	2.7	87.3	0.0	87.3	0.0	0.0
Total %	0.0	18.1	2.2	20.3	5.7	0.0	11.9	64.9	0.0	67.8	0.0	0.0



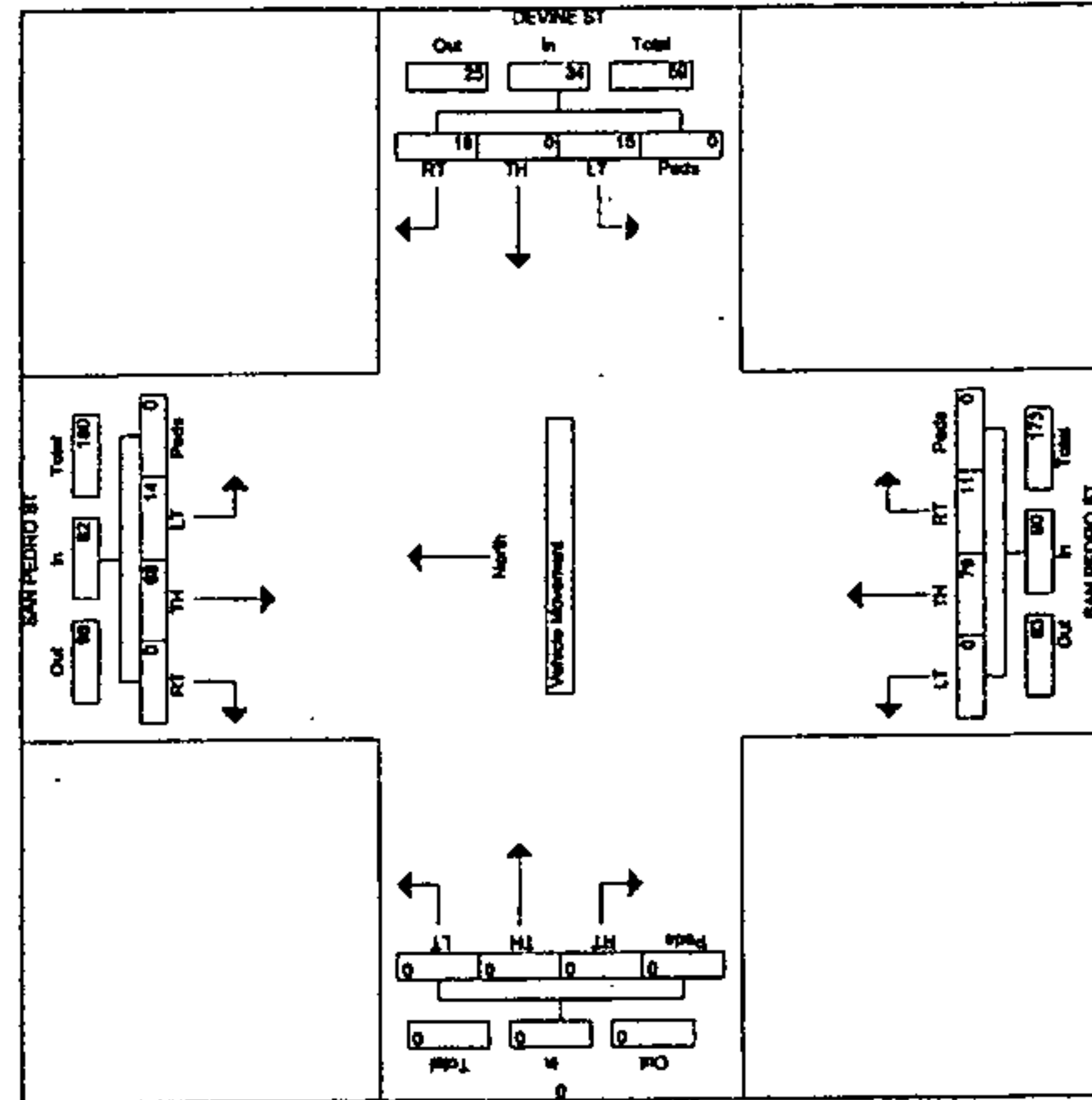
MARKS TRAFFIC DATA SERVICE

PM 34
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 [916] 715 - 4006

File Name : s.pedro.devine.a
 Site Code : 00000000
 Start Date : 11/05/2002
 Page : 1

Start Time	SAN PEDRO ST Southbound			DEVINE ST Westbound			SAN PEDRO ST Northbound			DEVINE ST Eastbound		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
07:00	0	8	0	8	3	0	3	18	0	0	0	0
07:15	0	5	1	6	3	0	3	16	0	0	0	0
07:30	0	9	0	9	3	0	4	16	0	0	0	0
07:45	0	16	2	18	3	0	2	19	0	0	0	0
Total	0	40	3	43	12	0	9	59	0	0	0	0
08:00	0	17	6	23	10	0	4	20	0	26	0	0
08:15	0	20	5	25	4	0	5	16	0	19	0	0
08:30	0	13	1	14	2	0	4	16	0	23	0	0
08:45	0	15	2	17	1	0	2	17	0	18	0	0
Total	0	65	14	79	17	0	14	77	0	80	0	0
Grand Total	0	105	19	124	29	0	22	136	0	151	0	0
Approach %	0.0	64.7	13.3	58.9	0.0	43.1	8.9	90.1	0.0	48.3	0.0	0.0
Total %	0.0	32.2	5.8	38.0	8.9	0.0	6.7	41.7	0.0	48.3	0.0	0.0

Start Time	SAN PEDRO ST Southbound			DEVINE ST Westbound			SAN PEDRO ST Northbound			DEVINE ST Eastbound		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
09:00	0	66	14	82	19	0	15	79	0	90	0	0
09:15	0	82.9	17.1	55.9	0.0	44.1	12.2	87.8	0.0	0.0	0.0	0.0
09:30	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	20	6	25	10	0	5	26	0	28	0	0
Total	0	66	14	82	19	0	15	79	0	90	0	0
Grand Total	0	105	19	124	29	0	22	136	0	151	0	0
Approach %	0.0	64.7	13.3	58.9	0.0	43.1	8.9	90.1	0.0	48.3	0.0	0.0
Total %	0.0	32.2	5.8	38.0	8.9	0.0	6.7	41.7	0.0	48.3	0.0	0.0



Appendix B

Approved Trips Inventory

PM APPROVED TRIPS

04/08/03

Intersection of: 880/COLEMAN (N)
 Trafix Node Number: 3052

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
AIRPORT	0	342	0	0	511	0	0	0	0	0	0	57
CIM-BLOCKS	0	15	6	0	18	0	0	0	0	2	0	0
CIM-FOUNTAIN	0	6	1	0	5	0	0	0	0	1	0	0
CIM-ZANOTTOS	0	5	1	0	4	0	0	0	0	0	0	0
JOINTLIBRARY	0	3	0	0	3	0	0	0	0	0	0	0
NEWCITYHALL	0	18	0	0	7	0	0	0	0	0	0	0
PDC00-04-025	0	8	4	0	15	0	0	0	0	0	0	0
PDC84-07-059	0	8	0	0	1	0	0	0	0	0	0	0
PDC96-12-082	0	2	0	0	3	0	0	0	0	0	0	0
PDC98-12-104	0	90	0	0	478	0	0	0	0	0	0	31
RCP00-02-001	0	1	0	0	1	0	0	0	0	0	0	0
RCP99-04-004	0	20	0	0	30	0	0	0	0	0	0	0
RH00-05-005	0	23	0	0	3	0	0	0	0	0	0	0
RH98-04-001	0	3	0	0	0	0	0	0	0	0	0	0
RH98-04-003	0	12	0	0	2	0	0	0	0	1	0	0
RH99-03-006	0	10	0	0	1	0	0	0	0	0	0	0
TOTAL:	0	566	12	0	1082	0	0	0	0	4	0	81

LEFT THRU RIGHT
 NORTH 0 1082 0
 EAST 4 0 88
 SOUTH 0 566 12
 WEST 0 0 0

AM APPROVED TRIPS

04/08/2003

Intersection of: 880/COLEMAN (N)
 Trafix Node Number: 3052

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
AIRPORT	0	302	0	0	331	0	0	0	0	0	0	57
CIM-BLOCKS	0	16	0	0	14	0	0	0	0	4	0	0
CIM-FOUNTAIN	0	8	0	0	4	0	0	0	0	1	0	0
CIM-ZANOTTOS	0	4	0	0	4	0	0	0	0	1	0	0
NEWCITYHALL	0	2	0	0	20	0	0	0	0	0	0	0
PDC00-04-025	0	15	7	0	8	0	0	0	0	0	0	0
PDC84-07-059	0	1	0	0	9	0	0	0	0	0	0	0
PDC96-12-082	0	3	0	0	2	0	0	0	0	0	0	0
PDC98-12-104	0	400	0	0	61	0	0	0	0	0	0	139
RCP99-04-004	0	18	0	0	27	0	0	0	0	0	0	0
RH00-05-005	0	2	0	0	26	0	0	0	0	0	0	0
RH98-04-001	0	0	0	0	4	0	0	0	0	0	0	0
RH98-04-003	0	1	0	0	13	0	0	0	0	11	0	0
RH99-03-006	0	1	0	0	11	0	0	0	0	0	0	0
TOTAL:	0	773	7	0	534	0	0	0	0	17	0	196

LEFT THRU RIGHT
 NORTH 0 534 0
 EAST 17 0 196
 SOUTH 0 773 7
 WEST 0 0 0

PM APPROVED TRIPS

04/08/2

Intersection of: 880/COLEMAN (S)
 Traffic Node Number: 3053

PROJECT	M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AIRPORT	0	59	0	86	83	0	0	0	0	0	0	283
CIM-BLOCK3	0	22	4	0	20	0	0	0	0	2	0	0
CIM-FOUNTAIN	0	7	1	0	6	0	0	0	0	1	0	0
CIM-ZANOTTOS	0	4	1	0	4	0	0	0	0	0	0	0
JOINTLIBRARY	0	3	0	0	3	0	0	0	0	0	0	0
NEWCITYHALL	0	18	0	0	7	0	0	0	0	0	0	0
PDC00-04-025	0	12	0	0	15	0	0	0	0	7	0	0
PDC84-07-059	0	8	0	0	1	0	0	0	0	0	0	0
PDC96-12-082	0	2	0	0	3	0	0	0	0	0	0	0
PDC98-12-104	0	45	0	124	176	0	0	0	0	0	0	45
RCP00-02-001	0	1	0	0	1	0	0	0	0	0	0	0
RCP99-04-004	0	20	0	0	30	0	0	0	0	0	0	0
RH00-05-005	0	23	0	0	3	0	0	0	0	0	0	0
RH98-04-001	0	3	0	0	0	0	0	0	0	0	0	0
RH98-04-003	0	12	10	0	3	0	0	0	0	0	0	0
RH99-03-006	0	10	0	0	1	0	0	0	0	0	0	0
TOTAL:	0	249	16	210	356	0	0	0	0	10	0	328

LEFT THRU RIGHT
 NORTH 210 356 0
 EAST 10 0 328
 SOUTH 0 249 16
 WEST 0 0 0

AM APPROVED TRIPS

04/08/2003

Intersection of: 880/COLEMAN (S)
 Traffic Node Number: 3053

PROJECT	M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AIRPORT	0	57	0	43	47	0	0	0	0	0	0	245
CIM-BLOCK3	0	16	0	0	18	0	0	0	0	5	0	0
CIM-FOUNTAIN	0	7	0	0	5	0	0	0	0	1	0	0
CIM-ZANOTTOS	0	4	0	0	5	0	0	0	0	1	0	0
NEWCITYHALL	0	2	0	0	20	0	0	0	0	0	0	0
PDC00-04-025	0	18	0	0	8	0	0	0	0	4	0	0
PDC84-07-059	0	1	0	0	9	0	0	0	0	0	0	0
PDC96-12-082	0	3	0	0	2	0	0	0	0	0	0	0
PDC98-12-104	0	200	0	16	23	0	0	0	0	0	0	200
RCP99-04-004	0	18	0	0	27	0	0	0	0	0	0	0
RH00-05-005	0	2	0	0	26	0	0	0	0	0	0	0
RH98-04-001	0	0	0	0	4	0	0	0	0	0	0	0
RH98-04-003	0	1	1	0	24	0	0	0	0	0	0	0
RH99-03-006	0	1	0	0	11	0	0	0	0	0	0	0
TOTAL:	0	330	1	59	229	0	0	0	0	11	0	445

LEFT THRU RIGHT
 NORTH 59 229 0
 EAST 11 0 445
 SOUTH 0 330 1
 WEST 0 0 0

AM APPROVED TRIPS

04/08/03

Intersection of: COLEMAN/HEDDING

Traffic Node Number: 3413

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
AIRPORT:	0	37	0	13	31	3	3	2	0	0	2	17
CIM-BLOCK3	0	16	0	0	9	0	0	0	0	0	0	0
CIM-FOUNTAIN	0	6	0	0	3	0	0	0	0	0	0	0
CIM-ZANOTTOS	0	4	0	0	2	0	0	0	0	0	0	0
NEWCIITYHALL	0	2	0	0	20	0	0	0	0	0	0	0
PDC00-04-025	0	22	0	0	12	0	0	0	0	0	0	0
PDC84-07-059	0	1	0	0	9	0	0	0	0	0	0	0
PDC96-12-082	0	3	0	0	2	0	0	0	0	0	0	0
PDC98-12-104	0	108	0	8	12	2	17	0	0	0	0	74
RCP99-04-004	0	18	0	0	27	0	0	0	0	0	0	0
RH00-05-005	0	0	0	19	6	0	0	0	0	0	0	1
RH98-04-001	0	0	0	0	4	0	0	0	0	0	0	0
RH98-04-003	0	2	0	0	24	0	0	0	0	0	0	0
RH99-03-006	0	0	0	3	8	0	0	0	0	0	0	0
TOTAL:	0	219	0	43	169	5	20	2	0	0	2	94

LEFT THRU RIGHT
 NORTH 43 169 5
 EAST 0 2 92
 SOUTH 0 219 0
 WEST 20 2 0

AM APPROVED TRIPS

04/08/2003

Intersection of: ALAMEDA/HEDDING

Traffic Node Number: 3057

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
PDC84-07-059	0	0	0	0	6	0	0	0	0	0	0	0
PDC96-12-082	0	1	0	0	1	0	0	0	0	0	0	0
PDC98-12-104	0	0	0	0	0	0	0	17	0	0	2	0
RCP99-04-004	0	5	0	0	7	0	0	0	0	0	0	0
RH00-05-005	0	1	0	0	17	0	0	0	0	0	0	0
RH98-04-001	0	0	0	0	2	0	0	0	0	0	0	0
RH98-04-003	0	1	0	0	9	0	0	0	0	0	0	0
RH99-03-006	0	0	0	0	7	0	0	0	0	0	0	0
TOTAL:	0	8	0	0	49	0	0	17	0	0	2	0

LEFT THRU RIGHT
 NORTH 0 49 0
 EAST 0 2 0
 SOUTH 0 8 0
 WEST 0 17 0

PM APPROVED TRIPS

04/08/2003

Intersection of: ALAMEDA/HEDDING

Traffic Node Number: 3057

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
JOINTLIBRARY	0	2	0	0	2	0	0	0	0	0	0	0
PDC84-07-059	0	5	0	0	1	0	0	0	0	0	0	0
PDC96-12-082	0	1	0	0	1	0	0	0	0	0	0	0
PDC98-12-104	0	0	0	0	0	0	0	4	0	0	15	0
RCP00-02-001	0	1	0	0	1	0	0	0	0	0	0	0
RCP99-04-004	0	5	0	0	8	0	0	0	0	0	0	0
RH00-05-005	0	16	0	0	2	0	0	0	0	0	0	0
RH98-04-001	0	2	0	0	0	0	0	0	0	0	0	0
RH98-04-003	0	8	0	0	1	0	0	0	0	0	0	0
RH99-03-006	0	7	0	0	1	0	0	0	0	0	0	0
TOTAL:	0	47	0	0	17	0	0	4	0	0	15	0

LEFT THRU RIGHT
 NORTH 0 17 0
 EAST 0 15 0
 SOUTH 0 47 0
 WEST 0 4 0

AM APPROVED TRIPS

04/08/03

Intersection of: ALAMEDA/NAGLEE

Traffic Node Number: 3058

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
PDC84-07-059	0	0	0	0	6	0	0	0	0	0	0	0
PDC96-12-082	0	1	0	0	1	0	0	0	0	0	0	0
PDC98-12-104	0	0	0	0	0	0	0	17	0	0	0	2
RCP99-04-004	0	5	0	0	7	0	0	0	0	0	0	0
RH00-05-005	0	1	0	0	17	0	0	0	0	0	0	0
RH98-04-001	0	0	0	0	2	0	0	0	0	0	0	0
RH98-04-003	0	1	0	0	9	0	0	0	0	0	7	0
RH99-03-006	0	0	0	0	7	0	0	0	0	0	0	0
TOTAL:	0	8	0	0	49	0	0	17	0	7	7	2

LEFT THRU RIGHT
 NORTH 0 49 0
 EAST 7 2 0
 SOUTH 0 8 0
 WEST 0 17 0

PM APPROVED TRIPS

04/08/03

Intersection of: ALAMEDA/NAGLEE

Traffic Node Number: 3058

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
JOINTLIBRARY	0	2	0	0	2	0	0	0	0	0	0	0
PDC84-07-059	0	5	0	0	1	0	0	0	0	0	0	0
PDC96-12-082	0	1	0	0	1	0	0	0	0	0	0	0
PDC98-12-104	0	0	0	0	0	0	0	4	0	0	15	0
RCP00-02-001	0	1	0	0	1	0	0	0	0	0	0	0
RCP99-04-004	0	5	0	0	8	0	0	0	0	0	0	0
RH00-05-005	0	16	0	0	2	0	0	0	0	0	0	0
RH98-04-001	0	2	0	0	0	0	0	0	0	0	0	0
RH98-04-003	0	8	6	0	1	0	0	0	0	1	0	0
RH99-03-006	0	7	0	0	1	0	0	0	0	0	0	0
TOTAL:	0	47	6	0	17	0	0	4	0	1	15	0

LEFT THRU RIGHT
 NORTH 0 17 0
 EAST 1 15 0
 SOUTH 0 47 6
 WEST 0 4 0

PM APPROVED TRIPS

04/08/2003

Intersection of: COLEMAN/HEDDING

Traffic Node Number: 3413

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
AIRPORT	0	39	0	26	52	5	3	3	0	0	3	17
CIM-BLOCK3	0	13	0	0	17	0	0	0	0	0	0	0
CIM-FOUNTAIN	0	5	0	0	7	0	0	0	0	0	0	0
CIM-ZANOTTOS	0	3	0	0	4	0	0	0	0	0	0	0
JOINTLIBRARY	0	3	0	0	3	0	0	0	0	0	0	0
NEWCTHALL	0	18	0	0	7	0	0	0	0	0	0	0
PDC00-04-025	0	12	0	0	22	0	0	0	0	0	0	0
PDC84-07-059	0	8	0	0	1	0	0	0	0	0	0	0
PDC96-12-082	0	2	0	0	3	0	0	0	0	0	0	0
PDC98-12-104	0	24	0	62	100	15	4	0	0	0	0	17
RCP00-02-001	0	1	0	0	1	0	0	0	0	0	0	0
RCP99-04-004	0	20	0	0	30	0	0	0	0	0	0	0
RH00-05-005	0	6	0	2	1	0	0	0	0	0	0	18
RH98-04-001	0	3	0	0	0	0	0	0	0	0	0	0
RH98-04-003	0	22	0	0	3	0	0	0	0	0	0	0
RH99-03-006	0	7	0	0	1	0	0	0	0	0	0	3
TOTAL:	0	186	0	90	252	20	7	3	0	0	3	55

LEFT THRU RIGHT
 NORTH 90 252 20
 EAST 0 3 55
 SOUTH 0 186 0
 WEST 7 3 0

PM APPROVED TRIPS

04/08/2

Intersection of: COLEMAN/TAYLOR
 Traffic Node Number: 3417

PROJECT	M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AIRPORT	0	17	0	26	22	5	3	3	0	0	3	17
CIM-BLOCK3	0	13	0	0	17	0	0	0	0	0	0	0
CIM-FOUNTAIN	0	5	0	0	7	0	0	0	0	0	0	0
CIM-ZANOTTOS	0	3	0	0	4	0	0	0	0	0	0	0
JOINTLIBRARY	0	3	0	0	3	0	0	0	0	0	0	0
NEWCIYHALL	0	18	0	0	7	0	0	0	0	0	0	0
PDC00-04-025	2	12	0	0	12	0	0	0	4	0	0	0
PDC00-09-086	0	0	0	0	0	0	12	0	0	0	4	0
PDC84-07-059	0	8	0	0	1	0	0	0	0	0	0	0
PDC96-12-082	0	2	0	0	3	0	0	0	0	0	0	0
PDC98-12-104	0	4	0	70	15	15	4	0	0	0	0	16
PCP00-02-001	0	1	0	0	1	0	0	0	0	0	0	0
PCP99-04-004	0	20	0	0	30	0	0	0	0	0	0	0
RH00-05-005	0	6	0	0	1	0	0	0	0	0	0	0
RH98-04-001	0	3	0	0	0	0	0	0	0	0	0	0
RH98-04-003	0	16	0	0	2	1	6	0	0	0	0	0
RH99-03-006	0	4	0	0	1	0	0	0	0	0	0	3
TOTAL:	2	135	0	96	126	21	13	15	4	0	7	36

LEFT THRU RIGHT
 NORTH 96 126 21
 EAST 0 7 36
 SOUTH 2 135 0
 WEST 13 15 4

AM APPROVED TRIPS

04/08/2003

Intersection of: COLEMAN/TAYLOR
 Traffic Node Number: 3417

PROJECT	M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AIRPORT	0	16	0	13	15	3	3	2	0	0	2	17
CIM-BLOCK3	0	16	0	0	9	0	0	0	0	0	0	0
CIM-FOUNTAIN	0	6	0	0	3	0	0	0	0	0	0	0
CIM-ZANOTTOS	0	4	0	0	2	0	0	0	0	0	0	0
NEWCIYHALL	0	2	0	0	20	0	0	0	0	0	0	0
PDC00-04-025	4	22	0	0	12	0	0	0	2	0	0	0
PDC00-09-086	0	0	0	0	0	0	0	3	0	0	13	0
PDC84-07-059	0	1	0	0	9	0	0	0	0	0	0	0
PDC96-12-082	0	3	0	0	2	0	0	0	0	0	0	0
PDC98-12-104	0	17	0	9	2	2	17	0	0	0	0	74
PCP99-04-004	0	18	0	0	27	0	0	0	0	0	0	0
RH00-05-005	0	0	0	0	6	0	0	0	0	0	0	0
RH98-04-001	0	0	0	0	4	0	0	0	0	0	0	0
RH98-04-003	0	1	0	0	18	7	0	0	0	0	0	0
RH99-03-006	0	0	0	3	4	0	0	0	0	0	0	0
TOTAL:	4	106	0	25	133	12	20	5	2	0	15	91

LEFT THRU RIGHT
 NORTH 25 133 12
 EAST 0 15 91
 SOUTH 4 106 0
 WEST 20 5 2

AM APPROVED TRIPS

04/08/2

Intersection of: FIRST/JULIAN
 Trafix Node Number: 3499

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
NEWCIYHALL	0	0	0	0	0	0	0	0	0	0	0	6
PDC84-07-059	0	1	0	0	0	14	0	0	0	0	0	6
PDC96-12-082	0	0	0	0	0	0	0	0	0	0	0	6
RCP99-04-004	0	11	0	0	0	16	0	0	0	0	0	5
RH00-05-005	0	3	0	0	0	43	0	0	0	0	0	17
RH98-04-001	0	0	0	0	0	3	0	0	0	0	0	2
RH98-04-003	0	0	0	0	0	0	0	0	0	0	0	22
RH99-03-006	0	1	0	0	0	13	0	0	0	0	0	7
TOTAL:	0	16	0	0	0	89	0	0	0	0	0	71
	LEFT THRU RIGHT											
	NORTH			0			0			89		
	EAST			0			71			0		
	SOUTH			0			16			0		
	WEST			0			0			0		

PM APPROVED TRIPS

04/08/2

Intersection of: FIRST/JULIAN
 Trafix Node Number: 3499

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
NEWCIYHALL	0	0	0	0	0	0	0	0	0	0	0	5
PDC84-07-059	0	13	0	0	0	2	0	0	0	0	0	1
PDC96-12-082	0	0	0	0	0	0	0	0	0	0	0	5
RCP00-02-001	1	1	0	0	0	1	0	0	0	0	0	0
RCP99-04-004	0	12	0	0	0	18	0	0	0	0	0	6
RH00-05-005	0	39	0	0	0	5	0	0	0	0	0	2
RH98-04-001	0	3	0	0	0	0	0	0	0	0	0	0
RH98-04-003	0	0	0	0	0	0	0	0	0	0	0	3
RH99-03-006	0	12	0	0	0	2	0	0	0	0	0	1
TOTAL:	1	80	0	0	0	28	0	0	0	0	0	18
	LEFT THRU RIGHT											
	NORTH			0			0			28		
	EAST			0			18			53		
	SOUTH			1			80			0		
	WEST			0			0			0		

AM APPROVED TRIPS

04/07/2003

Intersection of: JULIAN/MARKET
 Trafix Node Number: 3605

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
CIM-BLOCK3	0	0	0	0	9	0	0	0	0	0	0	16
CIM-FOUNTAIN	0	6	0	0	3	0	0	0	0	0	0	0
CIM-ZANOTTOS	0	0	0	0	2	0	0	0	0	0	0	4
NEWCIYHALL	0	2	0	0	20	0	0	0	0	0	0	6
PDC84-07-059	0	1	0	0	9	0	0	0	0	20	0	0
PDC96-12-082	0	1	0	0	2	0	0	0	0	0	4	2
RCP99-04-004	0	18	0	0	27	0	0	0	0	21	0	0
RH00-05-005	0	0	0	0	6	0	0	0	0	21	39	0
RH98-04-001	0	0	0	0	4	0	0	0	0	2	3	0
RH98-04-003	12	5	0	0	0	7	0	0	0	0	29	5
RH99-03-006	0	0	0	0	4	0	0	0	0	20	0	0
TOTAL:	12	33	0	0	86	7	0	0	0	84	85	27
	LEFT THRU RIGHT											
	NORTH			0			86			7		
	EAST			84			85			27		
	SOUTH			12			33			0		
	WEST			0			0			0		

PM APPROVED TRIPS

04/07/2003

Intersection of: JULIAN/MARKET
 Trafix Node Number: 3605

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
CIM-BLOCK3	0	0	0	0	17	0	0	0	0	0	0	13
CIM-FOUNTAIN	0	5	0	0	6	0	0	0	0	0	0	0
CIM-ZANOTTOS	0	0	0	0	4	0	0	0	0	0	0	3
JOINTLIBRARY	0	2	0	0	0	0	0	0	0	0	0	0
NEWCIYHALL	0	0	0	0	0	7	0	0	0	0	0	53
PDC84-07-059	0	8	0	0	1	0	0	0	0	3	0	0
PDC96-12-082	0	1	0	0	3	0	0	0	0	0	2	1
RCP00-02-001	0	0	0	0	1	0	0	0	0	1	0	1
RCP99-04-004	0	20	0	0	30	0	0	0	0	24	0	0
RH00-05-005	0	6	0	0	1	0	0	0	0	3	5	0
RH98-04-001	0	3	0	0	0	0	0	0	0	0	0	0
RH98-04-003	2	11	0	0	0	1	0	0	0	0	4	6
RH99-03-006	0	4	0	0	1	0	0	0	0	2	0	0
TOTAL:	2	60	0	0	64	8	0	0	0	33	14	77
	LEFT THRU RIGHT											
	NORTH			0			64			8		
	EAST			33			14			77		
	SOUTH			2			60			0		
	WEST			0			0			0		

AM APPROVED TRIPS

04/07/2

Intersection of: JULIAN/TENTH
 Trafix Node Number: 3609

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
NEWCITYHALL	0	0	0	0	51	0	0	0	0	0	20	0
PDC84-07-059	0	0	0	0	0	0	0	0	0	0	6	0
RCP99-04-004	0	0	0	0	0	0	0	0	0	0	5	0
RH00-05-005	0	0	0	0	0	0	0	0	0	0	17	0
RH98-04-001	0	0	0	0	0	0	0	0	0	0	2	0
RH98-04-003	0	0	0	0	0	0	0	0	0	0	9	0
RH99-03-006	0	0	0	0	0	0	0	0	0	0	7	0
TOTAL:	0	0	0	0	51	0	0	0	0	0	66	0
LEFT THRU RIGHT												
NORTH	0 51 0											
EAST	0 66 0											
SOUTH	0 0 0											
WEST	0 0 0											

PM APPROVED TRIPS

04/07/2

Intersection of: JULIAN/TENTH
 Trafix Node Number: 3609

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
NEWCITYHALL	0	0	0	0	18	0	0	0	0	0	7	0
PDC84-07-059	0	0	0	0	0	0	0	0	0	0	1	0
RCP00-02-001	0	0	0	0	0	0	0	0	0	0	1	0
RCP99-04-004	0	0	0	0	0	0	0	0	0	0	6	0
RH00-05-005	0	0	0	0	0	0	0	0	0	0	2	0
RH98-04-001	0	0	0	0	0	0	0	0	0	0	0	0
RH98-04-003	0	0	0	0	0	0	0	0	0	0	1	0
RH99-03-006	0	0	0	0	0	0	0	0	0	0	1	0
TOTAL:	0	0	0	0	18	0	0	0	0	0	19	0
LEFT THRU RIGHT												
NORTH	0 18 0											
EAST	0 19 0											
SOUTH	0 0 0											
WEST	0 0 0											

AM APPROVED TRIPS

04/07/2003

Intersection of: FOURTH/JULIAN
 Trafix Node Number: 3536

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
CIM-BLOCK3	0	0	0	0	8	0	0	0	0	0	0	0
CIM-FOUNTAIN	0	0	0	0	3	0	0	0	0	0	0	0
CIM-ZANOTTOS	0	0	0	0	0	2	0	0	0	0	0	0
NEWCITYHALL	0	0	0	0	0	0	0	0	0	0	6	0
PDC84-07-059	0	0	0	0	0	0	0	0	0	0	6	0
RCP99-04-004	0	0	0	0	16	0	0	0	0	0	5	0
RH00-05-005	0	0	0	0	0	0	0	0	0	0	17	0
RH98-04-001	0	0	0	0	0	0	0	0	0	0	2	0
RH98-04-003	0	0	0	0	0	0	0	0	0	0	9	0
RH99-03-006	0	0	0	0	5	0	0	0	0	0	7	0
TOTAL:	0	0	0	0	32	2	0	0	0	0	52	0
LEFT THRU RIGHT												
NORTH	0 32 2											
EAST	0 52 0											
SOUTH	0 0 0											
WEST	0 0 0											

PM APPROVED TRIPS

04/07/2003

Intersection of: FOURTH/JULIAN
 Trafix Node Number: 3536

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
CIM-BLOCK3	0	0	0	0	15	0	0	0	0	0	0	0
CIM-FOUNTAIN	0	0	0	0	6	0	0	0	0	0	0	0
CIM-ZANOTTOS	0	0	0	0	0	3	0	0	0	0	1	0
JOINTLIBRARY	0	0	0	0	5	0	0	0	0	0	0	0
PDC84-07-059	0	0	0	0	0	0	0	0	0	0	1	0
RCP00-02-001	0	0	0	0	1	0	0	0	0	0	1	0
RCP99-04-004	0	0	0	0	18	0	0	0	0	0	6	0
RH00-05-005	0	0	0	0	0	0	0	0	0	0	2	0
RH98-04-001	0	0	0	0	0	0	0	0	0	0	0	0
RH98-04-003	0	0	0	0	0	0	0	0	0	0	1	0
RH99-03-006	0	0	0	0	1	0	0	0	0	0	1	0
TOTAL:	0	0	0	0	46	3	0	0	0	0	13	0
LEFT THRU RIGHT												
NORTH	0 46 3											
EAST	0 13 0											
SOUTH	0 0 0											
WEST	0 0 0											

AM APPROVED TRIPS

Intersection of: 87/JULIAN (E)
 Trafix Node Number: 3013

PROJECT	M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AIRPORT	0	0	0	0	0	0	0	9	0	0	8	0
CIM-BLOCKG	0	15	0	0	0	0	0	0	0	0	0	0
CIM-FOUNTAIN	0	14	0	0	0	0	0	8	0	0	0	0
CIM-ZANOTTOS	0	4	0	0	0	0	0	5	0	0	0	4
NEWCITYHALL	0	0	0	0	0	0	0	60	0	0	0	6
PDC00-04-025	0	0	6	0	12	0	0	0	0	0	0	0
PDC84-07-059	0	0	2	0	0	0	0	0	0	0	0	0
PDC96-12-082	0	0	0	0	0	0	0	2	0	0	0	4
PDC98-01-012	0	0	0	0	0	0	17	0	0	0	0	0
PDC98-03-027	0	0	0	0	0	0	33	0	0	0	0	0
RH00-05-005	0	0	2	0	0	0	0	0	0	0	39	0
RH98-04-001	4	0	0	0	0	0	0	6	0	0	0	0
RH98-04-003	304	0	0	0	0	0	2	3	0	0	44	0
TOTAL:	308	33	10	0	12	0	52	93	0	0	91	14

LEFT THRU RIGHT
 NORTH 0 12 0
 EAST 0 91 14
 SOUTH 308 33 10
 WEST 52 93 0

PM APPROVED TRIPS

Intersection of: 87/JULIAN (E)
 Trafix Node Number: 3013

PROJECT	M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AIRPORT	0	0	0	0	0	0	0	9	0	0	10	0
CIM-BLOCKS	0	13	0	0	0	0	0	0	0	0	0	0
CIM-FOUNTAIN	0	11	0	0	0	0	0	15	0	0	0	0
CIM-ZANOTTOS	0	3	0	0	0	0	0	9	0	0	0	3
JOINTLIBRARY	0	5	0	0	0	0	0	0	0	0	0	0
NEWCITYHALL	0	0	0	0	0	0	0	21	0	0	0	54
PDC00-04-025	0	0	11	0	23	0	0	0	0	0	0	0
PDC84-07-059	0	0	26	0	0	0	0	0	0	0	0	0
PDC96-12-082	0	0	0	0	0	0	0	4	0	0	0	2
PDC98-01-012	0	0	0	0	0	0	9	1	0	0	1	0
PDC98-03-027	0	0	0	0	0	0	18	0	0	0	0	0
RCP00-02-001	0	0	0	0	0	0	0	0	0	0	2	0
RH00-05-005	0	0	35	0	0	0	0	0	0	0	5	0
RH98-04-001	56	9	0	0	0	0	0	1	0	0	0	0
RH98-04-003	38	0	0	0	0	0	30	39	0	0	6	0
RH99-03-006	0	0	7	0	0	0	0	0	0	0	0	0
TOTAL:	94	41	79	0	23	0	57	99	0	0	24	51

LEFT THRU RIGHT
 NORTH 0 23 0
 EAST 0 24 59
 SOUTH 94 41 79
 WEST 57 99 0

AM APPROVED TRIPS

04/07/2

Intersection of: MARKET/ST. JAMES

Traffic Node Number: 3671

PROJECT	M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
CIM-BLOCK3	0	0	0	6	3	0	0	0	0	0	0	0
CIM-FOUNTAIN	0	7	0	4	0	0	0	8	0	0	0	0
CIM-ZANOTTOS	0	0	0	2	0	0	0	5	0	0	0	0
NEWCIYHALL	0	2	0	0	20	0	0	61	0	0	0	0
PDC84-07-059	0	0	0	0	29	0	1	1	0	0	0	0
PDC96-12-082	0	1	0	1	1	0	0	2	0	0	0	0
RCP99-04-004	0	18	14	0	48	0	0	0	0	0	0	0
RH00-05-005	0	2	0	0	28	0	0	2	0	0	0	0
RH98-04-001	0	0	0	0	6	0	0	0	0	0	0	0
RH98-04-003	0	17	0	0	0	0	1	1	1	0	0	0
RH99-03-006	0	0	0	0	24	0	0	0	0	0	0	0
TOTAL:	0	47	14	13	159	0	2	80	1	0	0	0

LEFT THRU RIGHT

NORTH 13 159 0
 EAST 0 0 0
 SOUTH 0 47 14
 WEST 2 80 1

AM APPROVED TRIPS

04/07/2003

Intersection of: SAN PEDRO/ST. JAMES

Traffic Node Number: 3777

PROJECT	M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
NEWCIYHALL	0	0	0	0	0	0	0	61	0	0	0	0
PDC84-07-059	0	0	0	0	0	0	0	2	0	0	0	0
PDC96-12-082	0	0	0	0	0	0	0	2	0	0	0	0
RH00-05-005	0	0	0	0	0	0	0	2	0	0	0	0
RH98-04-001	0	0	0	0	3	0	0	0	0	0	0	0
RH98-04-003	0	0	0	0	0	0	0	3	0	0	0	0
TOTAL:	0	0	0	0	3	0	0	70	0	0	0	0

LEFT THRU RIGHT

NORTH 0 3 0
 EAST 0 0 0
 SOUTH 0 0 0
 WEST 0 70 0

PM APPROVED TRIPS

04/07/2

Intersection of: MARKET/ST. JAMES

Traffic Node Number: 3671

PROJECT	M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
CIM-BLOCK3	0	0	0	11	6	0	0	0	0	0	0	0
CIM-FOUNTAIN	0	5	0	9	0	0	0	15	0	0	0	0
CIM-ZANOTTOS	0	0	0	4	0	0	0	9	0	0	0	0
JOINTLIBRARY	0	3	0	0	3	0	0	0	0	0	0	0
NEWCIYHALL	0	0	18	0	7	0	0	0	22	0	0	0
PDC84-07-059	0	0	0	0	4	0	8	18	0	0	0	0
PDC96-12-082	0	1	0	2	2	0	0	4	0	0	0	0
RCP00-02-001	0	0	0	0	2	0	0	0	0	0	0	0
RCP99-04-004	0	20	16	0	54	0	0	0	0	0	0	0
RH00-05-005	0	25	0	0	3	0	0	35	0	0	0	0
RH98-04-001	0	3	0	0	1	0	0	3	0	0	0	0
RH98-04-003	0	2	0	0	0	0	11	16	12	0	0	0
RH99-03-006	0	4	0	0	3	0	0	7	0	0	0	0
TOTAL:	0	63	34	26	85	0	19	107	34	0	0	0

LEFT THRU RIGHT

NORTH 26 85 0
 EAST 0 0 0
 SOUTH 0 63 34
 WEST 19 107 34

PM APPROVED TRIPS

04/07/2003

Intersection of: SAN PEDRO/ST. JAMES

Traffic Node Number: 3777

PROJECT	M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
NEWCIYHALL	0	0	0	0	0	0	0	0	22	0	0	0
PDC84-07-059	0	0	0	0	0	0	0	26	0	0	0	0
PDC96-12-082	0	0	0	0	0	0	0	4	0	0	0	0
RH00-05-005	0	0	0	0	0	0	0	35	0	0	0	0
RH98-04-001	0	0	0	0	0	0	0	3	0	0	0	0
RH98-04-003	0	0	0	0	0	0	0	39	0	0	0	0
RH99-03-006	0	0	0	0	0	0	0	7	0	0	0	0
TOTAL:	0	0	0	0	0	0	0	114	22	0	0	0

LEFT THRU RIGHT

NORTH 0 0 0
 EAST 0 0 0
 SOUTH 0 0 0
 WEST 0 114 22

AM APPROVED TRIPS

Intersection of: SANTA CLARA/TENTH
 Trafix Node Number: 3785

PROJECT	M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
CIM-BLOCK3	0	0	0	0	2	0	0	0	0	3	0	0
CIM-FOUNTAIN	0	0	0	0	0	0	0	0	0	0	5	0
CIM-ZANOTTOS	0	0	0	0	0	0	0	1	2	0	0	0
JOINTLIBRARY	0	0	0	0	0	0	0	3	12	0	132	0
NEMCITYHALL	0	0	0	0	0	1	0	4	2	0	17	0
PDC01-03-046	0	0	0	0	0	0	0	0	0	0	6	0
PDC84-07-059	0	0	0	0	0	0	0	1	0	0	1	0
PDC96-12-082	0	0	0	0	0	0	0	4	0	0	5	0
RCP99-04-004	0	0	0	0	0	0	0	1	0	0	17	0
RH00-05-005	0	0	0	0	0	0	0	1	0	0	2	0
RH98-04-001	0	0	0	0	0	0	0	0	0	0	9	0
RH98-04-003	0	0	0	0	0	0	0	1	0	0	7	0
RH99-03-006	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL:	0	0	0	0	2	1	0	15	16	3	201	0

	LEFT	THRU	RIGHT
NORTH	0	2	1
EAST	3	201	0
SOUTH	0	0	0
WEST	0	15	16

PM APPROVED TRIPS

Intersection of: SANTA CLARA/TENTH
 Trafix Node Number: 3785

PROJECT	M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
CIM-BLOCK3	0	0	0	0	7	0	0	0	0	7	0	0
CIM-FOUNTAIN	0	0	0	0	0	2	0	0	0	0	14	0
CIM-ZANOTTOS	0	0	0	0	0	0	0	2	5	1	0	0
JOINTLIBRARY	0	0	0	0	0	0	0	3	0	0	3	0
NEMCITYHALL	0	0	0	0	0	0	0	27	116	0	48	0
PDC01-03-046	0	0	0	0	0	0	0	6	3	0	10	0
PDC84-07-059	0	0	0	0	0	0	0	5	0	0	1	0
PDC96-12-082	0	0	0	0	0	0	0	1	0	0	1	0
RCP00-02-001	0	0	0	0	0	0	0	1	0	0	1	0
RCP99-04-004	0	0	0	0	0	0	0	4	0	0	6	0
RH00-05-005	0	0	0	0	0	0	0	16	0	0	2	0
RH98-04-001	0	0	0	0	0	0	0	2	0	0	0	0
RH98-04-003	0	0	0	0	0	0	0	8	0	0	1	0
RH99-03-006	0	0	0	0	0	0	0	7	0	0	1	0
TOTAL:	0	0	0	0	7	2	0	82	124	8	88	0

	LEFT	THRU	RIGHT
NORTH	0	7	2
EAST	8	88	0
SOUTH	0	0	0
WEST	0	82	124

PM APPROVED TRIPS

04/07/2

Intersection of: ELEVENTH/SANTA CLARA
 Traffic Node Number: 3477

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
CIM-BLOCK3	0	6	7	0	0	0	0	0	0	0	0	7
CIM-FOUNTAIN	12	1	2	0	0	0	0	0	0	0	0	2
CIM-ZANOTTOS	0	0	0	0	0	0	0	2	0	0	0	1
JOINTLIBRARY	0	0	0	0	0	0	0	3	0	0	0	3
NEWCIYHALL	37	0	0	0	0	0	0	27	0	0	0	11
PDC01-03-046	6	0	0	0	0	0	0	6	0	0	0	4
PDC84-07-059	0	0	0	0	0	0	0	5	0	0	0	1
PDC96-12-082	0	0	0	0	0	0	0	1	0	0	0	1
RCP00-02-001	0	0	0	0	0	0	0	1	0	0	0	1
RCP99-04-004	0	0	0	0	0	0	0	4	0	0	0	6
RH00-05-005	0	0	0	0	0	0	0	16	0	0	0	2
RH98-04-001	0	0	0	0	0	0	0	2	0	0	0	0
RH98-04-003	0	0	0	0	0	0	0	8	0	0	0	1
RH99-03-006	0	0	0	0	0	0	0	7	0	0	0	1
TOTAL:	55	7	9	0	0	0	0	82	0	0	0	41

LEFT THRU RIGHT
 NORTH 0 0 0
 EAST 0 41 0
 SOUTH 55 7 9
 WEST 0 82 0

AM APPROVED TRIPS

04/07/2003

Intersection of: ELEVENTH/SANTA CLARA
 Traffic Node Number: 3477

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
CIM-BLOCK3	0	3	4	0	0	0	0	0	0	0	0	3
CIM-FOUNTAIN	4	1	1	0	0	0	0	0	0	0	0	1
CIM-ZANOTTOS	0	0	0	0	0	0	0	1	0	0	0	0
NEWCIYHALL	102	0	0	0	0	0	0	3	0	0	31	0
PDC01-03-046	11	0	0	0	0	0	0	4	0	0	6	0
PDC84-07-059	0	0	0	0	0	0	0	0	0	0	6	0
PDC96-12-082	0	0	0	0	0	0	0	1	0	0	1	0
RCP99-04-004	0	0	0	0	0	0	0	4	0	0	5	0
RH00-05-005	0	0	0	0	0	0	0	1	0	0	17	0
RH98-04-001	0	0	0	0	0	0	0	0	0	0	2	0
RH98-04-003	0	0	0	0	0	0	0	1	0	0	9	0
RH99-03-006	0	0	0	0	0	0	0	0	0	0	7	0
TOTAL:	117	4	5	0	0	0	0	15	0	0	88	0

LEFT THRU RIGHT
 NORTH 0 0 0
 EAST 0 88 0
 SOUTH 117 4 5
 WEST 0 15 0

AM APPROVED TRIPS

Intersection of: ALMADEN/SAN CARLOS

Traffic Node Number: 3061

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
CIM-BLOCK3	0	0	8	5	0	0	0	7	0	3	23	0
CIM-FOUNTAIN	0	0	2	0	0	0	0	0	0	1	1	0
CIM-ZANOTTOS	0	0	1	0	1	0	0	0	0	0	0	0
JOINTLIBRARY	0	102	0	0	5	0	0	102	0	0	4	0
NEWCIYHALL	81	0	0	0	0	0	0	5	5	0	17	0
PDC84-07-059	0	0	0	0	1	0	0	0	0	1	1	0
PDC96-12-082	0	0	24	4	0	0	0	48	0	0	22	3
RCP99-04-004	14	5	17	0	92	0	0	0	122	71	0	0
RH00-05-005	0	34	0	0	5	0	32	0	0	0	0	0
RH01-01-001	0	5	0	0	1	0	2	0	0	0	0	0
RH98-04-001	0	17	0	0	1	0	0	0	0	0	0	0
RH98-04-003	0	2	6	0	27	0	0	0	11	23	0	0
RH99-03-006	0	2	6	0	27	0	0	0	11	23	0	0
TOTAL:	95	165	58	9	133	0	34	162	138	99	68	3

	LEFT	THRU	RIGHT
NORTH	9	133	0
EAST	99	68	3
SOUTH	95	165	58
WEST	34	162	138

PM APPROVED TRIPS

Intersection of: ALMADEN/SAN CARLOS

Traffic Node Number: 3061

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
CIM-BLOCK3	0	0	22	9	0	0	0	19	0	5	27	0
CIM-FOUNTAIN	0	0	3	0	0	0	0	0	0	2	1	0
CIM-ZANOTTOS	0	0	2	0	1	0	0	0	0	0	0	0
JOINTLIBRARY	0	0	4	0	0	0	0	2	0	4	46	0
NEWCIYHALL	0	35	0	0	45	0	0	35	0	0	36	0
PDC84-07-059	10	0	0	0	0	0	0	73	73	0	2	0
PDC96-12-082	0	0	0	0	2	0	0	0	0	3	2	0
RCP00-02-001	0	0	13	0	0	0	0	10	0	7	6	0
RCP99-04-004	0	0	27	5	0	0	0	55	0	0	25	3
RH00-05-005	204	66	236	0	11	0	0	0	15	9	0	0
RH01-01-001	0	6	0	0	31	0	6	0	0	0	0	0
RH98-04-001	0	0	0	0	15	6	0	0	0	0	0	0
RH98-04-003	0	2	0	0	16	0	0	0	0	0	0	0
RH99-03-006	7	25	91	0	3	0	0	0	1	3	0	0
TOTAL:	221	134	398	14	124	6	6	194	89	33	145	3

	LEFT	THRU	RIGHT
NORTH	14	124	6
EAST	33	145	3
SOUTH	221	134	398
WEST	6	194	89

PM APPROVED TRIPS

04/07/2

Intersection of: MARKET/SAN CARLOS

Traffic Node Number: 3107

PROJECT	M09 NBL	M08 NET	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
CIM-BLOCK3	0	0	0	0	0	0	0	51	0	0	31	0
CIM-FOUNTAIN	0	0	0	0	0	0	0	3	0	0	3	0
CIM-ZANOTTOS	0	0	0	0	0	0	0	2	0	0	0	0
JOINTLIBRARY	0	0	0	0	0	0	0	6	0	0	50	0
NEWCITYHALL	0	0	0	0	27	0	0	35	0	0	36	0
PDC84-07-059	2	0	0	0	0	0	0	0	73	0	0	0
PDC96-12-082	0	0	0	0	0	3	0	0	0	0	3	0
RCP00-02-001	0	0	0	2	0	0	0	23	0	0	14	0
RCP99-04-004	28	67	12	0	103	0	0	0	86	0	0	0
RH00-05-005	0	0	0	0	0	3	25	0	210	0	5	0
RH01-01-001	0	5	0	0	94	0	0	0	0	0	0	0
RH98-04-001	0	1	0	0	14	0	0	0	0	0	0	0
RH98-04-003	0	3	0	0	20	0	0	0	0	0	0	0
RH99-03-006	0	0	0	0	0	2	2	17	73	0	1	0
TOTAL:	30	76	12	2	258	8	27	137	442	0	143	0

	LEFT	THRU	RIGHT
NORTH	2	258	8
EAST	0	143	0
SOUTH	30	76	12
WEST	27	137	442

AM APPROVED TRIPS

04/07/2003

Intersection of: MARKET/SAN CARLOS

Traffic Node Number: 3107

PROJECT	M09 NBL	M08 NET	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
CIM-BLOCK3	0	0	0	0	0	0	0	19	0	0	25	0
CIM-FOUNTAIN	0	0	0	0	0	0	0	2	0	0	2	0
CIM-ZANOTTOS	0	0	0	0	0	0	0	1	0	0	0	0
NEWCITYHALL	0	0	0	0	3	0	0	102	0	0	4	0
PDC84-07-059	17	0	0	0	0	0	0	0	5	0	0	0
PDC96-12-082	0	0	0	0	0	1	0	0	0	0	1	0
RCP99-04-004	25	59	11	0	92	0	0	0	77	0	0	0
RH00-05-005	0	0	0	0	0	28	2	0	15	0	43	0
RH01-01-001	0	29	0	0	14	0	0	0	0	0	0	0
RH98-04-001	0	6	0	0	1	0	0	0	0	0	0	0
RH98-04-003	0	22	0	0	1	0	0	0	0	0	0	0
RH99-03-006	0	0	0	0	0	17	0	1	5	0	5	0
TOTAL:	42	116	11	0	111	46	2	125	102	0	80	0

	LEFT	THRU	RIGHT
NORTH	0	111	46
EAST	0	80	0
SOUTH	42	116	11
WEST	2	125	102

04/07/2003

PM APPROVED TRIPS

Intersection of: 880/FIRST (N)
Traffix Node Number: 3054

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
AIRPORT	0	13	0	0	13	0	0	0	0	0	0	0
CP96-12-113	0	7	0	0	7	0	0	0	0	0	0	0
H96-08-064 SH	0	1	0	0	15	0	0	0	0	0	0	0
JOINTLIBRARY	0	0	0	0	0	0	0	0	0	5	0	0
NEWCITYHALL	0	9	0	0	4	0	0	0	0	0	0	11
PDC00-04-025	0	8	0	0	15	0	0	0	0	15	0	0
PDC00-09-086	0	4	2	0	12	0	0	0	0	13	0	0
PDC00-11-121	0	7	24	0	4	0	0	0	0	8	0	0
PDC84-07-059	0	0	0	0	0	0	0	0	0	2	0	0
PDC96-12-082	0	0	0	0	0	0	0	0	0	5	0	0
PDC97-04-027	0	0	0	0	0	0	0	0	0	0	0	0
PDC99-07-060 SH	0	89	0	0	273	0	0	0	0	0	0	4
RCP00-02-001	0	0	0	0	0	0	0	0	0	2	0	0
RCP99-04-004	0	0	0	0	0	0	0	0	0	36	0	0
RH00-05-005	0	0	0	0	0	0	0	0	0	5	0	0
RH98-04-001	0	0	0	0	0	0	0	0	0	1	0	0
RH98-04-003	0	0	0	0	0	0	0	0	0	1	0	0
RH99-03-006	0	0	0	0	0	0	0	0	0	2	0	0
TOTAL:	0	136	26	0	343	0	0	0	0	95	0	5

LEFT THRU RIGHT
 NORTH 0 343 0
 EAST 95 0 57
 SOUTH 0 138 26
 WEST 0 0 0

AM APPROVED TRIPS

Intersection of: 880/FIRST (N)
Traffix Node Number: 3054

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
AIRPORT	0	7	0	0	7	0	0	0	0	0	0	0
CP96-12-113	0	6	0	0	6	0	0	0	0	0	0	4
H96-08-064 SH	0	14	0	0	3	0	0	0	0	0	0	0
NEWCITYHALL	0	1	0	0	10	0	0	0	0	31	0	0
PDC00-04-025	0	15	0	0	8	0	0	0	0	8	0	0
PDC00-09-086	0	13	6	0	13	0	0	0	0	4	0	0
PDC00-11-121	0	3	7	0	7	0	0	0	0	10	0	0
PDC84-07-059	0	0	0	0	0	0	0	0	0	14	0	0
PDC96-12-082	0	0	0	0	0	0	0	0	0	2	0	0
PDC97-04-027	0	0	0	0	0	0	0	0	0	0	0	0
PDC99-07-060 SH	0	201	0	0	75	0	0	0	0	0	0	93
RCP99-04-004	0	0	0	0	0	0	0	0	0	32	0	0
RH00-05-005	0	0	0	0	0	0	0	0	0	43	0	0
RH98-04-001	0	0	0	0	0	0	0	0	0	6	0	0
RH98-04-003	0	0	0	0	0	0	0	0	0	11	0	0
RH99-03-006	0	0	0	0	0	0	0	0	0	18	0	0
TOTAL:	0	260	13	0	129	0	0	0	0	179	0	97

LEFT THRU RIGHT
 NORTH 0 129 0
 EAST 179 0 97
 SOUTH 0 260 13
 WEST 0 0 0

PM APPROVED TRIPS

04/07/12

Intersection of: 880/FIRST (S)
 Traffic Node Number: 3055

PROJECT	M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AIRPORT	0	13	0	0	13	0	0	0	0	0	0	0
CP96-12-113	0	2	0	0	1	0	5	0	0	0	0	0
H96-08-064 SH	0	0	0	0	6	0	1	0	0	0	0	0
JOINTLIBRARY	0	5	0	0	5	0	0	0	0	0	0	0
NEWCITYHALL	0	9	27	0	15	0	0	0	0	0	0	0
PDC00-04-025	0	8	8	0	30	0	0	0	0	0	0	0
PDC00-09-086	0	10	0	0	25	0	0	0	6	0	0	0
PDC00-11-121	0	39	0	0	12	0	0	0	13	0	0	0
PDC84-07-059	0	13	0	0	2	0	0	0	0	0	0	0
PDC96-12-082	0	3	0	0	5	0	0	0	0	0	0	0
PDC97-04-027	0	0	0	0	0	0	0	0	0	0	0	0
PDC99-07-060 SH	0	14	0	0	30	0	74	0	0	0	0	0
RCP00-02-001	0	1	0	0	2	0	0	0	0	0	0	0
RCP99-04-004	0	24	0	0	36	0	0	0	0	0	0	0
RH00-05-005	0	39	0	0	5	0	0	0	0	0	0	C
RH98-04-001	0	5	0	0	1	0	0	0	0	0	0	0
RH98-04-003	0	10	0	0	1	0	0	0	0	0	0	0
RH99-03-006	0	17	0	0	2	0	0	0	0	0	0	0
TOTAL:	0	213	35	0	191	0	80	0	19	0	0	0

LEFT THRU RIGHT
 NORTH 0 191 0
 EAST 0 0 0
 SOUTH 0 213 35
 WEST 80 0 19

AM APPROVED TRIPS

04/07/2003

Intersection of: 880/FIRST (S)
 Traffic Node Number: 3055

PROJECT	M09	M08	M07	M03	M02	M01	M12	M11	M10	M06	M05	M04
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AIRPORT	0	7	0	0	7	0	0	0	0	0	0	0
CP96-12-113	0	2	0	0	1	0	4	0	0	0	0	0
H96-08-064 SH	0	5	0	0	1	1	9	0	0	0	0	0
NEWCITYHALL	0	1	3	0	41	0	0	0	0	0	0	0
PDC00-04-025	0	15	15	0	16	0	0	0	0	0	0	0
PDC00-09-086	0	32	0	0	7	0	0	0	2	0	0	0
PDC00-11-121	0	17	0	0	17	0	0	0	24	0	0	0
PDC84-07-059	0	1	0	0	14	0	0	0	0	0	0	0
PDC96-12-082	0	4	0	0	2	0	0	0	0	0	0	0
PDC97-04-027	0	0	0	0	0	0	0	0	0	0	0	0
PDC99-07-060 SH	0	33	0	0	8	0	168	0	0	0	0	0
RCP99-04-004	0	21	0	0	32	0	0	0	0	0	0	0
RH00-05-005	0	3	0	0	43	0	0	0	0	0	0	0
RH98-04-001	0	0	0	0	6	0	0	0	0	0	0	0
RH98-04-003	0	1	0	0	11	0	0	0	0	0	0	0
RH99-03-006	0	1	0	0	18	0	0	0	0	0	0	0
TOTAL:	0	143	18	0	224	1	181	0	26	0	0	0

LEFT THRU RIGHT
 NORTH 0 224 1
 EAST 0 0 0
 SOUTH 0 143 18
 WEST 181 0 26

Appendix C

Volume Summary Tables

3052
Intersection Name: 1* Coleman Avenue (N) & I-860
Peak Hour: PM
Scenario: 408/03
(S.J.) Growth Factor: 0.001
(S.J.) Number of Months: 0.0

Date of Analysis: 4/08/03
Count Date: 9/17/02
Future Growth % Per Year: 0.012
Number of Years to Buildout: 7.0

Scenario:	North Approach			East Approach			South Approach			West Approach		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	17	2827	0	118	14	153	113	862	29	36	0	14
Approved Trips	0	1082	0	68	0	4	12	568	0	0	0	0
Background Volumes	17	3709	0	206	14	187	126	1426	29	36	0	14
Project Trips	Residential	0	59	0	0	0	4	32	0	0	0	0
Non-residential	0	1	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	60	0	0	0	0	4	32	0	0	0	0
Project Conditions	17	3769	0	206	14	187	128	1460	29	36	0	14
Downtown Mixed Use	0	52	0	0	0	0	0	52	0	0	0	0
San Jose Water Company	0	0	0	0	0	0	0	0	0	0	0	0
The Greyhound Station	0	8	0	0	0	0	5	4	0	0	0	0
Future Conditions	18	4050	0	218	15	170	143	1568	31	42	0	15

3053
Intersection Name: 2* Coleman Avenue (S) & I-860
Peak Hour: PM
Scenario: 408/03
(S.J.) Growth Factor: 0.001
(S.J.) Number of Months: 0.0

Date of Analysis: 4/08/03
Count Date: 9/17/02
Future Growth % Per Year: 0.012
Number of Years to Buildout: 7.0

Scenario:	North Approach			East Approach			South Approach			West Approach		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	0	1745	378	300	0	71	103	823	0	0	0	0
Approved Trips	0	356	210	328	0	10	16	249	0	0	0	0
Background Volumes	0	2101	588	628	0	81	189	872	0	0	0	0
Project Trips	Residential	0	59	0	0	7	0	35	0	0	0	0
Non-residential	0	1	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	60	0	0	0	7	0	35	0	0	0	0
Project Conditions	0	2161	588	628	0	88	199	907	0	0	0	0
Downtown Mixed Use	0	52	0	0	0	53	0	105	0	0	0	0
San Jose Water Company	0	0	0	0	0	0	0	0	0	0	0	0
The Greyhound Station	0	8	0	0	0	8	0	0	0	0	0	0
Future Conditions	0	2368	620	653	0	156	214	1073	0	0	0	0

3052
Intersection Name: 1* Coleman Avenue (N) & I-860
Peak Hour: AM
Scenario: 408/03
(S.J.) Growth Factor: 0.001
(S.J.) Number of Months: 0.0

Date of Analysis: 4/08/03
Count Date: 9/17/02
Future Growth % Per Year: 0.012
Number of Years to Buildout: 7.0

Scenario:	North Approach			East Approach			South Approach			West Approach		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	19	685	0	288	11	306	170	2632	22	36	0	14
Approved Trips	0	534	0	186	0	17	7	773	0	0	0	0
Background Volumes	19	1218	0	485	11	325	177	3405	22	36	0	14
Project Trips	Residential	0	32	0	0	0	7	59	0	0	0	0
Non-residential	0	1	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	31	0	0	0	0	7	59	0	0	0	0
Project Conditions	19	1250	0	485	11	325	184	3464	22	36	0	14
Downtown Mixed Use	0	44	0	0	0	0	0	48	0	0	0	0
San Jose Water Company	0	0	0	0	0	0	0	0	0	0	0	0
The Greyhound Station	0	4	0	0	0	0	9	8	0	0	0	0
Future Conditions	21	1356	0	488	12	351	207	3741	24	42	0	15

3053
Intersection Name: 2* Coleman Avenue (S) & I-860
Peak Hour: AM
Scenario: 408/03
(S.J.) Growth Factor: 0.001
(S.J.) Number of Months: 0.0

Date of Analysis: 4/08/03
Count Date: 9/17/02
Future Growth % Per Year: 0.012
Number of Years to Buildout: 7.0

Scenario:	North Approach			East Approach			South Approach			West Approach		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	0	808	132	1183	0	94	207	1660	0	0	0	0
Approved Trips	0	229	59	443	0	11	1	330	0	0	0	0
Background Volumes	0	835	181	1588	0	105	208	1900	0	0	0	0
Project Trips	Residential	0	32	0	0	4	0	65	0	0	0	0
Non-residential	0	1	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	31	0	0	0	4	0	65	0	0	0	0
Project Conditions	0	869	191	1598	0	109	208	2055	0	0	0	0
Downtown Mixed Use	0	44	0	0	0	44	0	97	0	0	0	0
San Jose Water Company	0	0	0	0	0	0	0	0	0	0	0	0
The Greyhound Station	0	4	0	0	0	5	0	17	0	0	0	0
Future Conditions	0	965	202	1605	0	166	225	2309	0	0	0	0

3057
Intersection Name: 3' The Alameda & Hedding Street
Peak Hour: PM
Scenario: 4/09/03
(S) Growth Factor: 0.001 Date of Analysis: 4/09/03
(S) Number of Months: 0.0 Count Date: 9/25/02
Future Growth % Per Year: 0.012
Number of Years to Buildout: 7.0

Scenario:	North Approach			East Approach			South Approach			West Approach		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	74	1403	132	122	396	178	55	969	63	108	187	72
Approved Trips	0	17	0	0	15	0	0	47	0	0	4	0
Background Volumes	74	1420	132	122	411	178	55	1016	63	108	191	72
Project Trips	Residential	0	18	0	0	0	0	0	0	0	0	0
Non-residential	0	1	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	19	0	0	0	0	0	0	0	0	0	0
Project Conditions	74	1439	132	122	411	178	55	1025	63	108	191	72
Downtown Mixed Use	0	0	0	0	0	0	0	0	0	0	0	0
San Jose Water Company	0	19	0	0	0	0	0	36	0	0	0	0
The Greyhound Station	0	0	0	0	0	0	0	0	0	0	0	0
Future Conditions	80	1576	143	132	444	183	60	1142	90	117	207	78

3413
Intersection Name: 4 Coleman Avenue & Hedding Street
Peak Hour: PM
Scenario: 4/09/03
(S) Growth Factor: 0.001 Date of Analysis: 4/09/03
(S) Number of Months: 77.0 Count Date: 10/26/96
Future Growth % Per Year: 0.012
Number of Years to Buildout: 7.0

Scenario:	North Approach			East Approach			South Approach			West Approach		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	237	2133	280	242	627	68	29	798	112	123	298	118
Approved Trips	20	252	90	55	3	0	0	186	0	0	3	7
Background Volumes	275	2549	392	316	678	73	31	1047	121	132	322	132
Project Trips	Residential	0	66	0	0	0	0	35	0	0	0	0
Non-residential	0	1	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	67	0	0	0	0	0	35	0	0	0	0
Project Conditions	275	2616	392	316	678	73	31	1082	121	132	322	132
Downtown Mixed Use	0	106	0	0	0	0	0	125	0	0	0	0
San Jose Water Company	0	0	0	0	0	0	0	0	0	0	0	0
The Greyhound Station	0	17	0	0	0	0	0	9	0	0	0	0
Future Conditions	295	2817	415	336	731	79	34	1283	130	143	347	142

3057
Intersection Name: 3' The Alameda & Hedding Street
Peak Hour: AM
Scenario: 4/09/03
(S) Growth Factor: 0.001 Date of Analysis: 4/09/03
(S) Number of Months: 0.0 Count Date: 9/25/02
Future Growth % Per Year: 0.012
Number of Years to Buildout: 7.0

Scenario:	North Approach			East Approach			South Approach			West Approach		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	32	810	280	118	217	86	134	1489	58	117	401	184
Approved Trips	0	49	0	0	2	0	0	8	0	0	17	0
Background Volumes	32	859	280	119	219	86	134	1497	58	117	418	184
Project Trips	Residential	0	9	0	0	0	0	16	0	0	0	0
Non-residential	0	-1	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	8	0	0	0	0	0	16	0	0	0	0
Project Conditions	32	867	280	119	219	86	134	1515	58	117	418	184
Downtown Mixed Use	0	0	0	0	0	0	0	0	0	0	0	0
San Jose Water Company	0	36	0	0	0	0	0	18	0	0	0	0
The Greyhound Station	0	0	0	0	0	0	0	0	0	0	0	0
Future Conditions	35	971	304	129	237	72	145	1656	63	127	452	198

3413
Intersection Name: 4 Coleman Avenue & Hedding Street
Peak Hour: AM
Scenario: 3/19/97
(S) Growth Factor: 0.001 Date of Analysis: 4/09/03
(S) Number of Months: 73.0 Count Date: 3/19/97
Future Growth % Per Year: 0.012
Number of Years to Buildout: 7.0

Scenario:	North Approach			East Approach			South Approach			West Approach		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	79	489	136	360	232	40	36	1551	30	100	764	483
Approved Trips	5	189	43	82	2	0	0	219	0	0	2	20
Background Volumes	90	694	189	470	251	43	41	1883	32	107	811	538
Project Trips	Residential	0	35	0	0	0	0	66	0	0	0	0
Non-residential	0	-1	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	34	0	0	0	0	0	66	0	0	0	0
Project Conditions	90	728	189	478	251	43	41	1949	32	107	811	538
Downtown Mixed Use	0	88	0	0	0	0	0	97	0	0	0	0
San Jose Water Company	0	0	0	0	0	0	0	0	0	0	0	0
The Greyhound Station	0	9	0	0	0	0	0	17	0	0	0	0
Future Conditions	96	878	200	508	270	46	44	2104	35	118	874	579

3026
Intersection Name: 5' The Alameda & Naglee Avenue
Peak Hour: PM
Scenario: 4/09/03
(S) Growth Factor: 0.001 Future Growth % Per Year: 0.012
(S) Number of Months: 0.0 Number of Years to Buildout: 7.0

Scenario:	North Approach			East Approach			South Approach			West Approach		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	83	1143	93	76	317	85	11	796	183	100	216	116
Approved Trips	0	17	0	0	15	1	6	47	0	0	4	0
Background Volumes	83	1182	93	76	332	86	17	783	183	100	220	116
Project Trips	Residential	0	18	0	0	0	0	9	0	0	0	0
Non-residential	0	1	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	19	0	0	0	0	0	9	0	0	0	0
Project Conditions	83	1181	93	76	332	86	17	782	183	100	220	116
Downtown Mixed Use	0	0	0	0	0	0	0	0	0	0	0	0
San Jose Water Company	0	18	0	0	0	0	0	38	11	5	0	0
The Grayhound Station	0	0	0	0	0	0	0	0	0	0	0	0
Future Conditions	90	1298	101	82	339	93	18	890	188	113	238	128

3028
Intersection Name: 5' The Alameda & Naglee Avenue
Peak Hour: AM
Scenario: 4/09/03
(S) Growth Factor: 0.001 Future Growth % Per Year: 0.012
(S) Number of Months: 0.0 Number of Years to Buildout: 7.0

Scenario:	North Approach			East Approach			South Approach			West Approach		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	44	725	114	110	283	80	16	1253	108	110	356	186
Approved Trips	0	49	0	0	2	7	0	6	0	0	17	0
Background Volumes	44	774	114	110	285	87	18	1281	108	110	373	186
Project Trips	Residential	0	9	0	0	0	0	18	0	0	0	0
Non-residential	0	-1	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	8	0	0	0	0	0	18	0	0	0	0
Project Conditions	44	782	114	110	285	87	18	1278	108	110	373	186
Downtown Mixed Use	0	0	0	0	0	0	0	0	0	0	0	0
San Jose Water Company	0	36	0	0	0	0	0	18	4	11	0	0
The Grayhound Station	0	0	0	0	0	0	0	0	0	0	0	0
Future Conditions	48	879	124	119	309	72	17	1400	121	130	403	212

3417
Intersection Name: 6' Coleman Avenue & Taylor Street
Peak Hour: PM
Scenario: 4/09/03
(S) Growth Factor: 0.001 Future Growth % Per Year: 0.012
(S) Number of Months: 75.0 Number of Years to Buildout: 7.0

Scenario:	North Approach			East Approach			South Approach			West Approach		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	336	1193	381	145	555	25	22	410	79	83	398	123
Approved Trips	21	126	96	36	7	0	0	135	2	4	15	13
Background Volumes	382	1408	484	182	604	27	24	576	87	93	443	145
Project Trips	Residential	0	66	0	0	0	0	35	0	0	0	0
Non-residential	0	1	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	67	0	0	0	0	0	35	0	0	0	0
Project Conditions	382	1475	484	182	604	27	24	611	87	93	443	145
Downtown Mixed Use	0	105	0	0	0	0	0	105	0	0	0	0
San Jose Water Company	0	0	0	0	0	0	0	0	0	0	0	0
The Grayhound Station	0	17	0	0	0	0	0	9	0	0	0	0
Future Conditions	410	1688	514	204	650	29	25	759	94	100	478	158

3417
Intersection Name: 6' Coleman Avenue & Taylor Street
Peak Hour: AM
Scenario: 4/09/03
(S) Growth Factor: 0.001 Future Growth % Per Year: 0.012
(S) Number of Months: 75.0 Number of Years to Buildout: 7.0

Scenario:	North Approach			East Approach			South Approach			West Approach		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	108	359	156	208	358	0	31	1781	193	74	632	366
Approved Trips	12	133	25	91	15	0	0	108	4	2	5	20
Background Volumes	128	619	193	412	400	0	33	2021	211	82	699	417
Project Trips	Residential	0	35	0	0	0	0	68	0	0	0	0
Non-residential	0	-1	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	34	0	0	0	0	0	68	0	0	0	0
Project Conditions	128	533	193	412	400	0	33	2087	211	82	699	417
Downtown Mixed Use	0	96	0	0	0	0	0	97	0	0	0	0
San Jose Water Company	0	0	0	0	0	0	0	0	0	0	0	0
The Grayhound Station	0	9	0	0	0	0	0	17	0	0	0	0
Future Conditions	137	690	208	436	430	0	36	2350	228	88	969	448

Brandenburg Site Residential TIA Volume Sheets

Scenario:	North Approach		East Approach		South Approach		West Approach						
	RT	LT	RT	LT	RT	LT	RT	LT					
Existing	402	0	0	47	529	0	0	203	27	0	0	0	0
Approved Trips	28	0	0	53	18	0	0	80	1	0	0	0	0
Background Volumes	430	0	0	103	647	0	0	263	28	0	0	0	0
Project Trips	Residential 31 0 0 0 61 0 0 17 0 0 0 0 Non-residential 1 0 0 0 4 0 0 0 0 0 0 0 0 0 Total Project Trips 32 0 0 0 65 0 0 17 0 0 0 0 0 0 Project Conditions 482 0 0 100 712 0 0 300 26 0 0 0 0 0												
Downtown Mixed Use San Jose Water Company The Greyhound Station Future Conditions	20	0	0	50	48	0	0	0	0	0	0	0	0
Scenario:	North Approach		East Approach		South Approach		West Approach						
Existing	122	217	0	16	503	65	0	27	27	0	0	0	0
Approved Trips	0	13	0	53	18	1	0	0	0	0	0	0	0
Background Volumes	122	230	0	69	521	66	0	27	27	0	0	0	0
Project Trips	Residential 0 0 0 0 81 0 0 0 0 0 0 0 0 0 Non-residential 0 0 0 0 4 0 0 0 0 0 0 0 0 0 Total Project Trips 0 0 0 0 85 0 0 0 0 0 0 0 0 0 Project Conditions 122 230 0 69 588 66 0 27 27 0 0 0 0 0												
Downtown Mixed Use San Jose Water Company The Greyhound Station Future Conditions	0	0	0	0	0	0	0	0	0	0	0	0	0

Brandenburg Site Residential TIA Volume Sheets

Scenario:	North Approach		East Approach		South Approach		West Approach						
	RT	LT	RT	LT	RT	LT	RT	LT					
Existing	189	0	0	48	804	0	0	418	28	0	0	0	0
Approved Trips	89	0	0	71	0	0	16	0	0	0	0	0	0
Background Volumes	258	0	0	48	875	0	0	432	28	0	0	0	0
Project Trips	Residential 17 0 0 0 33 0 0 31 0 0 0 0 0 Non-residential -1 0 0 0 -3 0 0 0 0 0 0 0 0 0 Total Project Trips 16 0 0 0 30 0 0 31 0 0 0 0 0 0 Project Conditions 274 0 0 48 905 0 0 463 28 0 0 0 0 0												
Downtown Mixed Use San Jose Water Company The Greyhound Station Future Conditions	0	0	0	30	85	0	0	0	0	0	0	0	0
Scenario:	North Approach		East Approach		South Approach		West Approach						
Existing	74	100	0	15	774	57	0	39	15	0	0	0	0
Approved Trips	0	3	0	0	71	6	0	0	0	0	0	0	0
Background Volumes	74	103	0	15	845	57	0	39	15	0	0	0	0
Project Trips	Residential 0 0 0 0 33 0 0 0 0 0 0 0 0 0 Non-residential 0 0 0 0 -3 0 0 0 0 0 0 0 0 0 Total Project Trips 0 0 0 0 30 0 0 0 0 0 0 0 0 0 Project Conditions 74 103 0 15 875 57 0 39 15 0 0 0 0 0												
Downtown Mixed Use San Jose Water Company The Greyhound Station Future Conditions	0	0	0	0	116	0	0	0	0	0	0	0	0

2810
Intersection Name: Third Street & Julian Street
Peak Hour: PM
Scenario: 0.001
(S.J.) Growth Factor: 0.0
(S.J.) Number of Months: 0.0

Date of Analysis: 4/09/03
Count Date: 10/30/02
Future Growth % Per Year: 0.012
Number of Years to Buildout: 7.0

Scenario:	North Approach		East Approach		South Approach		West Approach						
	RT	LT	RT	LT	RT	LT	RT	LT					
Existing	0	0	0	51	482	0	0	380	124	0	0	0	0
Approved Trips	0	0	0	53	17	0	0	45	33	0	0	0	0
Background Volumes	0	0	0	104	479	0	0	435	157	0	0	0	0
Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential	0	0	0	0	61	0	0	13	0	0	0	0	0
Non-residential	0	0	0	0	3	0	0	0	1	0	0	0	0
Total Project Trips	0	0	0	0	64	0	0	13	1	0	0	0	0
Project Conditions	0	0	0	104	543	0	0	448	158	0	0	0	0
Downtown Mixed Use	0	0	0	0	0	0	0	0	0	0	0	0	0
San Jose Water Company	0	0	0	0	0	0	0	0	0	0	0	0	0
The Greyhound Station	0	0	0	0	0	0	0	0	0	0	0	0	0
Future Conditions	0	0	0	109	625	0	0	522	225	0	0	0	0

3610
Intersection Name: Third Street & Julian Street
Peak Hour: AM
Scenario: 0.001
(S.J.) Growth Factor: 0.0
(S.J.) Number of Months: 0.0

Date of Analysis: 4/09/03
Count Date: 10/30/02
Future Growth % Per Year: 0.012
Number of Years to Buildout: 7.0

Scenario:	North Approach		East Approach		South Approach		West Approach						
	RT	LT	RT	LT	RT	LT	RT	LT					
Existing	0	0	0	59	874	0	0	987	112	0	0	0	0
Approved Trips	0	0	0	0	54	0	0	39	48	0	0	0	0
Background Volumes	0	0	0	59	728	0	0	1026	180	0	0	0	0
Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential	0	0	0	0	33	0	0	24	0	0	0	0	0
Non-residential	0	0	0	0	-2	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	31	0	0	24	0	0	0	0	0
Project Conditions	0	0	0	59	759	0	0	1050	180	0	0	0	0
Downtown Mixed Use	0	0	0	0	0	0	0	0	0	0	0	0	0
San Jose Water Company	0	0	0	0	0	0	0	0	0	0	0	0	0
The Greyhound Station	0	0	0	0	0	0	0	0	0	0	0	0	0
Future Conditions	0	0	0	66	805	0	0	1201	247	0	0	0	0

3536
Intersection Name: Fourth Street & Julian Street
Peak Hour: PM
Scenario: 0.001
(S.J.) Growth Factor: 0.0
(S.J.) Number of Months: 0.0

Date of Analysis: 4/09/03
Count Date: 11/05/02
Future Growth % Per Year: 0.012
Number of Years to Buildout: 7.0

Scenario:	North Approach		East Approach		South Approach		West Approach						
	RT	LT	RT	LT	RT	LT	RT	LT					
Existing	103	1082	0	0	404	156	0	0	0	0	0	0	0
Approved Trips	3	48	0	0	13	0	0	0	0	0	0	0	0
Background Volumes	106	1128	0	0	417	156	0	0	0	0	0	0	0
Project Trips	24	0	0	0	0	0	0	0	0	0	0	0	0
Residential	1	0	0	0	2	0	0	0	0	0	0	0	0
Non-residential	23	0	0	0	39	0	0	0	0	0	0	0	0
Total Project Trips	24	0	0	0	41	0	0	0	0	0	0	0	0
Project Conditions	131	1128	0	0	456	156	0	0	0	0	0	0	0
Downtown Mixed Use	29	50	0	0	10	7	0	0	0	0	0	0	0
San Jose Water Company	0	0	0	0	0	0	0	0	0	0	0	0	0
The Greyhound Station	0	0	0	0	0	0	0	0	0	0	0	0	0
Future Conditions	160	1269	0	0	499	169	0	0	0	0	0	0	0

3538
Intersection Name: Fourth Street & Julian Street
Peak Hour: AM
Scenario: 0.001
(S.J.) Growth Factor: 0.0
(S.J.) Number of Months: 0.0

Date of Analysis: 4/09/03
Count Date: 11/05/02
Future Growth % Per Year: 0.012
Number of Years to Buildout: 7.0

Scenario:	North Approach		East Approach		South Approach		West Approach						
	RT	LT	RT	LT	RT	LT	RT	LT					
Existing	70	352	0	0	882	142	0	0	0	0	0	0	0
Approved Trips	2	32	0	0	52	0	0	0	0	0	0	0	0
Background Volumes	72	394	0	0	944	142	0	0	0	0	0	0	0
Project Trips	13	0	0	0	0	0	0	0	0	0	0	0	0
Residential	0	0	0	0	20	0	0	0	0	0	0	0	0
Non-residential	13	0	0	0	-2	0	0	0	0	0	0	0	0
Total Project Trips	13	0	0	0	18	0	0	0	0	0	0	0	0
Project Conditions	85	384	0	0	982	142	0	0	0	0	0	0	0
Downtown Mixed Use	19	60	0	0	10	9	0	0	0	0	0	0	0
San Jose Water Company	0	0	0	0	0	0	0	0	0	0	0	0	0
The Greyhound Station	0	0	0	0	0	0	0	0	0	0	0	0	0
Future Conditions	110	474	0	0	1048	154	0	0	0	0	0	0	0

3014
Intersection Name: SR 87 & Julian Street (W)
Peak Hour: AM Date of Analysis: 4/06/03
Scenario: 1003/02
(S) Growth Factor: 0.001 Future Growth % Per Year: 0.012
(S) Number of Months: 0.0 Number of Years to Buildout: 7.0

	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing	113	96	202	323	856	76	0	0	0	0	20	482	0
Approved Trips	50	3	91	0	346	47	0	0	0	0	7	73	0
Background Volumes	163	99	263	323	1304	123	0	0	0	0	27	835	0
Project Trips	0	0	78	101	16	0	0	0	0	0	0	0	0
Residential	0	0	78	101	16	0	0	0	0	0	0	0	0
Non-residential	0	0	0	2	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	78	103	16	0	0	0	0	0	0	0	0
Project Conditions	163	99	364	426	1322	123	0	0	0	0	27	843	0

Downtown Mixed Use
San Jose Water Company
The Greyhound Station
Future Conditions

3014
Intersection Name: SR 87 & Julian Street (W)
Peak Hour: PM Date of Analysis: 4/06/03
Scenario: 1003/02
(S) Growth Factor: 0.001 Future Growth % Per Year: 0.012
(S) Number of Months: 0.0 Number of Years to Buildout: 7.0

	North Approach			East Approach			South Approach			West Approach		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	62	59	83	1024	442	205	0	0	0	79	1042	0
Approved Trips	35	5	58	0	44	5	0	0	0	19	356	0
Background Volumes	97	64	142	1024	486	210	0	0	0	98	1400	0
Project Trips	0	0	140	84	8	0	0	0	0	0	0	0
Residential	0	0	140	84	8	0	0	0	0	0	0	0
Non-residential	0	0	0	2	0	0	0	0	0	0	0	0
Total Project Trips	0	0	140	86	8	0	0	0	0	0	0	0
Project Conditions	97	64	285	1080	495	210	0	0	0	98	1419	0

Downtown Mixed Use
San Jose Water Company
The Greyhound Station
Future Conditions

3785
Intersection Name: Tenth Street & Santa Clara Street
Peak Hour: AM Date of Analysis: 4/06/03
Scenario: 1003/02
(S) Growth Factor: 0.001 Future Growth % Per Year: 0.012
(S) Number of Months: 0.0 Number of Years to Buildout: 7.0

	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing	48	501	62	0	667	138	0	0	0	0	143	367	0
Approved Trips	1	2	0	0	201	3	0	0	0	0	16	15	0
Background Volumes	49	503	62	0	666	141	0	0	0	0	159	382	0
Project Trips	0	0	0	0	7	0	0	0	0	0	0	0	0
Residential	0	0	0	0	7	0	0	0	0	0	0	0	0
Non-residential	0	0	0	0	-1	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	6	0	0	0	0	0	0	0	0
Project Conditions	49	503	62	0	664	141	0	0	0	0	159	385	0

Downtown Mixed Use
San Jose Water Company
The Greyhound Station
Future Conditions

3785
Intersection Name: Tenth Street & Santa Clara Street
Peak Hour: PM Date of Analysis: 4/06/03
Scenario: 1003/02
(S) Growth Factor: 0.001 Future Growth % Per Year: 0.012
(S) Number of Months: 0.0 Number of Years to Buildout: 7.0

	North Approach			East Approach			South Approach			West Approach		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	93	1187	124	0	513	233	0	0	0	193	833	0
Approved Trips	2	7	0	0	68	8	0	0	0	124	82	0
Background Volumes	95	1204	124	0	601	241	0	0	0	317	915	0
Project Trips	0	0	0	0	13	0	0	0	0	0	7	0
Residential	0	0	0	0	13	0	0	0	0	0	7	0
Non-residential	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	13	0	0	0	0	0	7	0
Project Conditions	95	1204	124	0	616	241	0	0	0	317	922	0

Downtown Mixed Use
San Jose Water Company
The Greyhound Station
Future Conditions

3477
 Intersection Name: 19 Eleventh Street & Santa Clara Street
 Peak Hour: AM
 Date of Analysis: 4/09/03
 Count Date: 10/31/02
 Scenario: (S) Growth Factor: 0.001 Future Growth % Per Year: 0.012
 (S) Number of Months: 0.0 Number of Years to Buildout: 7.0

Scenario:	North Approach			East Approach			South Approach			West Approach					
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT			
Existing	0	0	0	0	0	0	79	653	0	142	1063	166	0	317	67
Approved Trips	0	0	0	0	0	0	0	0	0	5	4	117	0	15	0
Background Volumes	0	0	0	0	0	0	79	741	0	147	1067	303	0	332	67
Project Trips	Residential: 0 0 0 0 0 0 0 7 0 0 0 0 0 0 0 13 0 Non-residential: 0 0 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 Total Project Trips: 0 0 0 0 0 0 0 8 0 0 0 0 0 0 0 13 0 Project Conditions: 0 0 0 0 0 0 0 79 747 0 147 1067 303 0 345 67														
Downtown Mixed Use San Jose Water Company The Greyhound Station Future Conditions															

3477
 Intersection Name: 19 Eleventh Street & Santa Clara Street
 Peak Hour: PM
 Date of Analysis: 4/09/03
 Count Date: 10/31/02
 Scenario: (S) Growth Factor: 0.001 Future Growth % Per Year: 0.012
 (S) Number of Months: 0.0 Number of Years to Buildout: 7.0

Scenario:	North Approach			East Approach			South Approach			West Approach					
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT			
Existing	0	0	0	40	562	0	159	471	185	0	626	65			
Approved Trips	0	0	0	0	41	0	9	7	55	0	82	0			
Background Volumes	0	0	0	40	623	0	166	478	220	0	908	65			
Project Trips	Residential: 0 0 0 0 13 0 0 0 0 0 0 0 0 0 7 0 Non-residential: 0 0 0 0 2 0 0 0 0 0 0 0 0 0 0 0 Total Project Trips: 0 0 0 0 15 0 0 0 0 0 0 0 0 0 7 0 Project Conditions: 0 0 0 0 40 638 0 166 478 220 0 915 65														
Downtown Mixed Use San Jose Water Company The Greyhound Station Future Conditions															

3081
 Intersection Name: 20' Almaden Boulevard & San Carlos Street
 Peak Hour: PM
 Date of Analysis: 4/09/03
 Count Date: 9/17/02
 Scenario: (S) Growth Factor: 0.001 Future Growth % Per Year: 0.012
 (S) Number of Months: 0.0 Number of Years to Buildout: 7.0

Scenario:	North Approach			East Approach			South Approach			West Approach					
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT			
Existing	86	1371	63	64	315	167	141	145	57	79	480	96			
Approved Trips	6	124	14	3	145	33	386	134	221	89	164	0			
Background Volumes	82	1495	107	67	460	200	536	282	278	166	683	102			
Project Trips	Residential: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 Non-residential: 0 0 0 0 0 0 0 0 2 0 0 0 0 0 0 Total Project Trips: 0 0 0 0 0 0 0 0 2 0 0 0 0 0 0 Project Conditions: 82 1485 107 67 460 200 536 284 278 166 683 102														
Downtown Mixed Use San Jose Water Company The Greyhound Station Future Conditions															

3081
 Intersection Name: 20' Almaden Boulevard & San Carlos Street
 Peak Hour: AM
 Date of Analysis: 4/09/03
 Count Date: 9/17/02
 Scenario: (S) Growth Factor: 0.001 Future Growth % Per Year: 0.012
 (S) Number of Months: 0.0 Number of Years to Buildout: 7.0

Scenario:	North Approach			East Approach			South Approach			West Approach					
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT			
Existing	39	160	54	105	277	58	249	1253	73	16	289	95			
Approved Trips	0	133	0	3	68	89	58	165	95	138	162	34			
Background Volumes	39	293	63	106	345	157	307	1416	168	154	451	129			
Project Trips	Residential: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 Non-residential: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 Total Project Trips: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 Project Conditions: 39 293 63 106 345 157 307 1416 168 154 451 129														
Downtown Mixed Use San Jose Water Company The Greyhound Station Future Conditions															

3107
Intersection Name: Market Street & San Carlos Street
Peak Hour: PM
Scenario: 4/06/03
(SJ) Growth Factor: 0.001
(SJ) Number of Months: 0.0

Date of Analysis: 4/06/03
Count Date: 9/17/02
Future Growth % Per Year: 0.012
Number of Years to Buildout: 7.0

Scenario:	North Approach			East Approach			South Approach			West Approach		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	98	1155	112	34	208	0	20	225	120	181	448	61
Approved Trips	8	256	2	0	143	0	12	76	30	442	137	27
Background Volumes	106	1413	114	34	348	0	32	301	150	603	565	106
Project Trips	0	5	0	0	0	0	0	8	0	0	0	0
Residential	0	0	0	0	0	0	0	2	0	0	0	0
Non-residential	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	5	0	0	0	0	0	8	0	0	0	0
Project Conditions	106	1418	114	34	349	0	32	311	150	603	565	106
Downtown Mixed Use	0	0	0	0	102	0	0	0	0	0	0	0
San Jose Water Company	0	0	0	0	5	0	0	0	0	4	10	11
The Greyhound Station	0	9	0	0	0	0	0	0	3	0	0	0
Future Conditions	114	1524	123	37	473	0	34	333	164	827	726	115

3107
Intersection Name: Market Street & San Carlos Street
Peak Hour: AM
Scenario: 4/06/03
(SJ) Growth Factor: 0.001
(SJ) Number of Months: 0.0

Date of Analysis: 4/06/03
Count Date: 9/17/02
Future Growth % Per Year: 0.012
Number of Years to Buildout: 7.0

Scenario:	North Approach			East Approach			South Approach			West Approach		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	36	171	58	32	117	0	26	936	185	65	390	92
Approved Trips	48	111	0	0	80	0	11	116	42	102	125	2
Background Volumes	82	282	58	32	197	0	37	1052	227	167	485	94
Project Trips	0	8	0	0	0	0	0	4	0	0	0	0
Residential	0	0	0	0	0	0	0	-1	0	0	0	0
Non-residential	0	0	0	0	0	0	0	3	0	0	0	0
Total Project Trips	0	8	0	0	0	0	0	3	0	0	0	0
Project Conditions	82	291	58	32	197	0	37	1055	227	167	485	94
Downtown Mixed Use	0	0	0	0	32	0	0	0	0	0	0	0
San Jose Water Company	0	0	0	0	11	0	0	0	11	3	4	0
The Greyhound Station	0	4	0	0	0	0	0	1	0	0	0	0
Future Conditions	65	309	63	35	250	0	39	1135	254	175	742	102

3054
Intersection Name: North First Street & L-880 (N)
Peak Hour: PM
Scenario: 4/06/03
(SJ) Growth Factor: 0.001
(SJ) Number of Months: 0.0

Date of Analysis: 4/06/03
Count Date: 9/17/02
Future Growth % Per Year: 0.012
Number of Years to Buildout: 7.0

Scenario:	North Approach			East Approach			South Approach			West Approach		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	0	1646	0	152	0	257	267	770	0	29	0	0
Approved Trips	0	343	0	57	0	95	28	136	0	0	0	0
Background Volumes	0	1989	0	209	0	352	313	908	0	29	0	0
Project Trips	0	13	0	0	0	17	0	7	0	0	0	0
Residential	0	0	0	0	0	0	0	0	0	0	0	0
Non-residential	0	13	0	0	0	17	0	7	0	0	0	0
Total Project Trips	0	13	0	0	0	17	0	7	0	0	0	0
Project Conditions	0	2002	0	209	0	369	313	915	0	29	0	0
Downtown Mixed Use	0	18	0	0	0	20	0	25	0	0	0	0
San Jose Water Company	0	0	0	0	0	0	0	0	0	0	0	0
The Greyhound Station	0	10	0	0	0	10	0	5	0	0	0	0
Future Conditions	0	2168	0	222	0	421	337	1010	0	31	0	0

3054
Intersection Name: North First Street & L-880 (N)
Peak Hour: AM
Scenario: 4/06/03
(SJ) Growth Factor: 0.001
(SJ) Number of Months: 0.0

Date of Analysis: 4/06/03
Count Date: 9/17/02
Future Growth % Per Year: 0.012
Number of Years to Buildout: 7.0

Scenario:	North Approach			East Approach			South Approach			West Approach		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	0	581	0	241	0	417	247	1756	0	14	0	0
Approved Trips	0	128	0	97	0	179	13	260	0	0	0	0
Background Volumes	0	720	0	338	0	596	260	2018	0	14	0	0
Project Trips	0	7	0	0	0	9	0	13	0	0	0	0
Residential	0	0	0	0	0	0	0	0	0	0	0	0
Non-residential	0	7	0	0	0	9	0	13	0	0	0	0
Total Project Trips	0	7	0	0	0	9	0	13	0	0	0	0
Project Conditions	0	727	0	338	0	605	260	2031	0	14	0	0
Downtown Mixed Use	0	22	0	0	0	23	0	15	0	0	0	0
San Jose Water Company	0	0	0	0	0	0	0	0	0	0	0	0
The Greyhound Station	0	0	0	0	0	6	0	10	0	0	0	0
Future Conditions	0	804	0	358	0	689	281	2204	0	15	0	0

3055
 Intersection Name: 23rd North First Street & I-880 (S)
 Peak Hour: AM
 Scenario: 408/03
 (S) Growth Factor: 0.001
 (S) Number of Months: 0.0
 Date of Analysis: 4/17/02
 Count Date: 9/17/02
 Future Growth % Per Year: 0.012
 Number of Years to Buildout: 7.0

Scenario:	North Approach			East Approach			South Approach			West Approach		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	90	759	36	232	0	0	31	1154	0	246	63	972
Approved Trips	1	224	0	0	0	0	18	143	0	28	0	181
Background Volumes	91	983	36	232	0	0	49	1297	0	274	63	1153
Project Trips												
Residential	0	17	0	0	0	0	0	31	0	0	0	0
Non-residential	0	1	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	18	0	0	0	0	0	31	0	0	0	0
Project Conditions	91	989	36	232	0	0	49	1328	0	274	63	1153
Downtown Mixed Use	0	45	0	0	0	0	0	30	0	0	0	0
San Jose Water Company	0	0	0	0	0	0	0	0	0	0	0	0
The Greyhound Station	0	11	0	0	0	0	0	20	0	0	0	0
Future Conditions	99	1119	36	251	0	0	52	1475	0	296	68	1235

3055
 Intersection Name: 23rd North First Street & I-880 (S)
 Peak Hour: PM
 Scenario: 408/03
 (S) Growth Factor: 0.001
 (S) Number of Months: 0.0
 Date of Analysis: 4/17/02
 Count Date: 10/31/02
 Future Growth % Per Year: 0.012
 Number of Years to Buildout: 7.0

Scenario:	North Approach			East Approach			South Approach			West Approach		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	112	1108	170	101	0	0	24	1190	0	187	87	290
Approved Trips	0	191	0	0	0	0	35	213	0	19	0	80
Background Volumes	112	1300	170	101	0	0	59	1383	0	206	87	370
Project Trips												
Residential	0	31	0	0	0	0	0	17	0	0	0	0
Non-residential	0	1	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	32	0	0	0	0	0	17	0	0	0	0
Project Conditions	112	1332	170	101	0	0	59	1410	0	206	87	370
Downtown Mixed Use	0	39	0	0	0	0	0	50	0	0	0	0
San Jose Water Company	0	0	0	0	0	0	0	0	0	0	0	0
The Greyhound Station	0	20	0	0	0	0	0	11	0	0	0	0
Future Conditions	121	1404	184	108	0	0	61	1570	0	222	94	384

3805
Intersection Name: Market Street & Julian Street
Peak Hour: PM
Scenario: 1 - Grid w/ Julian-Terrace as main no Count Date: 10/31/02
(SJ) Growth Factor: 0.001
(SJ) Number of Months: 0.0
Number of Years to Buildout: 7.0

Scenario:	North Approach			East Approach			South Approach			West Approach		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	475	1002	0	121	549	411	45	361	118	0	0	0
Approved Trips	8	64	0	77	14	33	0	60	2	0	0	0
Background Volumes	483	1066	0	196	563	444	45	421	6	0	0	0
Project Trips	1	0	0	1	2	1	0	1	9	0	0	0
Non-residential	43	23	0	11	40	22	0	41	29	0	0	0
Residential	44	23	0	12	42	23	0	42	38	0	0	0
Total Project Trips	47	23	0	23	42	23	0	43	67	0	0	0
Project Conditions	527	1069	0	210	605	467	45	463	44	0	0	0
Downtown Mixed Use	105			40	29			65				
San Jose Water Company												
The Grayhound Station	17			21				9				
Future Conditions	567	1285	0	260	680	523	48	567	54	0	0	0

3013
Intersection Name: 15th SR 87 & Julian Street (E)
Peak Hour: PM
Scenario: 1 - Grid w/ Julian-Terrace as main no Count Date: 10/30/02
(SJ) Growth Factor: 0.001
(SJ) Number of Months: 0.0
Number of Years to Buildout: 7.0

Scenario:	North Approach			East Approach			South Approach			West Approach		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	0	355	202	84	1314	0	57	349	499	0	420	127
Approved Trips	0	23	0	59	24	0	79	41	94	0	99	57
Background Volumes	0	378	202	153	1336	0	136	360	563	0	519	184
Project Trips	0	31	0	0	2	0	2	0	0	0	5	0
Non-residential	0	100	0	76	64	0	0	0	0	0	157	0
Residential	0	131	0	76	68	0	2	0	0	0	162	0
Total Project Trips	0	131	0	76	70	0	2	0	0	0	162	0
Project Conditions	0	509	202	229	1404	0	138	380	563	0	681	184
Downtown Mixed Use	158			59	46			127	490		166	
San Jose Water Company												
The Grayhound Station												
Future Conditions	0	687	219	295	1580	0	143	548	1125	0	902	209

3805
Intersection Name: Market Street & Julian Street
Peak Hour: AM
Scenario: 1 - Grid w/ Julian-Terrace as main no Count Date: 11/05/02
(SJ) Growth Factor: 0.001
(SJ) Number of Months: 0.0
Number of Years to Buildout: 7.0

Scenario:	North Approach			East Approach			South Approach			West Approach		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	85	333	0	312	494	174	68	1243	37	0	0	0
Approved Trips	7	66	0	27	85	64	0	33	12	0	0	0
Background Volumes	92	419	0	339	578	258	68	1276	10	0	0	0
Project Trips	0	0	0	0	1	0	0	0	3	0	0	0
Non-residential	23	12	0	6	22	12	0	69	16	0	0	0
Residential	23	12	0	6	23	12	0	69	19	0	0	0
Total Project Trips	23	12	0	6	23	12	0	69	19	0	0	0
Project Conditions	115	431	0	345	602	270	68	1345	29	0	0	0
Downtown Mixed Use	96			37	49			80				
San Jose Water Company												
The Grayhound Station	9			12				17				
Future Conditions	122	566	0	408	692	297	74	1526	32	0	0	0

3013
Intersection Name: 15th SR 87 & Julian Street (E)
Peak Hour: AM
Scenario: 1 - Grid w/ Julian-Terrace as main no Count Date: 10/30/02
(SJ) Growth Factor: 0.001
(SJ) Number of Months: 0.0
Number of Years to Buildout: 7.0

Scenario:	North Approach			East Approach			South Approach			West Approach		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	0	1029	545	40	791	0	66	215	116	0	458	70
Approved Trips	0	12	0	14	91	0	10	33	308	0	93	52
Background Volumes	0	1041	545	54	892	0	108	248	428	0	551	122
Project Trips	0	0	0	0	2	0	0	0	0	0	0	0
Non-residential	0	54	0	140	118	0	0	0	0	0	0	0
Residential	0	54	0	140	120	0	0	0	0	0	0	0
Total Project Trips	0	54	0	140	120	0	0	0	0	0	0	0
Project Conditions	0	1085	545	184	1002	0	108	248	428	0	638	122
Downtown Mixed Use	220			54	24			135	123		151	
San Jose Water Company												
The Grayhound Station												
Future Conditions	0	1401	591	251	1082	0	116	401	539	0	825	134

3777
 Intersection Name: San Pedro Street & St. James Street
 Peak Hour: AM Date of Analysis: 4/09/03
 Scenario: 1 - Grid w/ Julian-Terraine as main rd Count Date: 5/02/02
 (SJ) Growth Factor: 0.001 Future Growth % Per Year: 0.012
 (SJ) Number of Months: 0.0 Number of Years to Buildout: 7.0

Scenario:	North Approach				East Approach				South Approach				West Approach			
	RT	TH	LT	LT	RT	TH	LT	LT	RT	TH	LT	LT	RT	TH	LT	LT
Existing	0	42	5	0	0	0	0	0	29	37	0	0	174	1277	121	0
Reassignment																
Approved Trips	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reassignment																
Background Volumes	0	45	5	0	0	0	0	0	29	37	0	0	174	1347	121	0
Project Trips	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Non-residential	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Conditions	0	46	47	0	0	0	0	0	28	38	0	0	174	1361	246	0

Downtown Mixed Use
 San Jose Water Company
 The Greyhound Station
 Future Conditions 0 52 47 0 0 0 0 0 31 41 0 0 189 1840 258 372

3777
 Intersection Name: San Pedro Street & St. James Street
 Peak Hour: PM Date of Analysis: 4/09/03
 Scenario: 1 - Grid w/ Julian-Terraine as main rd Count Date: 5/02/02
 (SJ) Growth Factor: 0.001 Future Growth % Per Year: 0.012
 (SJ) Number of Months: 0.0 Number of Years to Buildout: 7.0

Scenario:	North Approach				East Approach				South Approach				West Approach			
	RT	TH	LT	LT	RT	TH	LT	LT	RT	TH	LT	LT	RT	TH	LT	LT
Existing	0	57	20	0	0	0	0	0	58	49	0	0	54	873	31	0
Reassignment																
Approved Trips	0	0	0	0	0	0	0	0	0	0	0	0	22	114	0	0
Reassignment																
Background Volumes	0	57	20	0	0	0	0	0	59	49	0	0	76	787	31	0
Project Trips	0	1	4	0	0	0	0	0	0	0	0	0	0	7	30	0
Non-residential	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential	0	1	4	0	0	0	0	0	0	0	0	0	0	7	30	0
Total Project Trips	0	1	4	0	0	0	0	0	0	0	0	0	0	7	30	0
Project Conditions	0	60	46	0	0	0	0	0	59	51	0	0	76	816	296	0

Downtown Mixed Use
 San Jose Water Company
 The Greyhound Station
 Future Conditions 0 65 48 0 0 0 0 0 64 55 0 0 81 1217 299 344

3671
 Intersection Name: Market Street & St. James Street
 Peak Hour: AM Date of Analysis: 4/09/03
 Scenario: 1 - Grid w/ Julian-Terraine as main rd Count Date: 11/05/02
 (SJ) Growth Factor: 0.001 Future Growth % Per Year: 0.012
 (SJ) Number of Months: 0.0 Number of Years to Buildout: 7.0

Scenario:	North Approach				East Approach				South Approach				West Approach			
	RT	TH	LT	LT	RT	TH	LT	LT	RT	TH	LT	LT	RT	TH	LT	LT
Existing	0	467	64	0	0	0	0	0	83	843	0	0	95	706	500	0
Reassignment																
Approved Trips	0	159	13	0	0	0	0	0	14	47	0	0	1	60	2	0
Reassignment																
Background Volumes	0	626	77	0	0	0	0	0	87	890	0	0	96	786	502	0
Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Non-residential	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Conditions	0	636	92	0	0	0	0	0	97	901	0	0	105	819	516	0

Downtown Mixed Use
 San Jose Water Company
 The Greyhound Station
 Future Conditions 0 49 49 0 0 0 0 0 68 281 91 17 105 1077 0 384 969 556

3671
 Intersection Name: Market Street & St. James Street
 Peak Hour: PM Date of Analysis: 4/09/03
 Scenario: 1 - Grid w/ Julian-Terraine as main rd Count Date: 11/05/02
 (SJ) Growth Factor: 0.001 Future Growth % Per Year: 0.012
 (SJ) Number of Months: 0.0 Number of Years to Buildout: 7.0

Scenario:	North Approach				East Approach				South Approach				West Approach			
	RT	TH	LT	LT	RT	TH	LT	LT	RT	TH	LT	LT	RT	TH	LT	LT
Existing	0	987	93	0	0	0	0	0	22	342	0	0	74	506	90	0
Reassignment																
Approved Trips	0	85	26	0	0	0	0	0	34	63	0	0	34	107	19	0
Reassignment																
Background Volumes	0	1072	119	0	0	0	0	0	56	405	0	0	106	613	108	0
Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Non-residential	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Conditions	0	1078	127	0	0	0	0	0	56	429	0	0	116	633	138	0

Downtown Mixed Use
 San Jose Water Company
 The Greyhound Station
 Future Conditions 0 45 61 0 0 0 0 0 140 210 134 1 9 59 807 0 332 610 146

3671
 Intersection Name: Market Street & St. James Street
 Peak Hour: AM Date of Analysis: 4/09/03
 Scenario: 1 - Grid w/ Julian-Terraine as main rd Count Date: 11/05/02
 (SJ) Growth Factor: 0.001 Future Growth % Per Year: 0.012
 (SJ) Number of Months: 0.0 Number of Years to Buildout: 7.0

Scenario:	North Approach				East Approach				South Approach				West Approach			
	RT	TH	LT	LT	RT	TH	LT	LT	RT	TH	LT	LT	RT	TH	LT	LT
Existing	0	467	64	0	0	0	0	0	83	843	0	0	95	706	500	0
Reassignment																
Approved Trips	0	159	13	0	0	0	0	0	14	47	0	0	1	60	2	0
Reassignment																
Background Volumes	0	626	77	0	0	0	0	0	87	890	0	0	96	786	502	0
Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Non-residential	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Conditions	0	636	92	0	0	0	0	0	97	901	0	0	105	819	516	0

Downtown Mixed Use
 San Jose Water Company
 The Greyhound Station
 Future Conditions 0 49 49 0 0 0 0 0 68 281 91 17 105 1077 0 384 969 556

3671
 Intersection Name: Market Street & St. James Street
 Peak Hour: PM Date of Analysis: 4/09/03
 Scenario: 1 - Grid w/ Julian-Terraine as main rd Count Date: 11/05/02
 (SJ) Growth Factor: 0.001 Future Growth % Per Year: 0.012
 (SJ) Number of Months: 0.0 Number of Years to Buildout: 7.0

Scenario:	North Approach				East Approach				South Approach				West Approach			
	RT	TH	LT	LT	RT	TH	LT	LT	RT	TH	LT	LT	RT	TH	LT	LT
Existing	0	987	93	0	0	0	0	0	22	342	0	0	74	506	90	0
Reassignment																
Approved Trips	0	85	26	0	0	0	0	0	34	63	0	0	34	107	19	0
Reassignment																
Background Volumes	0	1072	119	0	0	0	0	0	56	405	0	0	106	613	108	0
Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Non-residential	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Conditions	0	1078	127	0	0	0	0	0	56	429	0	0	116	633	138	0

Downtown Mixed Use
 San Jose Water Company
 The Greyhound Station
 Future Conditions 0 45 61 0 0 0 0 0 140 210 134 1 9 59 807 0 332 610 146

3671
 Intersection Name: Market Street & St. James Street
 Peak Hour: AM Date of Analysis: 4/09/03
 Scenario: 1 - Grid w/ Julian-Terraine as main rd Count Date: 11/05/02
 (SJ) Growth Factor: 0.001 Future Growth % Per Year: 0.012
 (SJ) Number of Months: 0.0 Number of Years to Buildout: 7.0

Scenario:	North Approach				East Approach				South Approach				West Approach			
	RT	TH	LT	LT	RT	TH	LT	LT	RT	TH	LT	LT	RT	TH	LT	LT
Existing	0	467	64	0	0	0	0	0	83	843	0	0	95	706	500	0
Reassignment																
Approved Trips	0	159	13	0	0	0	0	0	14	47	0	0	1	60	2	0
Reassignment																
Background Volumes	0	626	77	0	0	0	0	0	87	890	0	0	96	786	502	0
Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Non-residential	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Conditions	0	636	92	0	0	0	0	0	97	901	0	0	105	819	516	0

Downtown Mixed Use
 San Jose Water Company
 The Greyhound Station
 Future Conditions 0 49 49 0 0 0 0 0 68 281 91 17 105 1077 0 384 969 556

3671
 Intersection Name: Market Street & St. James Street
 Peak Hour: PM Date of Analysis: 4/09/03
 Scenario: 1 - Grid w/ Julian-Terraine as main rd Count Date: 11/05/02
 (SJ) Growth Factor: 0.001 Future Growth % Per Year: 0.012
 (SJ) Number of Months: 0.0 Number of Years to Buildout: 7.0

Scenario:	North Approach				East Approach				South Approach				West Approach			
	RT	TH	LT	LT	RT	TH	LT	LT	RT	TH	LT	LT	RT	TH	LT	LT
Existing	0	987	93	0	0	0	0	0	22	342	0	0	74	506	90	0
Reassignment																

24
 Intersection Name: Terraine Street & Bassett Street
 Peak Hour: PM Date of Analysis: 4/09/03
 Scenario: 1 - Grid w/ Julian-Terraine as main rd Count Date: N/A
 (SJJ) Growth Factor: 0.001 Future Growth % Per Year: 0.012
 (SJJ) Number of Months: 0.0 Number of Years to Buildout: 7.0

	North Approach			East Approach			South Approach			West Approach		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing Reassignment	0	0	0	0	0	0	0	0	0	0	0	0
Approved Trips Reassignment	0	0	0	0	0	0	0	0	0	0	0	0
Background Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips	0	0	0	0	0	0	0	0	0	0	0	0
Non-residential	0	21	2	14	41	26	2	7	13	22	7	0
Residential	0	21	2	14	41	26	2	7	13	22	7	0
Total Project Trips	0	21	2	14	41	26	2	7	13	22	7	0
Project Conditions	0	21	2	14	41	26	2	7	13	22	7	0
Downtown Mixed Use San Jose Water Company The Greyhound Station Future Conditions												
	0	21	2	14	41	26	2	7	13	22	7	0

24
 Intersection Name: Terraine Street & Bassett Street
 Peak Hour: AM Date of Analysis: 4/09/03
 Scenario: 1 - Grid w/ Julian-Terraine as main rd Count Date: N/A
 (SJJ) Growth Factor: 0.001 Future Growth % Per Year: 0.012
 (SJJ) Number of Months: 0.0 Number of Years to Buildout: 7.0

	North Approach			East Approach			South Approach			West Approach		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing Reassignment	0	0	0	0	0	0	0	0	0	0	0	0
Approved Trips Reassignment	0	0	0	0	0	0	0	0	0	0	0	0
Background Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips	0	0	0	0	0	0	0	0	0	0	0	0
Non-residential	0	40	4	7	22	37	3	4	7	41	14	0
Residential	0	40	4	7	22	37	3	4	7	41	14	0
Total Project Trips	0	40	4	7	22	37	3	4	7	41	14	0
Project Conditions	0	40	4	7	22	37	3	4	7	41	14	0
Downtown Mixed Use San Jose Water Company The Greyhound Station Future Conditions												
	0	40	4	7	22	37	3	4	7	41	14	0

25
 Intersection Name: Terraine Street & Julian Street
 Peak Hour: PM Date of Analysis: 4/09/03
 Scenario: 1 - Grid w/ Julian-Terraine as main rd Count Date: N/A
 (SJJ) Growth Factor: 0.001 Future Growth % Per Year: 0.012
 (SJJ) Number of Months: 0.0 Number of Years to Buildout: 7.0

	North Approach			East Approach			South Approach			West Approach		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing Reassignment	0	0	0	0	0	0	0	0	0	0	0	0
Approved Trips Reassignment	0	0	0	0	0	0	0	0	0	0	0	0
Background Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips	0	9	0	0	0	0	0	0	0	0	0	0
Non-residential	0	63	0	21	39	40	0	0	0	20	0	1
Residential	0	72	0	21	39	60	0	0	0	20	0	1
Total Project Trips	0	72	0	21	39	60	0	0	0	20	0	1
Project Conditions	0	72	0	21	39	60	0	0	0	20	0	1
Downtown Mixed Use San Jose Water Company The Greyhound Station Future Conditions												
	0	72	0	21	39	60	0	0	0	20	0	1

25
 Intersection Name: Terraine Street & Julian Street
 Peak Hour: AM Date of Analysis: 4/09/03
 Scenario: 1 - Grid w/ Julian-Terraine as main rd Count Date: N/A
 (SJJ) Growth Factor: 0.001 Future Growth % Per Year: 0.012
 (SJJ) Number of Months: 0.0 Number of Years to Buildout: 7.0

	North Approach			East Approach			South Approach			West Approach		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing Reassignment	0	0	0	0	0	0	0	0	0	0	0	0
Approved Trips Reassignment	0	0	0	0	0	0	0	0	0	0	0	0
Background Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips	0	2	0	0	0	0	0	0	0	0	0	0
Non-residential	0	116	0	12	21	85	0	0	0	37	0	2
Residential	0	118	0	12	21	71	0	0	0	37	0	2
Total Project Trips	0	118	0	12	21	71	0	0	0	37	0	2
Project Conditions	0	118	0	12	21	71	0	0	0	37	0	2
Downtown Mixed Use San Jose Water Company The Greyhound Station Future Conditions												
	0	118	0	12	21	71	0	0	0	37	0	2

26
 Intersection Name: Terrace Street & Devine Street
 Peak Hour: AM Date of Analysis: 4/09/03
 Scenario: 1 - Grid w/ Julian-Terraine as main rd Count Date: N/A
 (SJ) Growth Factor: 0.001 Future Growth % Per Year: 0.012
 (SJ) Number of Months: 0.0 Number of Years to Buildout: 7.0

Scenario:	North Approach				East Approach				South Approach				West Approach			
	RT	TH	LT	LT	RT	TH	LT	LT	RT	TH	LT	LT	RT	TH	LT	LT
Existing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reassignment	0	0	0	0	714	0	0	0	115	0	0	0	0	0	0	0
Approved Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reassignment	0	0	0	0	92	0	0	0	12	0	0	0	0	0	0	0
Background Volumes	0	808	0	0	0	0	0	127	0	0	0	0	0	0	0	0
Project Trips	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Non-residential	0	169	53	0	0	0	86	0	0	0	0	0	0	0	0	0
Residential	0	173	53	0	0	0	89	0	0	0	0	0	0	0	0	0
Total Project Trips	0	173	53	0	0	0	89	0	0	0	0	0	0	0	0	0
Project Conditions	0	879	53	0	0	0	216	0	0	0	0	0	0	0	0	0
Downtown Mixed Use	0	49	0	0	0	0	0	0	0	0	0	0	0	0	0	0
San Jose Water Company	0	1028	53	0	0	0	244	0	0	0	0	0	0	0	0	0
The Greyhound Station	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Future Conditions	0	1028	53	0	0	0	244	0	0	0	0	0	0	0	0	0

27
 Intersection Name: San Pedro Street & Bassett Street
 Peak Hour: AM Date of Analysis: 4/09/03
 Scenario: 1 - Grid w/ Julian-Terraine as main rd Count Date: N/A
 (SJ) Growth Factor: 0.001 Future Growth % Per Year: 0.012
 (SJ) Number of Months: 0.0 Number of Years to Buildout: 7.0

Scenario:	North Approach				East Approach				South Approach				West Approach			
	RT	TH	LT	LT	RT	TH	LT	LT	RT	TH	LT	LT	RT	TH	LT	LT
Existing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Non-residential	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential	0	10	2	0	0	2	20	22	0	1	1	3	0	2	0	0
Total Project Trips	0	10	2	0	0	2	21	23	0	2	2	25	0	2	0	0
Project Conditions	0	10	2	0	0	2	21	23	0	2	2	25	0	2	0	0
Downtown Mixed Use	0	10	2	0	0	2	21	23	0	2	2	25	0	2	0	0
San Jose Water Company	0	10	2	0	0	2	21	23	0	2	2	25	0	2	0	0
The Greyhound Station	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Future Conditions	0	10	2	0	0	2	21	23	0	2	2	25	0	2	0	0

26
 Intersection Name: Terrace Street & Devine Street
 Peak Hour: PM Date of Analysis: 4/09/03
 Scenario: 1 - Grid w/ Julian-Terraine as main rd Count Date: N/A
 (SJ) Growth Factor: 0.001 Future Growth % Per Year: 0.012
 (SJ) Number of Months: 0.0 Number of Years to Buildout: 7.0

Scenario:	North Approach				East Approach				South Approach				West Approach			
	RT	TH	LT	LT	RT	TH	LT	LT	RT	TH	LT	LT	RT	TH	LT	LT
Existing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reassignment	0	0	0	0	1088	0	0	0	254	0	0	0	86	0	0	0
Approved Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reassignment	0	0	0	0	22	0	0	0	2	0	0	0	0	0	0	0
Background Volumes	0	1090	0	0	0	0	0	256	0	0	0	86	0	0	0	0
Project Trips	0	26	3	0	0	0	0	0	0	0	0	0	0	0	0	0
Non-residential	0	81	32	0	0	0	48	0	0	0	0	0	0	0	0	0
Residential	0	117	35	0	0	0	48	0	0	0	0	0	0	0	0	0
Total Project Trips	0	1207	35	0	0	0	304	0	0	0	0	86	0	0	0	0
Project Conditions	0	1207	35	0	0	0	304	0	0	0	0	86	0	0	0	0
Downtown Mixed Use	0	29	0	0	0	0	0	0	0	0	0	0	0	0	0	0
San Jose Water Company	0	1238	35	0	0	0	379	0	0	0	0	86	0	0	0	0
The Greyhound Station	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Future Conditions	0	1238	35	0	0	0	379	0	0	0	0	86	0	0	0	0

27
 Intersection Name: San Pedro Street & Bassett Street
 Peak Hour: PM Date of Analysis: 4/09/03
 Scenario: 1 - Grid w/ Julian-Terraine as main rd Count Date: N/A
 (SJ) Growth Factor: 0.001 Future Growth % Per Year: 0.012
 (SJ) Number of Months: 0.0 Number of Years to Buildout: 7.0

Scenario:	North Approach				East Approach				South Approach				West Approach			
	RT	TH	LT	LT	RT	TH	LT	LT	RT	TH	LT	LT	RT	TH	LT	LT
Existing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Non-residential	0	0	0	0	0	4	6	9	0	0	0	6	1	0	0	0
Residential	0	5	1	0	0	25	15	29	0	32	78	15	7	0	0	0
Total Project Trips	0	5	1	0	0	29	21	38	0	32	85	16	7	0	0	0
Project Conditions	0	5	1	0	0	29	21	38	0	32	85	16	7	0	0	0
Downtown Mixed Use	0	5	1	0	0	29	21	38	0	32	85	16	7	0	0	0
San Jose Water Company	0	5	1	0	0	29	21	38	0	32	85	16	7	0	0	0
The Greyhound Station	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Future Conditions	0	5	1	0	0	29	21	38	0	32	85	16	7	0	0	0

26
 Intersection Name: San Pedro Street & Julian Street
 Peak Hour: PM
 Scenario: 1 - Grid w/ Julian-Terraine as main no Count Date: 4/06/03
 (S) Growth Factor: 0.001
 (S) Number of Months: 0.0
 Date of Analysis: 4/06/03
 Future Growth % Per Year: N/A
 Number of Years to Buildout: 7.0

Scenario:	North Approach			East Approach			South Approach			West Approach		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	10	4	0	5	1007	40	0	16	142	0	0	0
Approved Trips	0	0	0	0	24	0	0	0	0	0	0	0
Background Volumes	10	4	0	5	1007	40	0	16	142	0	0	0
Project Trips	4	3	0	2	11	0	0	14	6	0	0	0
Non-residential	5	31	0	27	68	0	0	112	36	0	0	0
Residential	9	34	0	29	76	0	0	128	44	0	0	0
Total Project Trips	19	38	0	34	1088	40	0	142	44	0	0	0
Project Conditions	20	36	0	34	1207	43	0	143	50	0	0	0

Downtown Mixed Use
 San Jose Water Company
 The Greyhound Station
 Future Conditions

26
 Intersection Name: San Pedro Street & Devine Street
 Peak Hour: AM
 Scenario: 1 - Grid w/ Julian-Terraine as main no Count Date: 4/06/03
 (S) Growth Factor: 0.001
 (S) Number of Months: 0.0
 Date of Analysis: 4/06/03
 Future Growth % Per Year: N/A
 Number of Years to Buildout: 7.0

Scenario:	North Approach			East Approach			South Approach			West Approach		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	0	68	14	18	0	15	11	78	0	0	0	0
Approved Trips	0	0	0	0	0	0	0	0	0	0	0	0
Background Volumes	0	68	14	18	0	15	11	78	0	0	0	0
Project Trips	0	0	0	0	0	0	0	0	0	0	0	0
Non-residential	0	0	0	0	0	0	0	0	0	0	0	0
Residential	14	29	21	0	42	0	16	85	27	15	84	5
Total Project Trips	14	29	21	0	42	0	16	91	29	15	84	5
Project Conditions	14	97	35	2	98	15	27	99	100	15	84	5

Downtown Mixed Use
 San Jose Water Company
 The Greyhound Station
 Future Conditions

28
 Intersection Name: San Pedro Street & Julian Street
 Peak Hour: AM
 Scenario: 1 - Grid w/ Julian-Terraine as main no Count Date: 4/06/03
 (S) Growth Factor: 0.001
 (S) Number of Months: 0.0
 Date of Analysis: 4/06/03
 Future Growth % Per Year: N/A
 Number of Years to Buildout: 7.0

Scenario:	North Approach			East Approach			South Approach			West Approach		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	5	8	0	10	532	74	0	10	88	0	0	0
Approved Trips	0	0	0	0	104	0	0	0	0	0	0	0
Background Volumes	5	8	0	10	567	74	0	10	0	0	0	0
Project Trips	1	1	0	0	2	0	0	4	2	0	0	0
Non-residential	9	50	0	18	61	0	0	64	23	0	0	0
Residential	10	51	0	18	63	0	0	68	23	0	0	0
Total Project Trips	15	59	0	28	860	74	0	78	23	0	0	0
Project Conditions	15	60	0	29	754	80	0	79	30	0	0	0

Downtown Mixed Use
 San Jose Water Company
 The Greyhound Station
 Future Conditions

28
 Intersection Name: San Pedro Street & Devine Street
 Peak Hour: AM
 Scenario: 1 - Grid w/ Julian-Terraine as main no Count Date: 4/06/03
 (S) Growth Factor: 0.001
 (S) Number of Months: 0.0
 Date of Analysis: 4/06/03
 Future Growth % Per Year: N/A
 Number of Years to Buildout: 7.0

Scenario:	North Approach			East Approach			South Approach			West Approach		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	0	68	14	18	0	15	11	78	0	0	0	0
Approved Trips	0	0	0	0	0	0	0	0	0	0	0	0
Background Volumes	0	68	14	18	0	15	11	78	0	0	0	0
Project Trips	0	0	0	0	0	0	0	0	0	0	0	0
Non-residential	0	0	0	0	0	0	0	0	0	0	0	0
Residential	14	29	21	0	42	0	16	85	27	15	84	5
Total Project Trips	14	29	21	0	42	0	16	91	29	15	84	5
Project Conditions	14	97	35	2	98	15	27	99	100	15	84	5

Downtown Mixed Use
 San Jose Water Company
 The Greyhound Station
 Future Conditions

30
 Intersection Name: Market Street & Devine Street
 Peak Hour: AM
 Scenario: 1 - Grid w/ Julian-Terraine as main rd Count Data: 4/09/03
 (S) Growth Factor: 0.001 Future Growth % Per Year: 0.012
 (S) Number of Months: 0.0 Number of Years to Buildout: 7.0

Scenario:	North Approach				East Approach				South Approach				West Approach			
	RT	TH	LY	LT	RT	TH	LY	LT	RT	TH	LY	LT	RT	TH	LY	LT
Existing	10	486	5	10	2	5	11	1319	22	10	2	7				
Reassignment																
Approved Trips	0	170	0	0	0	2	4	45	0	0	0	0				
Reassignment																
Background Volumes	10	606	5	10	2	7	15	1325	61	16	2	7				
Project Trips																
Non-residential	0	0	0	0	0	0	0	0	0	0	0	0				
Residential	11	7	2	0	0	0	0	19	3	18	17	65				
Total Project Trips	11	7	2	0	0	0	0	22	3	18	17	85				
Project Conditions	21	673	7	10	2	7	15	1347	64	34	18	72				
Downtown Mixed Use																
San Jose Water Company																
The Greyhound Station																
Future Conditions	22	834	7	11	2	7	16	1535	94	35	18	73				

30
 Intersection Name: Market Street & Devine Street
 Peak Hour: PM
 Scenario: 1 - Grid w/ Julian-Terraine as main rd Count Data: 4/09/03
 (S) Growth Factor: 0.001 Future Growth % Per Year: 0.012
 (S) Number of Months: 0.0 Number of Years to Buildout: 7.0

Scenario:	North Approach				East Approach				South Approach				West Approach			
	RT	TH	LY	LT	RT	TH	LY	LT	RT	TH	LY	LT	RT	TH	LY	LT
Existing	22	1388	11	5	2	10	4	424	7	7	1	3				
Reassignment																
Approved Trips	0	97	0	0	0	14	20	62	0	0	0	0				
Reassignment																
Background Volumes	22	1486	11	5	2	24	24	372	121	7	1	3				
Project Trips																
Non-residential	1	0	0	0	0	0	0	10	1	1	0	0				
Residential	20	4	1	0	0	0	0	36	6	10	9	35				
Total Project Trips	21	4	1	0	0	0	0	46	7	11	9	35				
Project Conditions	43	1490	12	5	2	24	24	418	128	18	10	38				
Downtown Mixed Use																
San Jose Water Company																
The Greyhound Station																
Future Conditions	45	1750	13	5	2	25	24	528	204	19	10	38				

3605
Intersection Name: Market Street & Julian Street
Peak Hour: PM
Scenario: 2 - Grid w/ Julian-Market-St. James at Count Date: 4/08/03
(SJJ) Growth Factor: 0.001
(SJJ) Number of Months: 0.0
Date of Analysis: 4/08/03
Future Growth % Per Year: 0.012
Number of Years to Buildout: 7.0

Scenario:	North Approach			East Approach			South Approach			West Approach		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	475	1002	0	121	549	411	45	361	118	0	0	0
Reassignment	-451	451		-522	522		-112	112				
Approved Trips	8	64	0	77	14	33	0	80	2	0	0	0
Reassignment	-8	8		-14	14		-2	2				
Background Volumes	24	1525	0	185	27	990	45	421	6	0	0	0
Project Trips	1	0	0	0	2	0	0	0	2	2	2	1
Non-residential	43	22	0	4	38	10	0	18	7	5	19	24
Residential	44	22	0	4	41	10	0	18	8	7	21	25
Total Project Trips	88	44	0	8	79	20	0	36	15	12	40	49
Project Conditions	68	1547	0	202	66	990	45	436	15	7	21	25
Downtown Mixed Use San Jose Water Company The Greyhound Station Future Conditions	105			40	0	29	65					
	17			21			9					
	108	1753	0	252	114	1075	49	543	25	7	21	25

3013
Intersection Name: 15th Street & Julian Street (E)
Peak Hour: SR 87
Scenario: 2 - Grid w/ Julian-Market-St. James at Count Date: 4/08/03
(SJJ) Growth Factor: 0.001
(SJJ) Number of Months: 0.0
Date of Analysis: 4/08/03
Future Growth % Per Year: 0.012
Number of Years to Buildout: 7.0

Scenario:	North Approach			East Approach			South Approach			West Approach		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	0	355	202	94	1314	0	57	349	499	0	420	127
Reassignment	0	23	0	59	24	0	79	41	94	0	98	57
Approved Trips	0	378	202	153	1338	0	136	390	593	0	519	184
Reassignment	0	23	0	59	24	0	79	41	94	0	98	57
Background Volumes	0	31	0	0	2	0	1	0	0	0	5	0
Project Trips	0	100	0	76	64	0	0	0	0	0	157	0
Non-residential	0	131	0	76	66	0	1	0	0	0	162	0
Residential	0	131	0	76	66	0	1	0	0	0	162	0
Total Project Trips	0	509	202	229	1404	0	137	390	593	0	681	184
Project Conditions	0	509	202	229	1404	0	137	390	593	0	681	184
Downtown Mixed Use San Jose Water Company The Greyhound Station Future Conditions	153			58	46		127	490		188		14
	0	897	219	295	1560	0	142	546	1125	0	902	209

3605
Intersection Name: Market Street & Julian Street
Peak Hour: AM
Scenario: 2 - Grid w/ Julian-Market-St. James at Count Date: 4/08/03
(SJJ) Growth Factor: 0.001
(SJJ) Number of Months: 0.0
Date of Analysis: 4/08/03
Future Growth % Per Year: 0.012
Number of Years to Buildout: 7.0

Scenario:	North Approach			East Approach			South Approach			West Approach		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	85	333	0	312	494	174	66	1243	37	0	0	0
Reassignment	-82	82		-301	301		-27	27				
Approved Trips	7	88	0	27	85	84	0	33	12	0	0	0
Reassignment	-7	7		-85	85		-12	12				
Background Volumes	23	488	0	338	133	704	66	1276	10	0	0	0
Project Trips	0	0	0	0	1	0	0	0	1	0	0	0
Non-residential	24	12	0	2	21	5	0	24	4	8	36	44
Residential	24	12	0	2	22	5	0	24	5	8	36	44
Total Project Trips	48	24	0	4	43	10	0	48	9	16	72	88
Project Conditions	47	500	0	341	153	709	66	1300	15	8	36	44
Downtown Mixed Use San Jose Water Company The Greyhound Station Future Conditions	98			37	0	49	60					
	9			12			17					
	54	635	0	404	196	785	74	1481	18	8	36	44

3013
Intersection Name: 15th Street & Julian Street (E)
Peak Hour: SR 87
Scenario: 2 - Grid w/ Julian-Market-St. James at Count Date: 4/08/03
(SJJ) Growth Factor: 0.001
(SJJ) Number of Months: 0.0
Date of Analysis: 4/08/03
Future Growth % Per Year: 0.012
Number of Years to Buildout: 7.0

Scenario:	North Approach			East Approach			South Approach			West Approach		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	0	1028	545	45	791	0	98	215	118	0	458	70
Reassignment	0	12	0	14	91	0	10	33	308	0	83	52
Approved Trips	0	1041	545	54	882	0	108	248	426	0	551	122
Reassignment	0	12	0	14	91	0	10	33	308	0	83	52
Background Volumes	0	0	0	0	2	0	0	0	0	0	0	0
Project Trips	0	54	0	140	118	0	0	0	0	0	85	0
Non-residential	0	54	0	140	120	0	0	0	0	0	85	0
Residential	0	54	0	140	120	0	0	0	0	0	85	0
Total Project Trips	0	1085	545	194	1002	0	108	248	426	0	636	122
Project Conditions	0	1085	545	194	1002	0	108	248	426	0	636	122
Downtown Mixed Use San Jose Water Company The Greyhound Station Future Conditions	220			54	24		135	123		151		6
	0	1401	591	251	1082	0	116	401	558	0	825	134

3777
 Intersection Name: San Pedro Street & St. James Street
 Peak Hour: PM
 Scenario: 2 - Grid w/ Julian-Market-St. James at Count Date: 4/09/03
 (S.J.) Growth Factor: 0.001
 (S.J.) Number of Months: 0.0
 Future Growth % Per Year: 0.012
 Number of Years to Buildout: 7.0

Scenario:	North Approach			East Approach			South Approach			West Approach		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	0	57	20	0	0	0	59	49	0	54	873	31
Reassignment				1085			-15					
Approved Trips	0	0	0	0	0	0	0	0	0	22	114	0
Reassignment				24								
Background Volumes	0	57	20	0	1109	0	59	34	15	76	787	31
Project Trips												
Non-residential	7	1	2	1	0	0	0	0	0	0	0	23
Residential	11	1	7	16	5	0	0	2	0	0	5	143
Total Project Trips	18	2	9	17	5	0	0	2	0	0	5	166
Project Conditions	18	58	29	17	1114	0	59	38	15	76	792	197
Downtown Mixed Use San Jose Water Company The Greyhound Station	104											
Future Conditions	18	64	31	17	1216	0	64	40	15	81	1193	200

3671
 Intersection Name: Market Street & St. James Street
 Peak Hour: PM
 Scenario: 2 - Grid w/ Julian-Market-St. James at Count Date: 4/09/03
 (S.J.) Growth Factor: 0.001
 (S.J.) Number of Months: 0.0
 Future Growth % Per Year: 0.012
 Number of Years to Buildout: 7.0

Scenario:	North Approach			East Approach			South Approach			West Approach		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	0	887	93	0	0	0	22	342	0	74	506	90
Reassignment							-112					
Approved Trips	0	85	28	0	0	0	34	63	0	34	107	19
Reassignment							-2					
Background Volumes	985	1072	110	0	0	0	56	291	114	108	613	109
Project Trips												
Non-residential	0	0	0	0	1	0	0	3	0	1	1	0
Residential	0	7	2	3	19	0	0	17	2	3	8	0
Total Project Trips	0	7	2	3	20	0	0	20	2	4	9	0
Project Conditions	985	1079	121	3	20	0	56	311	116	112	622	109
Downtown Mixed Use San Jose Water Company The Greyhound Station	65											
Future Conditions	1024	1246	180	3	20	0	59	414	191	328	799	117

3777
 Intersection Name: San Pedro Street & St. James Street
 Peak Hour: AM
 Scenario: 2 - Grid w/ Julian-Market-St. James at Count Date: 4/09/03
 (S.J.) Growth Factor: 0.001
 (S.J.) Number of Months: 0.0
 Future Growth % Per Year: 0.012
 Number of Years to Buildout: 7.0

Scenario:	North Approach			East Approach			South Approach			West Approach		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	0	42	5	0	0	0	29	37	0	174	1277	121
Reassignment				450			-11					
Approved Trips	0	3	0	0	0	0	0	0	0	0	70	0
Reassignment				104								
Background Volumes	0	45	5	0	554	0	29	26	11	174	1347	121
Project Trips												
Non-residential	1	0	0	0	0	0	0	0	0	0	0	0
Residential	22	3	13	9	3	0	0	1	0	0	8	77
Total Project Trips	23	3	13	9	3	0	0	1	0	0	8	77
Project Conditions	23	48	18	9	557	0	29	27	11	174	1355	198
Downtown Mixed Use San Jose Water Company The Greyhound Station	77											
Future Conditions	23	52	18	9	634	0	31	30	11	189	1834	208

3671
 Intersection Name: Market Street & St. James Street
 Peak Hour: AM
 Scenario: 2 - Grid w/ Julian-Market-St. James at Count Date: 4/09/03
 (S.J.) Growth Factor: 0.001
 (S.J.) Number of Months: 0.0
 Future Growth % Per Year: 0.012
 Number of Years to Buildout: 7.0

Scenario:	North Approach			East Approach			South Approach			West Approach		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	0	467	64	0	0	0	83	843	0	85	706	500
Reassignment							-27					
Approved Trips	0	159	13	0	0	0	14	47	0	1	80	2
Reassignment							-12					
Background Volumes	515	628	77	0	0	0	97	851	39	96	786	502
Project Trips												
Non-residential	0	0	0	0	0	0	0	0	0	0	0	0
Residential	0	13	3	1	10	0	0	9	1	8	15	0
Total Project Trips	0	13	3	1	10	0	0	9	1	8	15	0
Project Conditions	515	639	80	1	10	0	97	860	40	102	801	502
Downtown Mixed Use San Jose Water Company The Greyhound Station	60											
Future Conditions	564	748	134	1	10	0	105	1008	88	391	951	544

24
Intersection Name: Terraine Street & Bassett Street
Peak Hour: AM
Scenario: 2 - Grid w/ Julian-Market-St. James as Count Date: 4/09/03
(SJ) Growth Factor: 0.001
(SJ) Number of Months: 0.0

Date of Analysis: 4/09/03
Future Growth % Per Year: N/A
Number of Years to Buildout: 7.0

Scenario:	North Approach			East Approach			South Approach			West Approach		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	0	0	0	0	0	0	0	0	0	0	0	0
Reassignment	0	0	0	0	0	0	0	0	0	0	0	0
Approved Trips	0	0	0	0	0	0	0	0	0	0	0	0
Reassignment	0	0	0	0	0	0	0	0	0	0	0	0
Background Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips	0	0	0	0	0	0	2	0	0	0	0	0
Non-residential	0	0	0	0	0	0	2	0	0	0	0	0
Residential	0	37	1	1	11	38	6	18	18	47	7	0
Total Project Trips	0	37	1	1	11	40	10	18	18	47	7	0
Project Conditions	0	37	1	1	11	40	10	18	18	47	7	0

Scenario: Downtown Mixed Use
San Jose Water Company
The Greyhound Station
Future Conditions

24
Intersection Name: Terraine Street & Bassett Street
Peak Hour: PM
Scenario: 2 - Grid w/ Julian-Market-St. James as Count Date: 4/09/03
(SJ) Growth Factor: 0.001
(SJ) Number of Months: 0.0

Date of Analysis: 4/09/03
Future Growth % Per Year: N/A
Number of Years to Buildout: 7.0

Scenario:	North Approach			East Approach			South Approach			West Approach		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	0	0	0	0	0	0	0	0	0	0	0	0
Reassignment	0	0	0	0	0	0	0	0	0	0	0	0
Approved Trips	0	0	0	0	0	0	0	0	0	0	0	0
Reassignment	0	0	0	0	0	0	0	0	0	0	0	0
Background Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips	0	0	0	0	0	0	5	0	0	0	0	0
Non-residential	0	0	0	0	0	0	5	0	0	0	0	0
Residential	0	20	0	2	21	21	14	28	34	25	4	0
Total Project Trips	0	20	0	2	21	31	19	29	34	25	4	0
Project Conditions	0	20	0	2	21	31	19	29	34	25	4	0

Scenario: Downtown Mixed Use
San Jose Water Company
The Greyhound Station
Future Conditions

25
Intersection Name: Terraine Street & Julian Street
Peak Hour: AM
Scenario: 2 - Grid w/ Julian-Market-St. James as Count Date: 4/09/03
(SJ) Growth Factor: 0.001
(SJ) Number of Months: 0.0

Date of Analysis: 4/09/03
Future Growth % Per Year: N/A
Number of Years to Buildout: 7.0

Scenario:	North Approach			East Approach			South Approach			West Approach		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	0	0	0	0	0	0	0	0	0	0	0	0
Reassignment	0	0	0	0	0	0	0	0	0	0	0	0
Approved Trips	0	0	0	0	0	0	0	0	0	0	0	0
Reassignment	0	0	0	0	0	0	0	0	0	0	0	0
Background Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips	0	2	0	0	0	1	1	2	0	0	0	0
Non-residential	0	2	0	0	0	1	1	2	0	0	0	0
Residential	0	105	18	8	8	34	5	33	13	25	14	0
Total Project Trips	0	107	18	8	8	35	6	35	13	25	14	0
Project Conditions	0	107	18	8	8	122	6	35	13	25	14	0

Scenario: Downtown Mixed Use
San Jose Water Company
The Greyhound Station
Future Conditions

25
Intersection Name: Terraine Street & Julian Street
Peak Hour: PM
Scenario: 2 - Grid w/ Julian-Market-St. James as Count Date: 4/09/03
(SJ) Growth Factor: 0.001
(SJ) Number of Months: 0.0

Date of Analysis: 4/09/03
Future Growth % Per Year: N/A
Number of Years to Buildout: 7.0

Scenario:	North Approach			East Approach			South Approach			West Approach		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	0	0	0	0	0	0	0	0	0	0	0	0
Reassignment	0	0	0	0	0	0	0	0	0	0	0	0
Approved Trips	0	0	0	0	0	0	0	0	0	0	0	0
Reassignment	0	0	0	0	0	0	0	0	0	0	0	0
Background Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips	0	10	0	0	0	11	4	5	0	0	0	0
Non-residential	0	10	0	0	0	11	4	5	0	0	0	0
Residential	0	57	8	15	15	19	9	42	24	13	6	0
Total Project Trips	0	67	8	15	15	30	13	47	24	13	6	0
Project Conditions	0	67	8	15	15	52	13	47	24	13	6	0

Scenario: Downtown Mixed Use
San Jose Water Company
The Greyhound Station
Future Conditions

26
Intersection Name: Terraine Street & Devine Street
Peak Hour: PM
Scenario: 2 - Grid w/ Julian-Market-St. James at Count Date: 4/09/03
(S) Growth Factor: 0.001
(S) Number of Months: 0.0

Date of Analysis: 4/09/03
Future Growth % Per Year: N/A
Future Growth % Per Year: 0.012
Number of Years to Buildout: 7.0

Scenario:	North Approach				East Approach				South Approach				West Approach			
	RT	TH	LT	LY	RT	TH	LT	LY	RT	TH	LT	LY	RT	TH	LT	LY
Existing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reassignment	10	0	0	0	127	0	0	0	0	0	0	0	0	0	0	0
Approved Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Volumes	0	10	0	0	0	0	0	127	0	0	0	0	0	0	0	0
Project Trips	0	21	0	0	0	0	0	0	4	0	0	0	0	0	0	0
Non-residential	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential	0	21	0	0	0	0	0	0	4	0	0	0	0	0	0	0
Total Project Trips	0	110	0	0	0	0	0	44	29	0	0	0	0	0	0	0
Project Conditions	0	120	0	0	0	0	0	171	29	105	0	0	0	0	0	0

Downtown Mixed Use
San Jose Water Company
The Greyhound Station
Future Conditions

26
Intersection Name: Terraine Street & Devine Street
Peak Hour: AM
Scenario: 2 - Grid w/ Julian-Market-St. James at Count Date: 4/09/03
(S) Growth Factor: 0.001
(S) Number of Months: 0.0

Date of Analysis: 4/09/03
Future Growth % Per Year: N/A
Future Growth % Per Year: 0.012
Number of Years to Buildout: 7.0

Scenario:	North Approach				East Approach				South Approach				West Approach			
	RT	TH	LT	LY	RT	TH	LT	LY	RT	TH	LT	LY	RT	TH	LT	LY
Existing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reassignment	5	0	0	0	77	0	0	0	0	0	0	0	0	0	0	0
Approved Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Volumes	0	5	0	0	0	0	0	77	0	0	0	0	0	0	0	0
Project Trips	0	3	0	0	0	0	0	0	1	3	0	0	0	0	0	0
Non-residential	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential	0	3	0	0	0	0	0	0	1	3	0	0	0	0	0	0
Total Project Trips	0	164	0	0	0	0	0	80	13	52	0	0	0	0	0	0
Project Conditions	0	172	0	0	0	0	0	157	14	55	0	0	2	0	0	0

Downtown Mixed Use
San Jose Water Company
The Greyhound Station
Future Conditions

27
Intersection Name: San Pedro Street & Bassett Street
Peak Hour: PM
Scenario: 2 - Grid w/ Julian-Market-St. James at Count Date: 4/09/03
(S) Growth Factor: 0.001
(S) Number of Months: 0.0

Date of Analysis: 4/09/03
Future Growth % Per Year: N/A
Future Growth % Per Year: 0.012
Number of Years to Buildout: 7.0

Scenario:	North Approach				East Approach				South Approach				West Approach			
	RT	TH	LT	LY	RT	TH	LT	LY	RT	TH	LT	LY	RT	TH	LT	LY
Existing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips	0	0	0	0	0	0	0	0	5	0	4	1	4	0	0	0
Non-residential	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential	0	0	0	0	0	0	0	0	5	0	4	1	4	0	0	0
Total Project Trips	0	0	0	0	0	0	0	0	19	20	46	10	11	0	0	0
Project Conditions	0	0	0	0	0	0	0	0	24	20	50	11	15	0	0	0

Downtown Mixed Use
San Jose Water Company
The Greyhound Station
Future Conditions

27
Intersection Name: San Pedro Street & Bassett Street
Peak Hour: AM
Scenario: 2 - Grid w/ Julian-Market-St. James at Count Date: 4/09/03
(S) Growth Factor: 0.001
(S) Number of Months: 0.0

Date of Analysis: 4/09/03
Future Growth % Per Year: N/A
Future Growth % Per Year: 0.012
Number of Years to Buildout: 7.0

Scenario:	North Approach				East Approach				South Approach				West Approach			
	RT	TH	LT	LY	RT	TH	LT	LY	RT	TH	LT	LY	RT	TH	LT	LY
Existing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips	0	0	0	0	0	0	0	0	2	0	1	1	2	0	1	0
Non-residential	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential	0	0	0	0	0	0	0	0	2	0	1	1	2	0	1	0
Total Project Trips	0	0	0	0	0	0	0	0	19	18	11	11	25	18	13	0
Project Conditions	0	0	0	0	0	0	0	0	20	19	13	11	26	18	13	0

Downtown Mixed Use
San Jose Water Company
The Greyhound Station
Future Conditions

28
 Intersection Name: San Pedro Street & Julian Street
 Peak Hour: AM
 Scenario: 2 - Grid w/ Julian-Market-St James at Count Date: 4/09/03
 (SU) Growth Factor: 0.001
 (SU) Number of Months: 0.0
 Date of Analysis: 4/09/03
 Future Growth % Per Year: N/A
 Number of Years to Buildout: 7.0

Scenario	North Approach				East Approach				South Approach				West Approach			
	RT	TH	LT	LT	RT	TH	LT	LT	RT	TH	LT	LT	RT	TH	LT	LT
Existing	5	8	0	0	10	532	74	0	10	65	0	0	0	0	0	0
Approved Trips Reassignment	0	0	0	0	104	-104	0	0	0	0	0	0	0	0	0	0
Background Volumes	5	8	0	0	10	82	74	0	10	0	0	0	0	0	0	0
Project Trips	0	1	0	0	0	1	0	0	2	3	1	0	0	1	0	1
Non-residential Residential	0	23	30	0	14	40	8	0	14	32	5	0	1	41	0	0
Total Project Trips	0	23	30	0	14	41	8	0	16	35	6	0	1	42	0	0
Project Conditions	5	31	30	0	24	123	82	0	16	45	6	0	1	42	0	0

Downtown Mixed Use
 San Jose Water Company
 The Greyhound Station
 Future Conditions

28
 Intersection Name: San Pedro Street & Julian Street
 Peak Hour: PM
 Scenario: 2 - Grid w/ Julian-Market-St James at Count Date: 4/09/03
 (SU) Growth Factor: 0.001
 (SU) Number of Months: 0.0
 Date of Analysis: 4/09/03
 Future Growth % Per Year: N/A
 Number of Years to Buildout: 7.0

Scenario	North Approach				East Approach				South Approach				West Approach			
	RT	TH	LT	LT	RT	TH	LT	LT	RT	TH	LT	LT	RT	TH	LT	LT
Existing	10	4	0	0	5	1067	40	0	16	142	0	0	0	0	0	0
Approved Trips Reassignment	0	0	0	0	24	-24	0	0	0	0	0	0	0	0	0	0
Background Volumes	10	4	0	0	5	12	40	0	16	0	0	0	0	0	0	0
Project Trips	0	5	2	0	1	7	2	0	8	9	3	0	0	2	0	0
Non-residential Residential	0	14	16	0	27	49	11	0	23	58	6	0	1	24	0	0
Total Project Trips	0	19	18	0	28	56	13	0	29	69	11	0	1	28	0	0
Project Conditions	10	23	18	0	33	68	53	0	28	84	11	0	1	28	0	0

Downtown Mixed Use
 San Jose Water Company
 The Greyhound Station
 Future Conditions

29
 Intersection Name: San Pedro Street & Devine Street
 Peak Hour: PM
 Scenario: 2 - Grid w/ Julian-Market-St James at Count Date: 11/05/02
 (SU) Growth Factor: 0.001
 (SU) Number of Months: 0.0
 Date of Analysis: 11/05/02
 Future Growth % Per Year: 0.012
 Number of Years to Buildout: 7.0

Scenario	North Approach				East Approach				South Approach				West Approach			
	RT	TH	LT	LT	RT	TH	LT	LT	RT	TH	LT	LT	RT	TH	LT	LT
Existing	0	37	7	0	15	0	16	0	4	143	0	0	0	0	0	0
Approved Trips Reassignment	0	0	0	0	-13	13	0	0	-129	114	0	0	0	0	0	0
Background Volumes	0	37	7	0	2	13	16	0	4	14	114	0	0	0	0	0
Project Trips	2	8	0	0	0	0	0	0	0	20	6	1	2	0	0	0
Non-residential Residential	12	17	1	0	30	0	0	0	29	68	33	3	18	0	0	0
Total Project Trips	14	25	1	0	30	0	0	0	29	118	38	4	18	0	0	0
Project Conditions	14	62	8	0	2	43	16	0	33	133	152	4	18	0	0	0

Downtown Mixed Use
 San Jose Water Company
 The Greyhound Station
 Future Conditions

29
 Intersection Name: San Pedro Street & Devine Street
 Peak Hour: AM
 Scenario: 2 - Grid w/ Julian-Market-St James at Count Date: 11/05/02
 (SU) Growth Factor: 0.001
 (SU) Number of Months: 0.0
 Date of Analysis: 11/05/02
 Future Growth % Per Year: 0.012
 Number of Years to Buildout: 7.0

Scenario	North Approach				East Approach				South Approach				West Approach			
	RT	TH	LT	LT	RT	TH	LT	LT	RT	TH	LT	LT	RT	TH	LT	LT
Existing	0	65	14	0	19	0	15	0	11	79	0	0	0	0	0	0
Approved Trips Reassignment	0	0	0	0	-17	17	0	0	-71	60	0	0	0	0	0	0
Background Volumes	0	65	14	0	2	17	15	0	11	8	60	0	0	0	0	0
Project Trips	0	1	0	0	0	0	0	0	0	5	1	0	0	0	0	0
Non-residential Residential	0	33	1	0	37	0	0	0	16	53	18	5	29	1	0	0
Total Project Trips	0	34	1	0	37	0	0	0	16	58	19	5	29	1	0	0
Project Conditions	0	102	15	0	2	34	15	0	27	67	79	5	29	1	0	0

Downtown Mixed Use
 San Jose Water Company
 The Greyhound Station
 Future Conditions

30
 Intersection Name: Market Street & Devine Street
 Peak Hour: AM
 Scenario: 2 - Grid w/ Julian-Market-St James at Count Date: 4/09/03
 (S) Growth Factor: 0.001
 (S) Number of Months: 0.0
 Future Growth % Per Year: 0.012
 Number of Years to Buildout: 7.0

Scenario:	North Approach				East Approach				South Approach				West Approach				
	RT	TH	LT	LY	RT	TH	LT	LY	RT	TH	LT	LY	RT	TH	LT	LY	
Existing	10	496	5	10	2	5	11	1319	22	16	2	7					
Reassignment																	
Approved Trips	0	170	0	0	0	2	4	45	0	0	0	0					
Reassignment																	
Background Volumes	10	1183	5	10	2	7	15	1325	22	16	2	7					
Project Trips																	
Non-residential	0	0	0	0	0	0	0	1	0	0	0	0					
Residential	6	12	1	0	0	0	0	7	4	4	23	21					
Total Project Trips	6	12	1	0	0	0	0	8	4	4	23	21					
Project Conditions	16	1193	6	10	2	7	15	1333	26	20	25	26					
Downtown Mixed Use																	
San Jose Water Company		147															
The Greyhound Station		21															
Future Conditions	17	1403	6	11	2	7	16	1521	26	21	25	29					

30
 Intersection Name: Market Street & Devine Street
 Peak Hour: PM
 Scenario: 2 - Grid w/ Julian-Market-St James at Count Date: 4/09/03
 (S) Growth Factor: 0.001
 (S) Number of Months: 0.0
 Future Growth % Per Year: 0.012
 Number of Years to Buildout: 7.0

Scenario:	North Approach				East Approach				South Approach				West Approach				
	RT	TH	LT	LY	RT	TH	LT	LY	RT	TH	LT	LY	RT	TH	LT	LY	
Existing	22	1388	11	6	2	10	4	424	7	7	1	3					
Reassignment																	
Approved Trips	0	97	0	0	0	14	20	62	0	0	0	0					
Reassignment																	
Background Volumes	22	2481	11	6	2	24	24	372	7	7	1	3					
Project Trips																	
Non-residential	0	0	0	0	0	0	0	3	1	0	0	0					
Residential	12	7	1	0	0	0	0	13	7	2	12	11					
Total Project Trips	12	7	1	0	0	0	0	16	8	2	12	11					
Project Conditions	34	2488	12	6	2	24	24	368	15	9	13	14					
Downtown Mixed Use																	
San Jose Water Company		134															
The Greyhound Station		38															
Future Conditions	36	2777	13	6	2	25	24	496	16	10	13	14					

Appendix D

Level of Service Calculations



Final Vol: 113
Lanes: 1 0 0 1 1 1 202

Signal-Protected Right-Turn: 0
Signal-Protected Left-Turn: 0

Vol Cnt Date: 10/2/2002
Cycle Time (sec): 87

Loss Time (sec): 9
Critical V/C: 0.374
Avg Cnt Del (sec/veh): 8.8
Avg Delay (sec/veh): 11.0

LOS: B

Lanes: 0 0 0 0 0 0
Final Vol: 0 0 0 0 0 0

Signal-Protected Right-Turn: 0
Signal-Protected Left-Turn: 0

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green: 0 0 0 10 10 10 10 0 10 10 10 7 10 0

Volume Module: >> Count Date: 3 Oct 2002 << 7:30-8:30AM

Base Vol: 0 0 0 202 96 113 0 462 20 76 956 323
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 202 96 113 0 462 20 76 956 323
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 202 96 113 0 462 20 76 956 323
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 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 0 202 96 113 0 462 20 76 956 323
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PCB Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLP Adj: 1.00 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 0 202 96 113 0 462 20 76 956 323

Saturation Flow Module:
Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800
Adjustment: 0.97 1.06 0.97 0.98 1.00 0.97 0.97 1.06 0.97 0.97 1.06 0.97
Lanes: 0.00 0.00 0.00 1.36 0.64 1.00 0.00 3.00 1.00 1.00 2.00 1.00
Final Sat: 0 0 0 2406 1144 1750 0 5700 1750 3800 1750 1750

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.08 0.08 0.06 0.00 0.08 0.01 0.04 0.25 0.00
Crit Moves: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00
Green Time: 0.0 0.0 0.0 19.5 19.5 19.5 0.0 34.4 34.4 24.1 58.5 0.0
Volume/Cap: 0.00 0.00 0.00 0.37 0.37 0.29 0.00 0.20 0.03 0.16 0.37 0.00
Delay/Veh: 0.0 0.0 0.0 21.9 21.9 21.4 0.0 13.2 12.2 18.1 4.8 0.0
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
ProgAdjPctr: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 0.0 0.0 21.9 21.9 21.4 0.0 13.2 12.2 18.1 4.8 0.0
DesignQueue: 0 0 0 8 4 4 0 14 1 3 16 0



Final Vol: 163
Lanes: 1 0 0 1 1 1 283

Signal-Protected Right-Turn: 0
Signal-Protected Left-Turn: 0

Vol Cnt Date: 10/2/2002
Cycle Time (sec): 87

Loss Time (sec): 9
Critical V/C: 0.509
Avg Cnt Del (sec/veh): 8.5
Avg Delay (sec/veh): 11.6

LOS: B

Lanes: 0 0 0 0 0 0
Final Vol: 0 0 0 0 0 0

Signal-Protected Right-Turn: 0
Signal-Protected Left-Turn: 0

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green: 0 0 0 10 10 10 10 0 10 10 10 7 10 0

Volume Module: >> Count Date: 3 Oct 2002 << 7:30-8:30AM

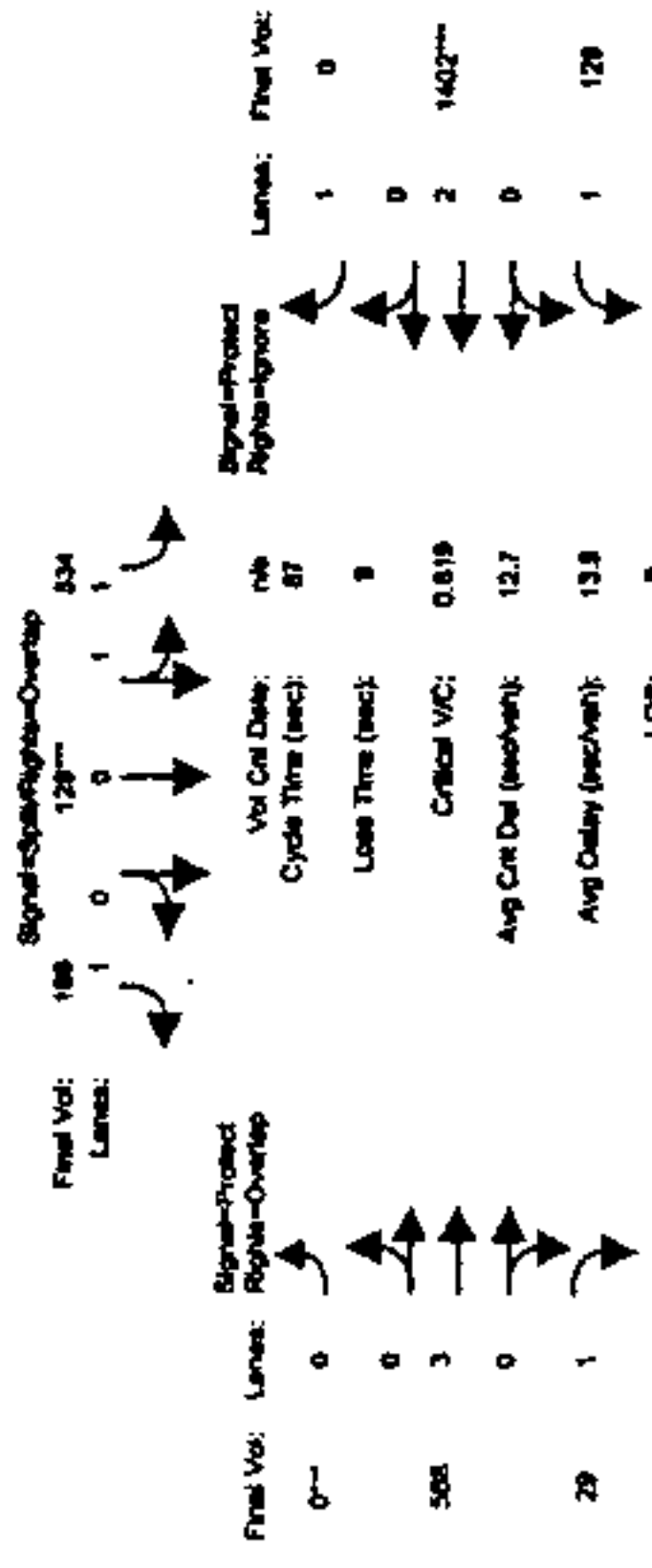
Base Vol: 0 0 0 202 96 113 0 462 20 76 956 323
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 202 96 113 0 462 20 76 956 323
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 202 96 113 0 462 20 76 956 323
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 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 0 202 96 113 0 462 20 76 956 323
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PCB Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLP Adj: 1.00 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 0 202 96 113 0 462 20 76 956 323

Saturation Flow Module:
Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800
Adjustment: 0.97 1.06 0.97 0.98 1.00 0.97 0.97 1.06 0.97 0.97 1.06 0.97
Lanes: 0.00 0.00 0.00 1.50 0.50 1.00 0.00 3.00 1.00 1.00 2.00 1.00
Final Sat: 0 0 0 2653 896 1750 0 5700 1750 3800 1750 1750

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.11 0.11 0.09 0.00 0.09 0.02 0.07 0.34 0.00
Crit Moves: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00
Green Time: 0.0 0.0 0.0 19.0 19.0 19.0 0.0 34.7 34.7 24.3 59.0 0.0
Volume/Cap: 0.00 0.00 0.00 0.51 0.51 0.43 0.00 0.24 0.04 0.25 0.51 0.00
Delay/Veh: 0.0 0.0 0.0 23.2 23.2 22.8 0.0 13.2 12.1 18.5 5.3 0.0
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
ProgAdjPctr: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 0.0 0.0 23.2 23.2 22.8 0.0 13.2 12.1 18.5 5.3 0.0
DesignQueue: 0 0 0 11 4 6 0 16 1 4 22 0

Stoddardville Site Residential TR
1500 Agreement (Unadopted L.L.F. rels)
Project Conditions
Level of Service Computation Report
1945 HCM Operations (Future Volume Alternative)
Future (AM)

Intersection #3014: 877/JULIAN (W)



Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green: 0 0 0 10 10 10 10 10 10 10 7 10 0

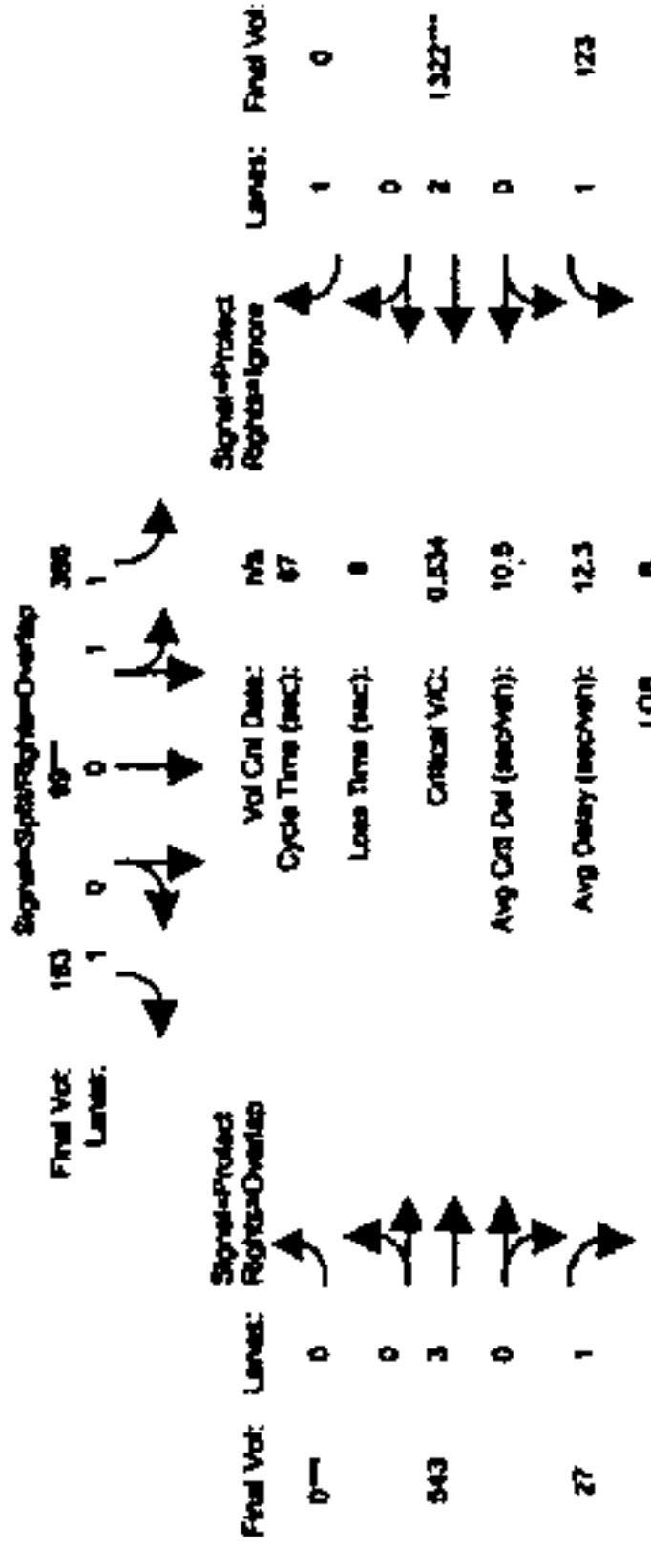
Volume Module:
Base Vol: 0 0 534 126 186 0 588 29 129 1402 453
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bas: 0 0 534 126 186 0 588 29 129 1402 453
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Potent Proj: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 534 126 186 0 588 29 129 1402 453
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 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 0 534 126 186 0 588 29 129 1402 453
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 534 126 186 0 588 29 129 1402 453
MUF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MUF Adj: 1.00 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 0 534 126 186 0 588 29 129 1402 453

Saturation Flow Module:
Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800
Adjustment: 0.97 1.06 0.97 0.98 1.00 0.97 0.97 1.06 0.97 0.97 1.06 0.97
Lanes: 0.00 0.00 0.00 1.62 0.38 1.00 0.00 3.00 1.00 1.00 2.00 1.00
Final Sat.: 0 0 0 2872 678 1750 0 5700 1750 1750 3000 1750

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.19 0.19 0.11 0.00 0.10 0.02 0.07 0.37 0.00
Crit Moves: 0.00 0.00 0.00 26.1 26.1 26.1 0.0 30.5 30.5 21.4 51.9 0.0
Green Time: 0.0 0.0 0.0 26.1 26.1 26.1 0.0 30.5 30.5 21.4 51.9 0.0
Volume/Cap: 0.00 0.00 0.00 0.62 0.62 0.35 0.00 0.29 0.05 0.30 0.62 0.00
Delay/Veh: 0.0 0.0 0.0 20.7 20.7 18.3 0.0 15.6 14.2 20.4 8.9 0.0
ProgAdjPctr: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 0.0 0.0 20.7 20.7 18.3 0.0 15.6 14.2 20.4 8.9 0.0
DesignQueue: 0.0 0.0 0.0 19 4 6 0 19 1 5 30 0

Stoddardville Site Residential TR
1500 Agreement (Unadopted L.L.F. rels)
Project Conditions
Level of Service Computation Report
1945 HCM Operations (Future Volume Alternative)
Future (AM)

Intersection #3014: 877/JULIAN (W)



Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green: 0 0 0 10 10 10 10 10 10 10 7 10 0

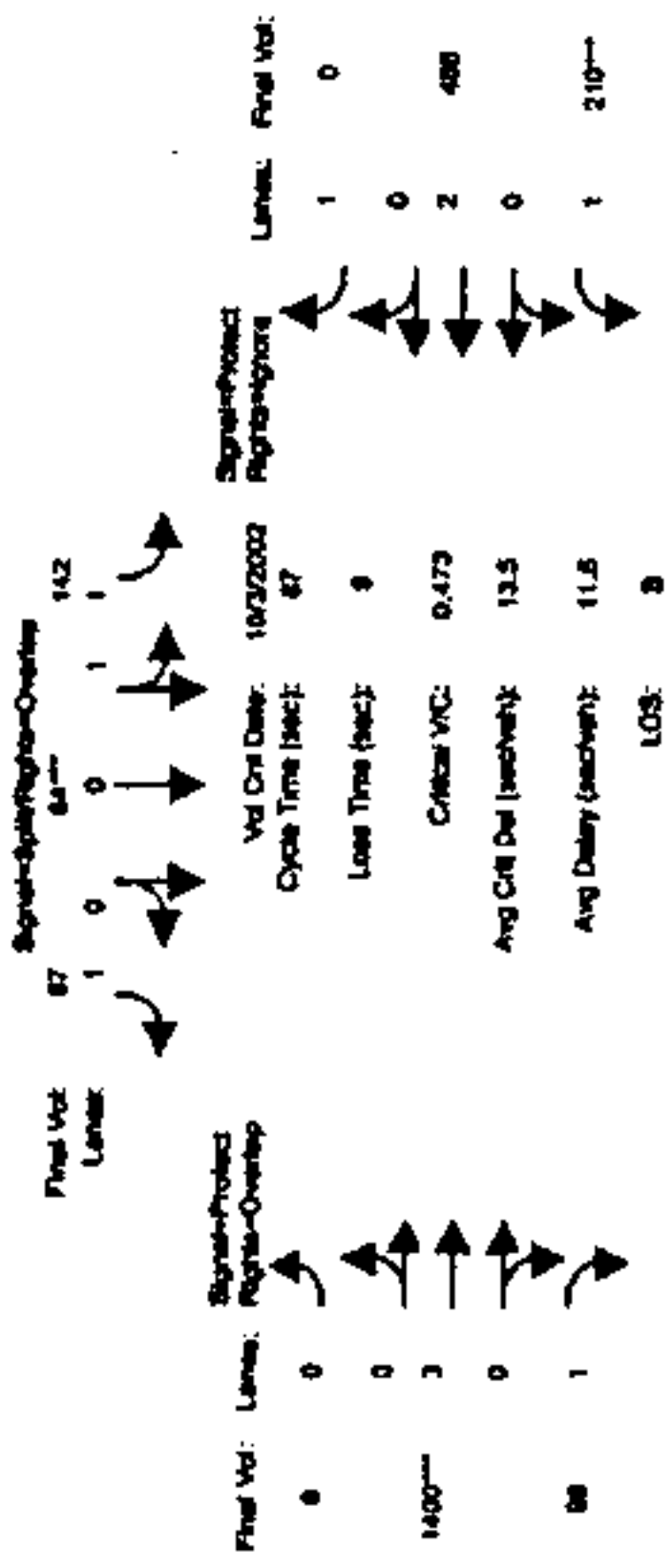
Volume Module:
Base Vol: 0 0 293 99 163 0 535 27 123 1304 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bas: 0 0 293 99 163 0 535 27 123 1304 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0
Potent Proj: 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 293 99 163 0 535 27 123 1322 103
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
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 0 293 99 163 0 535 27 123 1322 103
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 293 99 163 0 535 27 123 1322 103
MUF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MUF 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 0 293 99 163 0 535 27 123 1322 103

Saturation Flow Module:
Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800
Adjustment: 0.97 1.06 0.97 0.98 1.00 0.97 0.97 1.06 0.97 0.97 1.06 0.97
Lanes: 0.00 0.00 0.00 1.58 0.42 1.00 0.00 3.00 1.00 1.00 2.00 1.00
Final Sat.: 0 0 0 2794 756 1750 0 5700 1750 1750 3000 1750

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.13 0.13 0.13 0.09 0.00 0.10 0.02 0.07 0.35 0.00
Crit Moves: 0.00 0.00 0.00 21.3 21.3 21.3 0.0 33.3 33.3 23.3 56.7 0.0
Green Time: 0.0 0.0 0.0 21.3 21.3 21.3 0.0 33.3 33.3 23.3 56.7 0.0
Volume/Cap: 0.00 0.00 0.00 0.53 0.53 0.38 0.00 0.25 0.04 0.26 0.53 0.00
Delay/Veh: 0.0 0.0 0.0 22.2 22.2 21.0 0.0 13.9 12.6 19.1 6.3 0.0
ProgAdjPctr: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 0.0 0.0 22.2 22.2 21.0 0.0 13.9 12.6 19.1 6.3 0.0
DesignQueue: 0.0 0.0 0.0 14 4 6 0 17 1 4 25 0

Brandywine Site Residential TIA
 1500 Apartment Units
 Project Conditions
 Level of Service Computation Report
 1985 HCM Operations (Future Volume Alternative)
 Background (PM)

Intersection #3014: 07/JULIAN (W)



Final Vol: Lanes: Signal-Protected Right-Turn-Overlap: 0 0
 1400*** 3
 88 1
 Vol Cnt Date: 10/20/2002
 Cycle Time (sec): 87
 Loss Time (sec): 9
 Critical W/C: 0.473
 Avg Cnt Del (sec/veh): 13.5
 Avg Delay (sec/veh): 11.5
 LOS: B

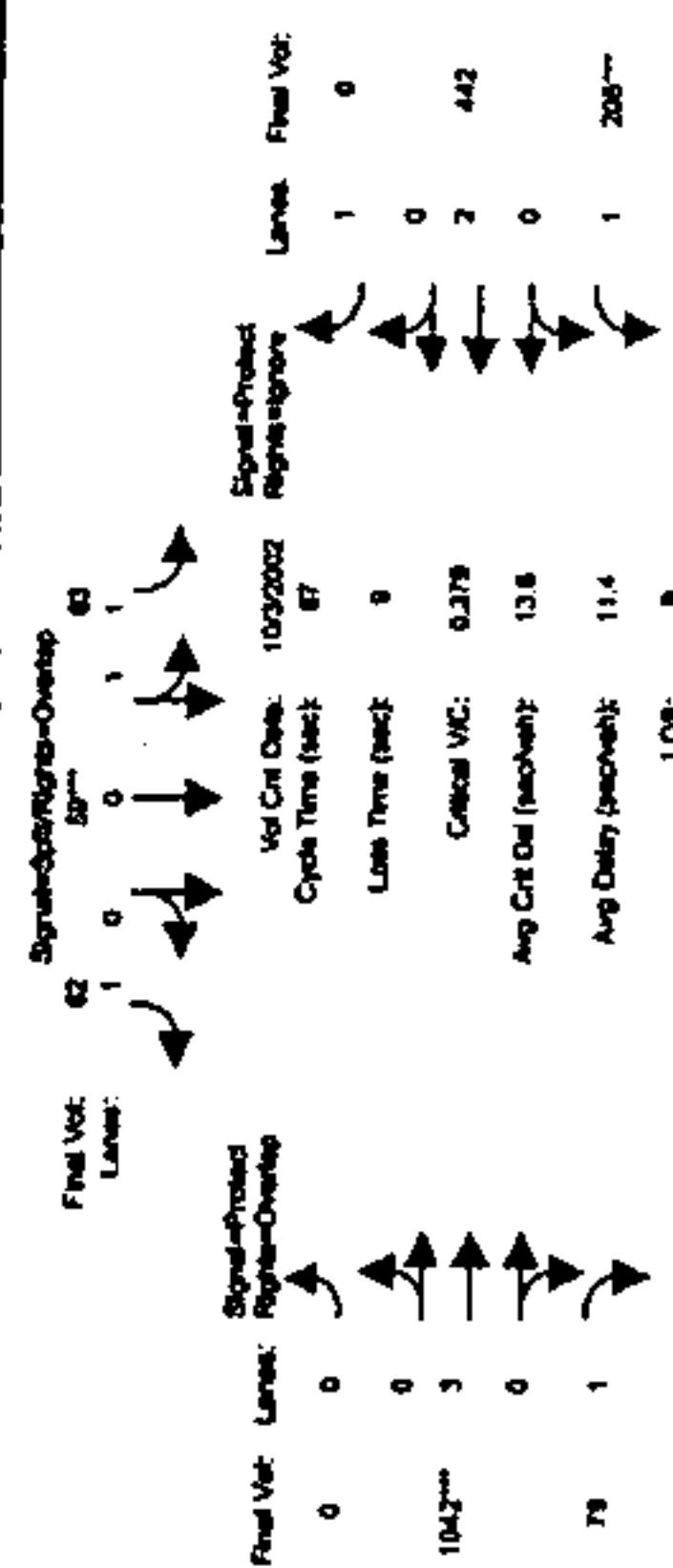
Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green:	0	0	0	10	10	10	0	10	10	10	7	10	10
Volume Module: >> Count Date: 3 Oct 2002 << 4:30-5:30PM													
Base Vol:	0	0	0	83	59	62	0	1042	79	205	442	1024	
Growth Adj:	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	83	59	62	0	1042	79	205	442	1024	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	59	5	35	0	358	19	5	44	0	
Initial Fut:	0	0	0	142	64	97	0	1400	98	210	486	1024	
User Adj:	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:	0	0	0	142	64	97	0	1400	98	210	486	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	142	64	97	0	1400	98	210	486	0	
PCE Adj:	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.:	0	0	0	142	64	97	0	1400	98	210	486	0	

Saturation Flow Module:
 Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800
 Adjustment: 0.97 1.06 0.00 0.00 0.61 1.00 0.00 3.00 1.00 1.00 2.00 1.00 1.00
 Lanes: 0.00 0.00 0.00 0 2447 1103 1750 0 5700 1750 1750 3800 1750
 Final Sat.: 0 0 0 0.06 0.06 0.06 0.06 0.06 0.25 0.06 0.12 0.13 0.00
 Capacity Analysis Module:
 Vol/Sat: 0.00 0.00 0.00 0.06 0.06 0.06 0.06 0.06 0.25 0.06 0.12 0.13 0.00
 Crit Moves: ****
 Green Time: 0.0 0.0 0.0 10.7 10.7 10.7 0.0 45.2 45.2 22.1 67.3 0.0
 Volume/Cap: 0.00 0.00 0.00 0.47 0.47 0.45 0.00 0.47 0.11 0.47 0.17 0.00
 Delay/Veh: 0.0 0.0 0.0 27.6 27.6 28.0 0.0 10.2 8.1 21.5 1.9 0.0
 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 ProgAdjPctr: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 0.0 0.0 0.0 27.6 27.6 28.0 0.0 10.2 8.1 21.5 1.9 0.0
 DesignQueue: 0 0 0 6 3 4 0 35 2 8 6 0

Brandywine Site Residential TIA
 1500 Apartment Units
 Project Conditions
 Level of Service Computation Report
 1985 HCM Operations (Future Volume Alternative)
 Existing (PM)

Intersection #3014: 07/JULIAN (W)



Final Vol: Lanes: Signal-Protected Right-Turn-Overlap: 0 0
 1042*** 3
 79 1
 Vol Cnt Date: 10/20/2002
 Cycle Time (sec): 87
 Loss Time (sec): 9
 Critical W/C: 0.379
 Avg Cnt Del (sec/veh): 13.8
 Avg Delay (sec/veh): 11.4
 LOS: B

Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

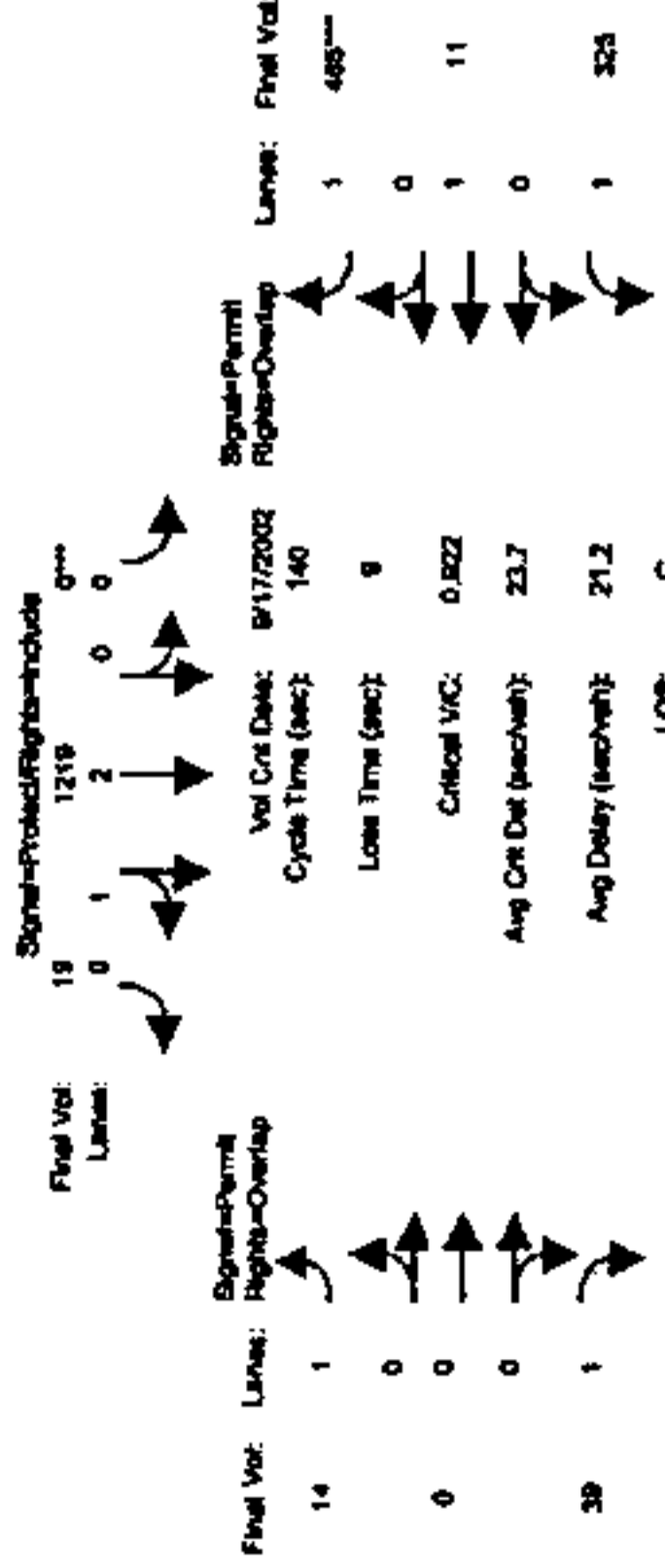
Min. Green:	0	0	0	10	10	10	0	10	10	10	7	10	10
Volume Module: >> Count Date: 3 Oct 2002 << 4:30-5:30PM													
Base Vol:	0	0	0	83	59	62	0	1042	79	205	442	1024	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	83	59	62	0	1042	79	205	442	1024	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	83	59	62	0	1042	79	205	442	1024	
User Adj:	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:	0	0	0	83	59	62	0	1042	79	205	442	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	83	59	62	0	1042	79	205	442	0	
PCE Adj:	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.:	0	0	0	83	59	62	0	1042	79	205	442	0	

Saturation Flow Module:
 Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800
 Adjustment: 0.97 1.06 0.00 0.00 0.97 1.00 0.97 0.97 1.06 0.97 1.06 0.97 0.97
 Lanes: 0.00 0.00 0.00 0.00 1.18 0.82 1.00 0.00 3.00 1.00 1.00 2.00 1.00
 Final Sat.: 0 0 0 0.06 0.06 0.06 0.06 0.25 0.06 0.12 0.13 0.00
 Capacity Analysis Module:
 Vol/Sat: 0.00 0.00 0.00 0.06 0.06 0.06 0.06 0.25 0.06 0.12 0.13 0.00
 Crit Moves: ****
 Green Time: 0.0 0.0 0.0 10.0 10.0 10.0 0.0 41.4 41.4 26.6 68.0 0.0
 Volume/Cap: 0.00 0.00 0.00 0.35 0.35 0.31 0.00 0.38 0.09 0.38 0.15 0.00
 Delay/Veh: 0.0 0.0 0.0 27.2 27.2 27.1 0.0 11.1 9.5 18.3 1.8 0.0
 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 ProgAdjPctr: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 0.0 0.0 0.0 27.2 27.2 27.1 0.0 11.1 9.5 18.3 1.8 0.0
 DesignQueue: 0 0 0 4 3 3 0 28 7 5 0

Brandenburg Site Residential TIA
 1500 Apartment Units/0 L.L.I. retail
 Project Conditions

Level Of Service Computation Report
 1985 HCM Operations (Future Volume Alternative)
 Background (AM)

Intersection #3052: 880/COLEMAN (N)



Lanes: 1 0 3 0 1
 Final Vol: 22 3405 177

Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green: 7 10 10 0 10 10 10 0 10 10 10 10

Volume Module: >> Count Date: 17 Sep 2002 << 7:30-8:30AM

Base Vol: 22 2632 170 0 685 19 14 0 39 308 11 269

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Base: 22 2632 170 0 685 19 14 0 39 308 11 269

Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0

ATV: 0 773 7 0 534 0 0 0 0 17 0 196

Initial Fut: 22 3405 177 0 1219 19 14 0 39 325 11 465

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHP Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHP Volume: 22 3405 177 0 1219 19 14 0 39 325 11 465

Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0

PCB Adj: 22 3405 177 0 1219 19 14 0 39 325 11 465

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Final Vol.: 22 3405 177 0 1219 19 14 0 39 325 11 465

Saturation Flow Module:

Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800

Adjustment: 0.97 1.06 0.97 0.97 1.04 1.00 0.97 1.06 0.97 0.97 1.06 0.97

Lanes: 1.00 3.00 1.00 0.00 2.95 0.05 1.00 0.00 1.00 1.00 1.00 1.00

Final Sat.: 1750 5700 1750 0 5514 86 1750 0 1750 1750 1900 1750

Capacity Analysis Module:

Vol/Sat: 0.01 0.60 0.10 0.00 0.22 0.22 0.01 0.00 0.02 0.19 0.01 0.27

Crit Moves: ****

Green Time: 7.0 90.7 90.7 0.0 83.7 83.7 40.3 0.0 47.3 40.3 40.3 40.3

Volume/Cap: 0.25 0.92 0.16 0.00 0.37 0.37 0.03 0.00 0.07 0.64 0.02 0.92

Delay/Veh: 49.0 19.7 7.4 0.0 11.1 11.1 27.2 0.0 23.8 35.1 27.1 52.9

Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

ProgAdjFctr: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

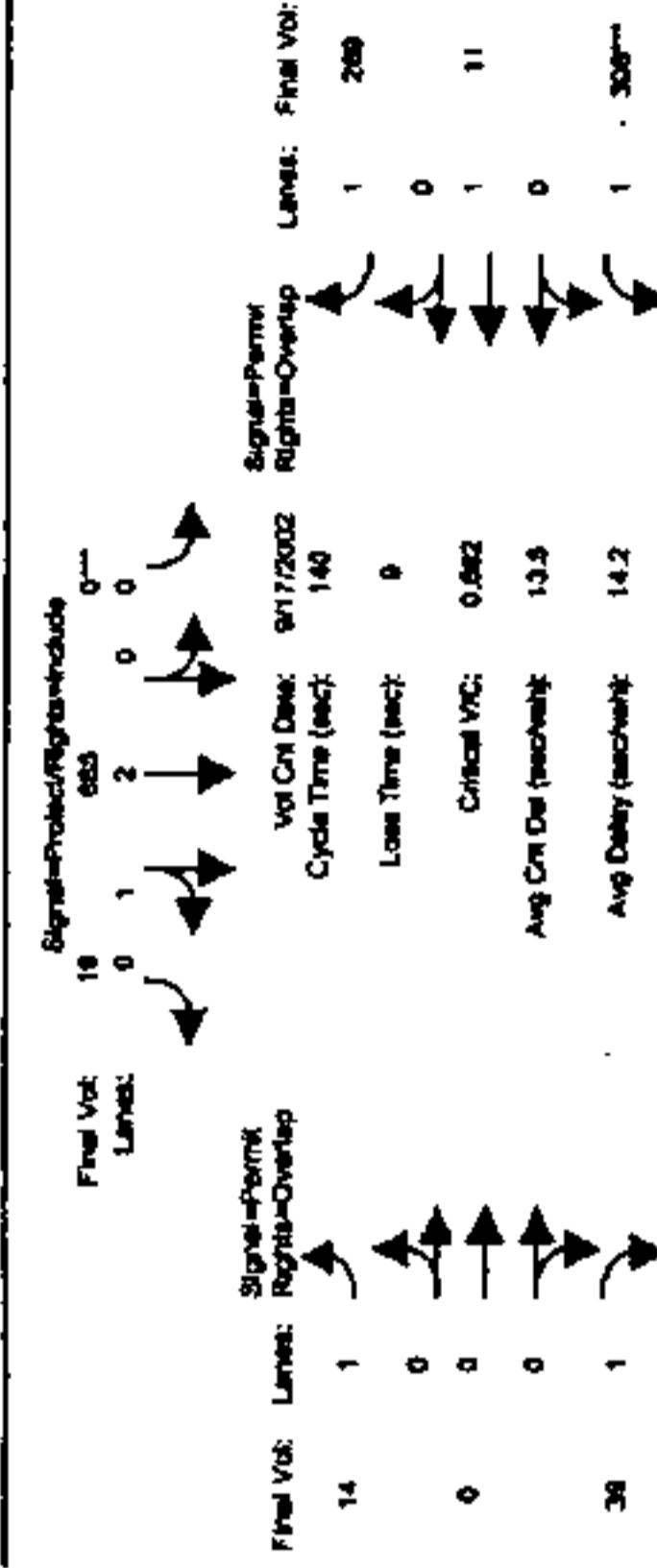
AdjDel/Veh: 49.0 19.7 7.4 0.0 11.1 11.1 27.2 0.0 23.8 35.1 27.1 52.9

DesignQueue: 2 111 5 0 40 1 1 0 2 19 1 28

Brandenburg Site Residential TIA
 1500 Apartment Units/0 L.L.I. retail
 Project Conditions

Level Of Service Computation Report
 1985 HCM Operations (Future Volume Alternative)
 Existing (AM)

Intersection #3052: 880/COLEMAN (N)



Lanes: 1 0 3 0 1
 Final Vol: 22 3405 177

Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green: 7 10 10 0 10 10 10 0 10 10 10 10

Volume Module: >> Count Date: 17 Sep 2002 << 7:30-8:30AM

Base Vol: 22 2632 170 0 685 19 14 0 39 308 11 269

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Base: 22 2632 170 0 685 19 14 0 39 308 11 269

Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 22 2632 170 0 685 19 14 0 39 308 11 269

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHP Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHP Volume: 22 2632 170 0 685 19 14 0 39 308 11 269

Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0

PCB Adj: 22 2632 170 0 685 19 14 0 39 308 11 269

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Final Vol.: 22 2632 170 0 685 19 14 0 39 308 11 269

Saturation Flow Module:

Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800

Adjustment: 0.97 1.06 0.97 0.97 1.04 1.00 0.97 1.06 0.97 0.97 1.06 0.97

Lanes: 1.00 3.00 1.00 0.00 2.92 0.08 1.00 0.00 1.00 1.00 1.00 1.00

Final Sat.: 1750 5700 1750 0 5449 151 1750 0 1750 1750 1900 1750

Capacity Analysis Module:

Vol/Sat: 0.01 0.46 0.10 0.00 0.13 0.13 0.01 0.00 0.02 0.18 0.01 0.15

Crit Moves: ****

Green Time: 7.0 94.8 94.8 0.0 87.8 87.8 36.2 0.0 43.2 36.2 36.2 36.2

Volume/Cap: 0.25 0.68 0.14 0.00 0.20 0.20 0.03 0.00 0.07 0.68 0.02 0.60

Delay/Veh: 49.0 10.6 6.1 0.0 8.4 8.4 29.5 0.0 26.0 38.4 29.4 36.1

Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

ProgAdjFctr: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

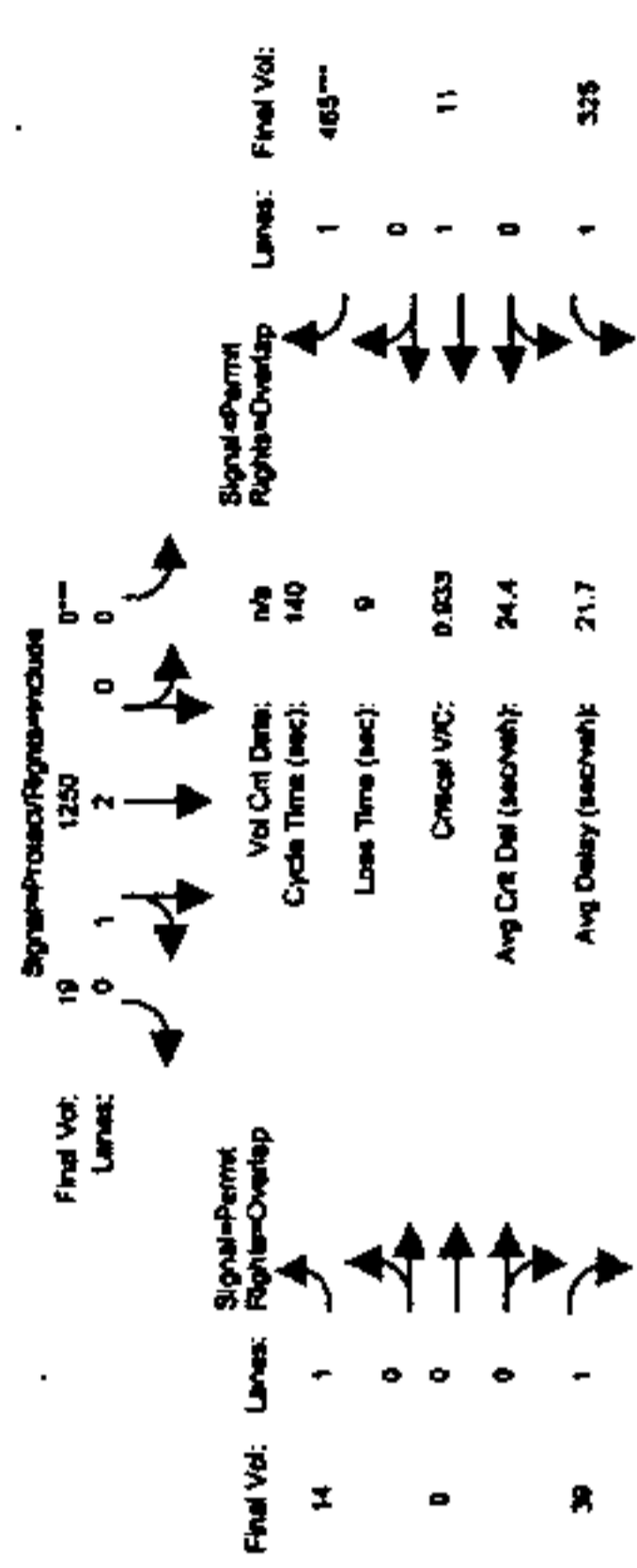
AdjDel/Veh: 49.0 10.6 6.1 0.0 8.4 8.4 29.5 0.0 26.0 38.4 29.4 36.1

DesignQueue: 2 75 4 0 21 1 1 0 2 19 1 15

Broadhurst Site Revisited TIA
 1500 Approved (Unbound) L.S.L. reid
 Project Conditions

Level Of Service Computation Report
 1980 HCM Operations (Future Volume Alternative)
 Future (AM)

Intersection #3052: 880/COLEMAN (N)



Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Min. Green: 7 10 10 0 10 10 10 0 10 10 10 10 10 10 10

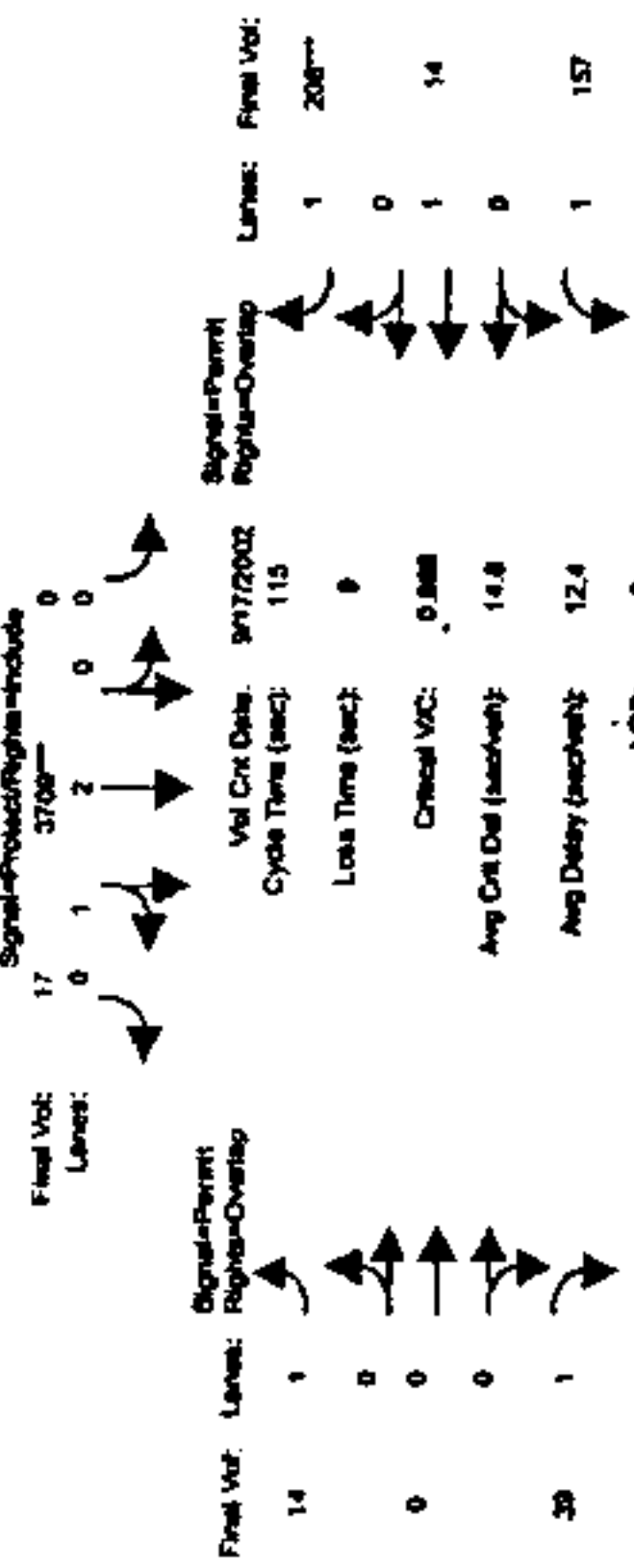
Volume Module:
 Base Vol: 24 3741 207 0 1356 21 15 0 42 351 12 488
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Base: 24 3741 207 0 1356 21 15 0 42 351 12 488
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Potent Proj: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 24 3741 207 0 1356 21 15 0 42 351 12 488
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 24 3741 207 0 1356 21 15 0 42 351 12 488
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 24 3741 207 0 1356 21 15 0 42 351 12 488
 PCF Adj: 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
 MLP Adj: 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: 24 3741 207 0 1356 21 15 0 42 351 12 488

Saturation Flow Module:
 Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800
 Adjustment: 0.97 1.06 0.97 1.04 1.00 0.97 1.00 0.97 1.00 0.97 1.00 0.97 1.00 1.00 0.97
 Lanes: 1.00 3.00 1.00 0.00 2.95 0.05 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Final Sat: 1750 5700 1750 0 5514 85 1750 0 1750 1750 1900 1750

Capacity Analysis Module:
 Vol/Sat: 0.01 0.66 0.12 0.00 0.25 0.25 0.01 0.00 0.02 0.20 0.01 0.28
 Crit Moves: 7 0 91.9 91.9 0.0 84.9 84.9 39.1 0.0 46.1 39.1 39.1
 Green Time: 0.27 1.00 0.18 0.00 0.41 0.41 0.03 0.00 0.07 0.72 0.02 1.00
 Volume/Cap: 49.1 29.4 7.1 0.0 11.0 11.0 27.9 0.0 24.5 38.1 27.8 69.5
 Delay/Veh: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 ProgAdjPctr: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 49.1 29.4 7.1 0.0 11.0 11.0 27.9 0.0 24.5 38.1 27.8 69.5
 DesignQueue: 2 121 6 0 44 1 1 0 2 21 1 29

Brandywine Site Residential TIA
1500 Apartment Units
Project Conditions
Level of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Background (PM)

Intersection #3052: 880COLEMAN (N)



Final Vol: 20
Lanes: 1 0 3 0 1
Signal-Protect/Right-included

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green: 7 10 10 0 10 10 10 0 10 10 10 10

Volume Module: >> Count Date: 17 Sep 2002 << 4:15-5:15PM
Base Vol: 29 862 113 0 2627 17 14 0 39 153 14 118
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 29 862 113 0 2627 17 14 0 39 153 14 118
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
ATV: 0 566 12 0 1082 0 0 0 4 0 88
Initial Fut: 29 1428 125 0 3709 17 14 0 39 157 14 206
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 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 1428 125 0 3709 17 14 0 39 157 14 206
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 29 1428 125 0 3709 17 14 0 39 157 14 206
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 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 1428 125 0 3709 17 14 0 39 157 14 206

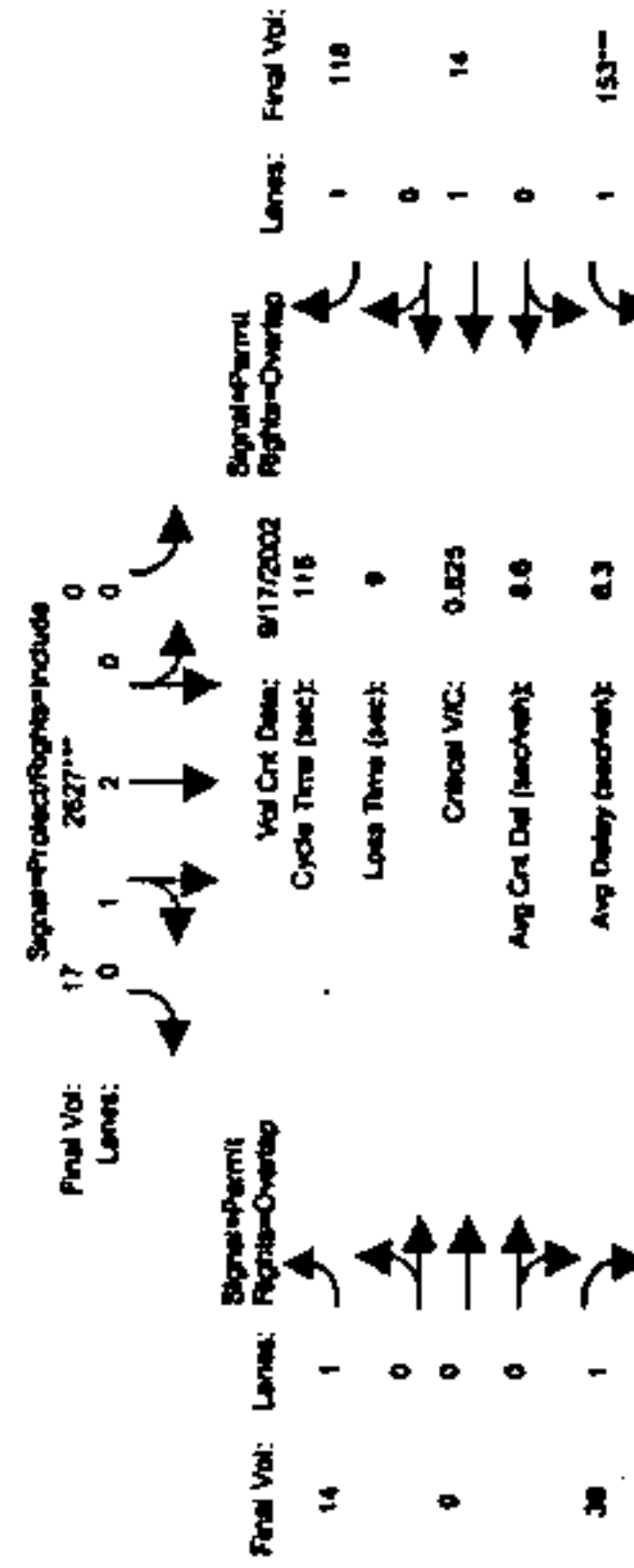
Saturation Flow Module:
Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800
Adjustment: 0.97 1.06 0.97 0.97 1.04 1.00 0.97 1.06 0.97 0.97 1.06 0.97
Lanes: 1.00 3.00 1.00 0.00 2.99 0.01 1.00 0.00 1.00 1.00 1.00 1.00
Final Sat.: 1750 5700 1750 0 5574 26 1750 0 1750 1750 1900 1750

Capacity Analysis Module:
Vol/Sat: 0.02 0.25 0.07 0.00 0.67 0.67 0.01 0.00 0.02 0.09 0.01 0.12
Crit Moves: ****

Green Time: 7.0 91.1 91.1 0.0 84.1 84.1 14.9 0.0 21.9 14.9 14.9 14.9
Volume/Cap: 0.27 0.32 0.09 0.00 0.91 0.91 0.06 0.00 0.12 0.69 0.06 0.91
Delay/Veh: 39.5 2.5 2.0 0.0 12.0 12.0 33.4 0.0 29.3 42.3 33.4 63.1
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
ProgAdj/Fctr: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 39.5 2.5 2.0 0.0 12.0 12.0 33.4 0.0 29.3 42.3 33.4 63.1
DesignQueue: 2 20 2 0 77 0 1 0 2 9 1 12

Brandywine Site Residential TIA
1500 Apartment Units
Project Conditions
Level of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

Intersection #3052: 880COLEMAN (N)



Final Vol: 20
Lanes: 1 0 3 0 1
Signal-Protect/Right-included

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green: 7 10 10 0 10 10 10 0 10 10 10 10

Volume Module: >> Count Date: 17 Sep 2002 << 4:15-5:15PM
Base Vol: 29 862 113 0 2627 17 14 0 39 153 14 118
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 29 862 113 0 2627 17 14 0 39 153 14 118
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 29 862 113 0 2627 17 14 0 39 153 14 118
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 29 862 113 0 2627 17 14 0 39 153 14 118
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 29 862 113 0 2627 17 14 0 39 153 14 118
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 29 862 113 0 2627 17 14 0 39 153 14 118

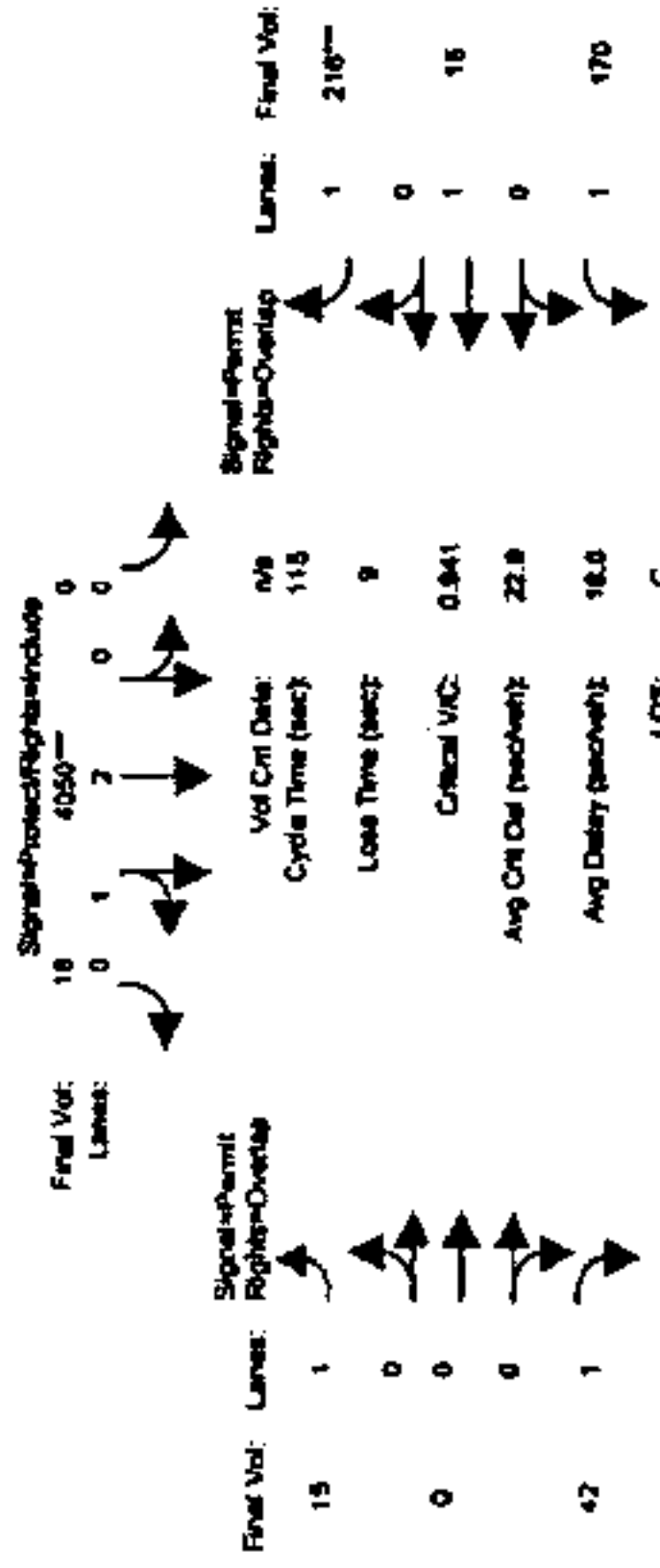
Saturation Flow Module:
Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800
Adjustment: 0.97 1.06 0.97 0.97 1.04 1.00 0.97 1.06 0.97 0.97 1.06 0.97
Lanes: 1.00 3.00 1.00 0.00 2.98 0.02 1.00 0.00 1.00 1.00 1.00 1.00
Final Sat.: 1750 5700 1750 0 5564 36 1750 0 1750 1750 1900 1750

Capacity Analysis Module:
Vol/Sat: 0.02 0.15 0.06 0.00 0.47 0.47 0.01 0.00 0.02 0.09 0.01 0.07
Crit Moves: ****

Green Time: 7.0 90.5 90.5 0.0 83.5 83.5 15.5 0.0 22.5 15.5 15.5 15.5
Volume/Cap: 0.27 0.19 0.08 0.00 0.65 0.65 0.06 0.00 0.11 0.65 0.05 0.50
Delay/Veh: 39.5 2.3 2.1 0.0 6.5 6.5 33.0 0.0 28.9 40.1 33.0 36.5
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
ProgAdj/Fctr: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 39.5 2.3 2.1 0.0 6.5 6.5 33.0 0.0 28.9 40.1 33.0 36.5
DesignQueue: 2 12 2 0 52 0 1 0 2 9 1 7

Brandenburg State Residential TIA
 1500 Apartment Units
 Project Conditions
 Level Of Service Computation Report
 1985 HCM Operations (Future Volume Alternative)
 Future (FM)

Intersection #3052: 880COLEMAN (N)



Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Min. Green: 7 10 10 0 10 10 10 0 10 10 10 10 10 10 10

Volume Module:

Base Vol:	31 1588 143	0 4050 18	15 0 42	170 15 216
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bsc:	31 1588 143	0 4050 18	15 0 42	170 15 216
Added Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Potential Proj.:	0 0 0	0 0 0	0 0 0	0 0 0
Initial Fut:	31 1588 143	0 4050 18	15 0 42	170 15 216
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHP Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHP Volume:	31 1588 143	0 4050 18	15 0 42	170 15 216
Reduced Vol:	0 0 0	0 0 0	0 0 0	0 0 0
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLP Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Final Vol:	31 1588 143	0 4050 18	15 0 42	170 15 216

Saturation Flow Module:

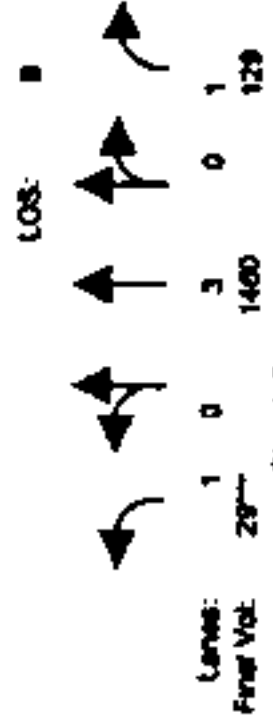
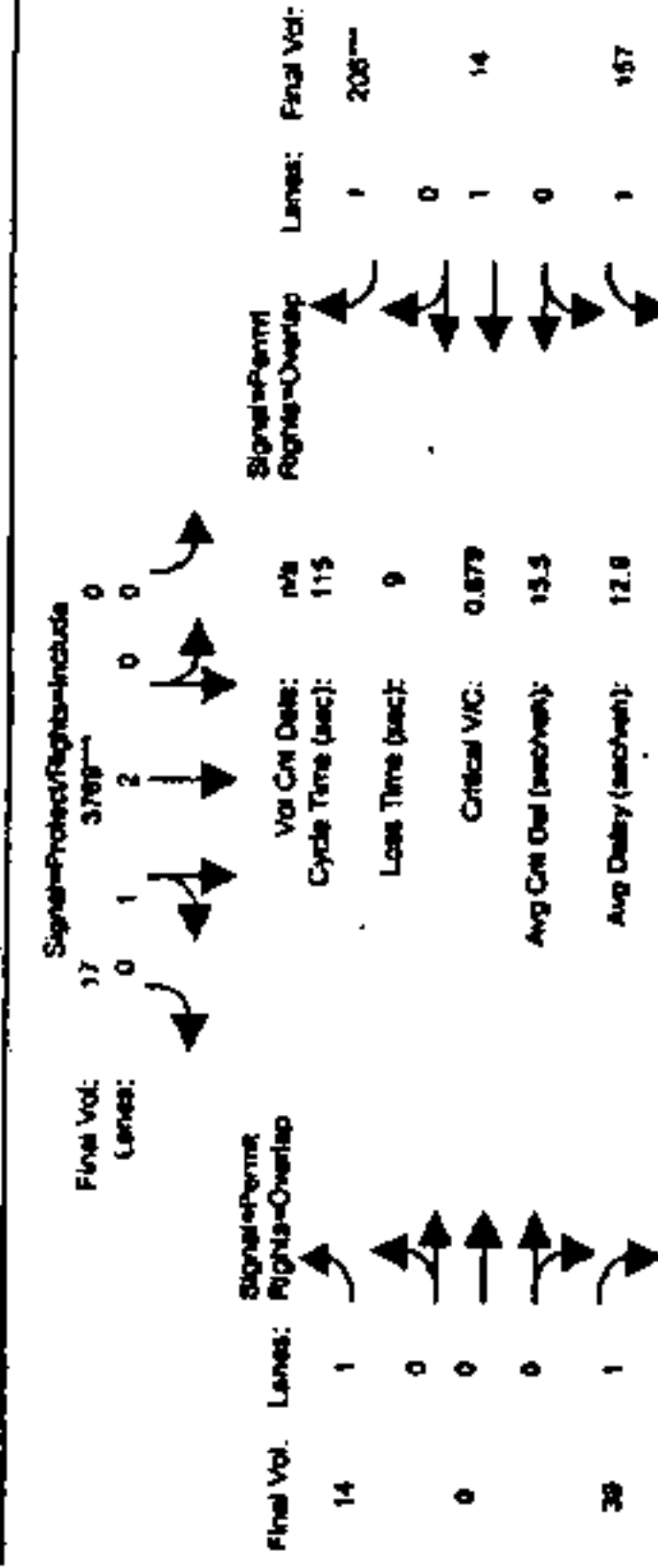
Sat/Lane:	1800 1800	1800 1800	1800 1800	1800 1800
Adjustment:	0.97 1.06	0.97 1.04	0.97 1.06	0.97 1.06
Lanes:	1.00 3.00	1.00 0.00	1.00 0.00	1.00 1.00
Final Sat.:	1750 5700	1750 0	1750 0	1750 1900

Capacity Analysis Module:

Vol/Sat:	0.02 0.28	0.06 0.00	0.73 0.01	0.02 0.10
Crit Moves:	****	****	****	****
Green Time:	7.0 91.6	0.0 84.6	84.6 14.4	14.4 14.4
Volume/Cap:	0.29 0.35	0.00 0.99	0.07 0.00	0.13 0.78
Delay/Veh:	39.7 2.5	0.0 19.6	19.6 33.7	47.9 33.7
Delay Adj:	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00
ProgAdjFctr:	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00
AdjDel/Veh:	39.7 2.5	0.0 19.6	19.6 33.7	47.9 33.7
DesignQueue:	2 22	2 0	84 0	1 0

Brandenburg State Residential TIA
 1500 Apartment Units
 Project Conditions
 Level Of Service Computation Report
 1985 HCM Operations (Future Volume Alternative)
 Project (PM)

Intersection #3052: 880COLEMAN (N)



Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Min. Green: 7 10 10 0 10 10 10 0 10 10 10 10 10 10

Volume Module:

Base Vol:	29 1428 125	0 3709 17	14 0 39	157 14 206
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bsc:	29 1428 125	0 3709 17	14 0 39	157 14 206
Added Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Potential Proj.:	0 0 0	0 0 0	0 0 0	0 0 0
Initial Fut:	29 1428 125	0 3709 17	14 0 39	157 14 206
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHP Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHP Volume:	29 1428 125	0 3709 17	14 0 39	157 14 206
Reduced Vol:	0 0 0	0 0 0	0 0 0	0 0 0
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLP Adj:	1.00 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 1428 125	0 3709 17	14 0 39	157 14 206

Saturation Flow Module:

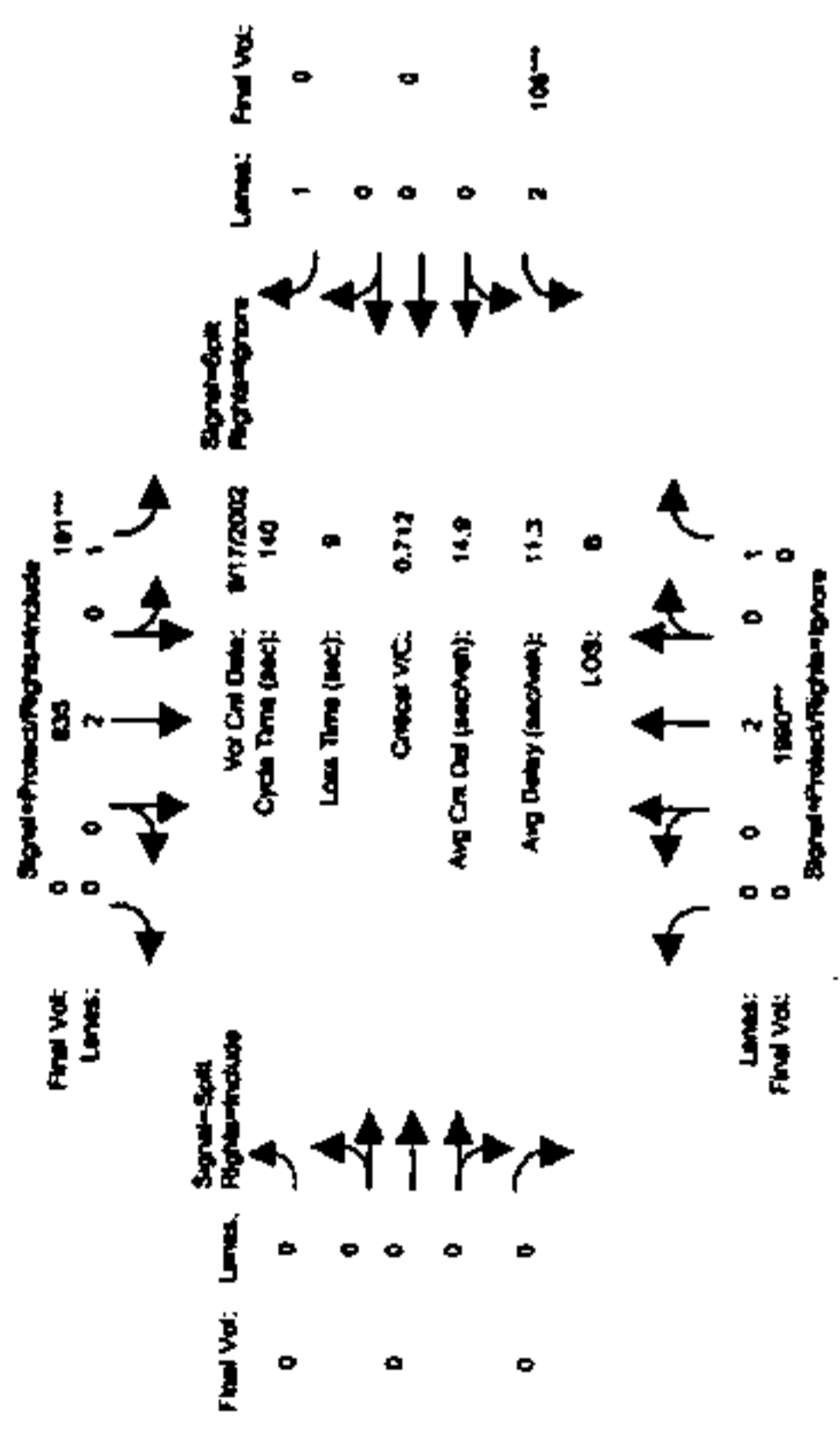
Sat/Lane:	1800 1800	1800 1800	1800 1800	1800 1800
Adjustment:	0.97 1.06	0.97 1.04	0.97 1.06	0.97 1.06
Lanes:	1.00 3.00	1.00 0.00	1.00 0.00	1.00 1.00
Final Sat.:	1750 5700	1750 0	1750 0	1750 1900

Capacity Analysis Module:

Vol/Sat:	0.02 0.26	0.07 0.00	0.68 0.01	0.02 0.09
Crit Moves:	****	****	****	****
Green Time:	7.0 91.3	0.0 84.3	84.3 14.7	14.7 14.7
Volume/Cap:	0.27 0.32	0.00 0.92	0.06 0.00	0.12 0.70
Delay/Veh:	39.5 2.5	0.0 12.6	12.6 33.5	43.0 33.5
Delay Adj:	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00
ProgAdjFctr:	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00
AdjDel/Veh:	39.5 2.5	0.0 12.6	12.6 33.5	43.0 33.5
DesignQueue:	2 21	2 0	78 0	1 0

Brandenburg Shil Residential TA
1500 Apartment (Lanes) L.L.T. road
Project Conditions
Level Of Service Comparison Report
1803 HCM Operations (Full Volume Alternative)
Background (AM)

Intersection #3053: 8607COLEMAN (S)



Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green: 0 10 10 7 10 0 0 0 0 0 0 0 10 0 10

Volume Module: >> Count Date: 17 Sep 2002 << 7:30-8:30AM

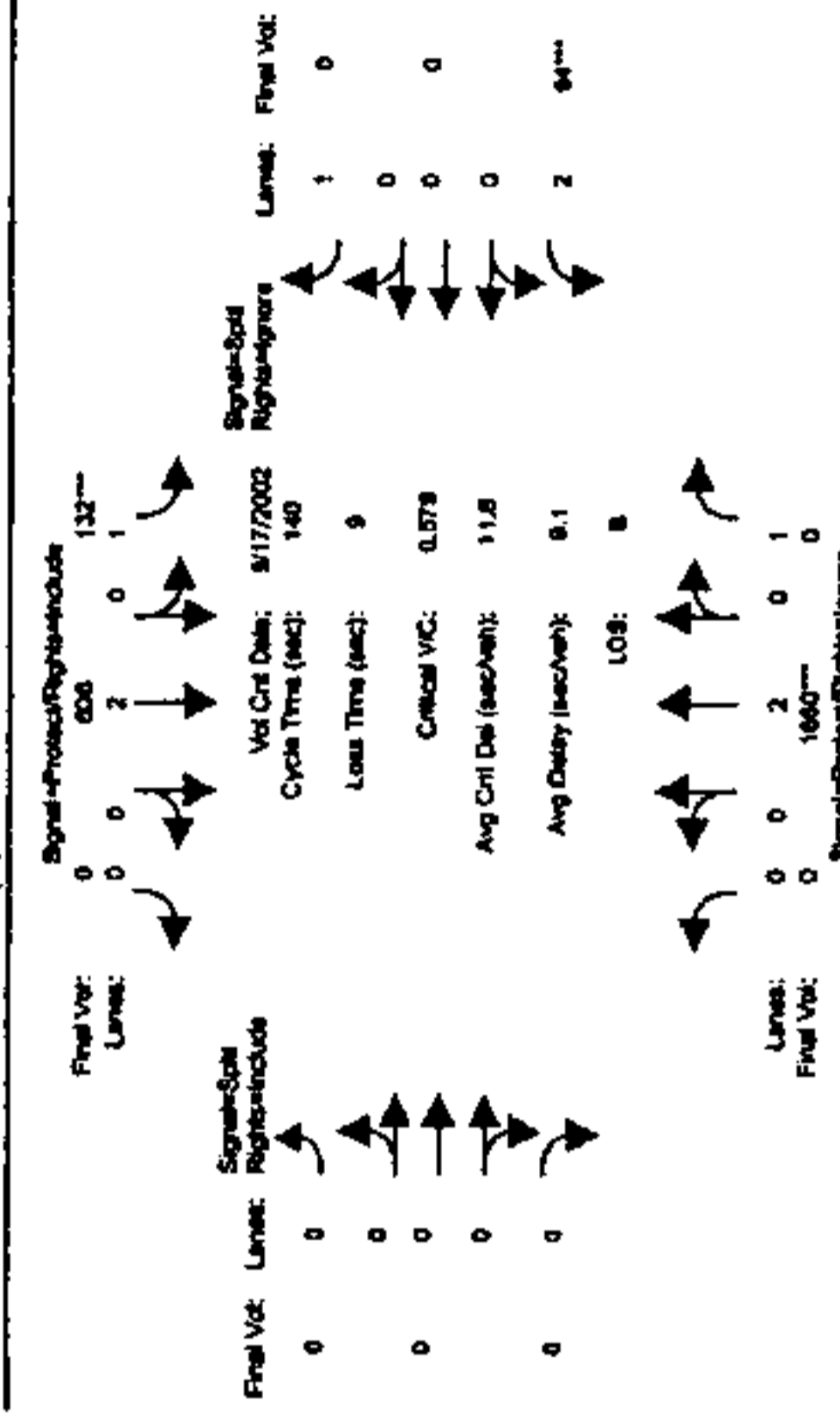
Base Vol:	0 1660 207 132 606 0 0 0 0 0 0 0 94 0 1153
Growth Adj:	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:	0 1660 207 132 606 0 0 0 0 0 0 0 94 0 1153
Added Vol:	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
ATI:	0 330 1 59 229 0 0 0 0 0 0 0 11 0 445
Initial Fut:	0 1990 208 191 835 0 0 0 0 0 0 0 105 0 1598
User Adj:	1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:	1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:	0 1990 0 191 835 0 0 0 0 0 0 0 105 0 0
Reduct Vol:	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:	0 1990 0 191 835 0 0 0 0 0 0 0 105 0 0
PCB Adj:	1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:	1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:	0 1990 0 191 835 0 0 0 0 0 0 0 105 0 0

Saturation Flow Module:
Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800
Adjustment: 0.97 1.06 0.97 0.97 1.06 0.97 0.97 1.06 0.97 0.97 1.06 0.97 0.88 1.06 0.97
Lanes: 0.00 2.00 1.00 1.00 2.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 2.00 0.00 1.00
Final Sat.: 0 3800 1750 1750 3800 0 0 0 0 0 0 0 3150 0 1750

Capacity Analysis Module:
Vol/Sat: 0.00 0.52 0.00 0.11 0.22 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.03 0.00 0.00
Crit Moves: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.03 0.00 0.00
Green Time: 0.0 100 0.0 20.9 121 0.0 0.0 0.0 0.0 0.0 0.0 0.0 10.0 0.0 0.0
Volume/Cap: 0.00 0.73 0.00 0.73 0.25 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.47 0.00 0.00
Delay/Veh: 0.0 9.8 0.0 50.1 1.3 0.0 0.0 0.0 0.0 0.0 0.0 0.0 48.6 0.0 0.0
Delay Adj: 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
ProgAdjPctr: 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
AdjDel/Veh: 0.0 9.8 0.0 50.1 1.3 0.0 0.0 0.0 0.0 0.0 0.0 0.0 48.6 0.0 0.0
DesignQueue: 0 51 0 13 9 0 0 0 0 0 0 0 8 0 0

Brandenburg Shil Residential TA
1500 Apartment (Lanes) L.L.T. road
Project Conditions
Level Of Service Comparison Report
1803 HCM Operations (Full Volume Alternative)
Background (AM)

Intersection #3053: 8607COLEMAN (S)



Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green: 0 10 10 7 10 0 0 0 0 0 0 0 10 0 10

Volume Module: >> Count Date: 17 Sep 2002 << 7:30-8:30AM

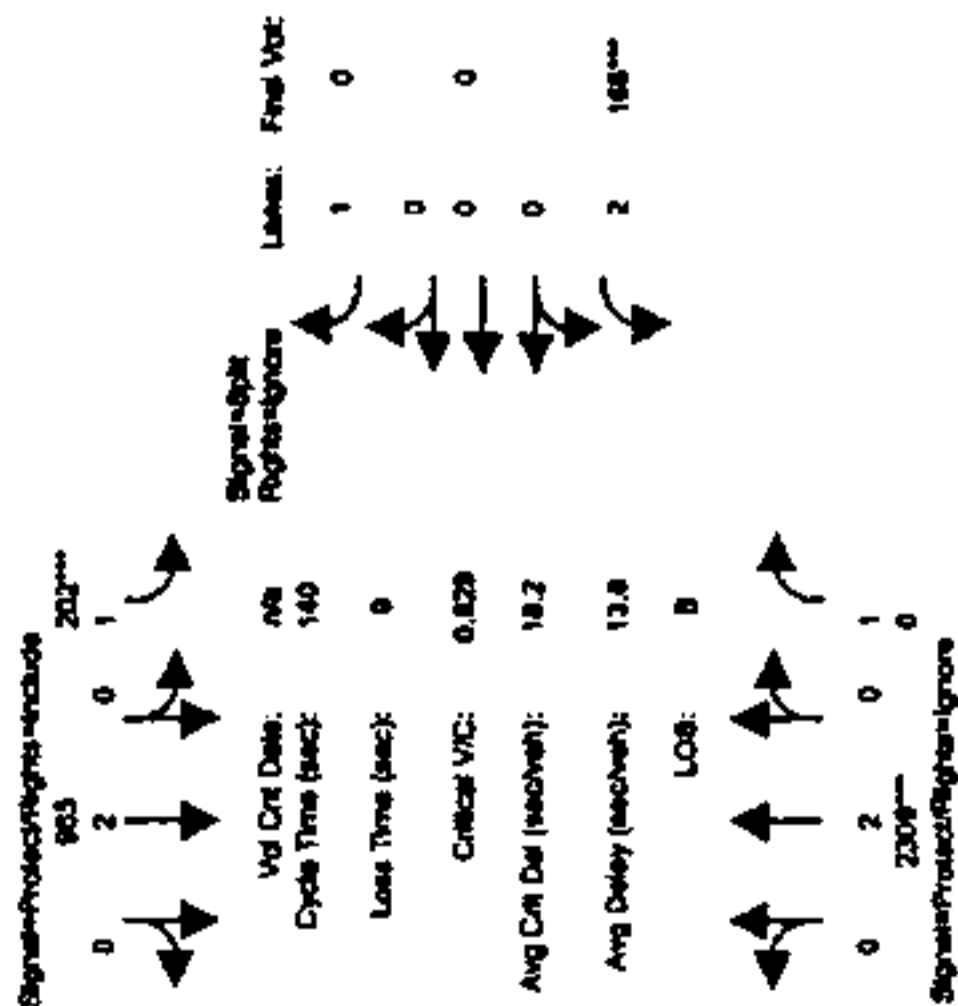
Base Vol:	0 1660 207 132 606 0 0 0 0 0 0 0 94 0 1153
Growth Adj:	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:	0 1660 207 132 606 0 0 0 0 0 0 0 94 0 1153
Added Vol:	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol:	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:	0 1660 207 132 606 0 0 0 0 0 0 0 94 0 1153
User Adj:	1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:	1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:	0 1660 0 132 606 0 0 0 0 0 0 0 94 0 0
Reduct Vol:	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:	0 1660 0 132 606 0 0 0 0 0 0 0 94 0 0
PCB Adj:	1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:	1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:	0 1660 0 132 606 0 0 0 0 0 0 0 94 0 0

Saturation Flow Module:
Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800
Adjustment: 0.97 1.06 0.97 0.97 1.06 0.97 0.97 1.06 0.97 0.97 1.06 0.97 0.88 1.06 0.97
Lanes: 0.00 2.00 1.00 1.00 2.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 2.00 0.00 1.00
Final Sat.: 0 3800 1750 1750 3800 0 0 0 0 0 0 0 3150 0 1750

Capacity Analysis Module:
Vol/Sat: 0.00 0.44 0.00 0.08 0.16 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.03 0.00 0.00
Crit Moves: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.03 0.00 0.00
Green Time: 0.0 103 0.0 17.8 121 0.0 0.0 0.0 0.0 0.0 0.0 0.0 10.0 0.0 0.0
Volume/Cap: 0.00 0.59 0.00 0.59 0.18 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.42 0.00 0.00
Delay/Veh: 0.0 6.8 0.0 46.8 1.2 0.0 0.0 0.0 0.0 0.0 0.0 0.0 48.0 0.0 0.0
Delay Adj: 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
ProgAdjPctr: 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
AdjDel/Veh: 0.0 6.8 0.0 46.8 1.2 0.0 0.0 0.0 0.0 0.0 0.0 0.0 48.0 0.0 0.0
DesignQueue: 0 38 0 9 7 0 0 0 0 0 0 0 7 0 0

Brandsburg Site Redevelopment TIA
 1500 Apartment Units @ 1.7.1.1.1
 Project Conditions
 Level Of Service Computation Report
 1995 HCM Operations (Future Volume Alternative)
 Future (AM)

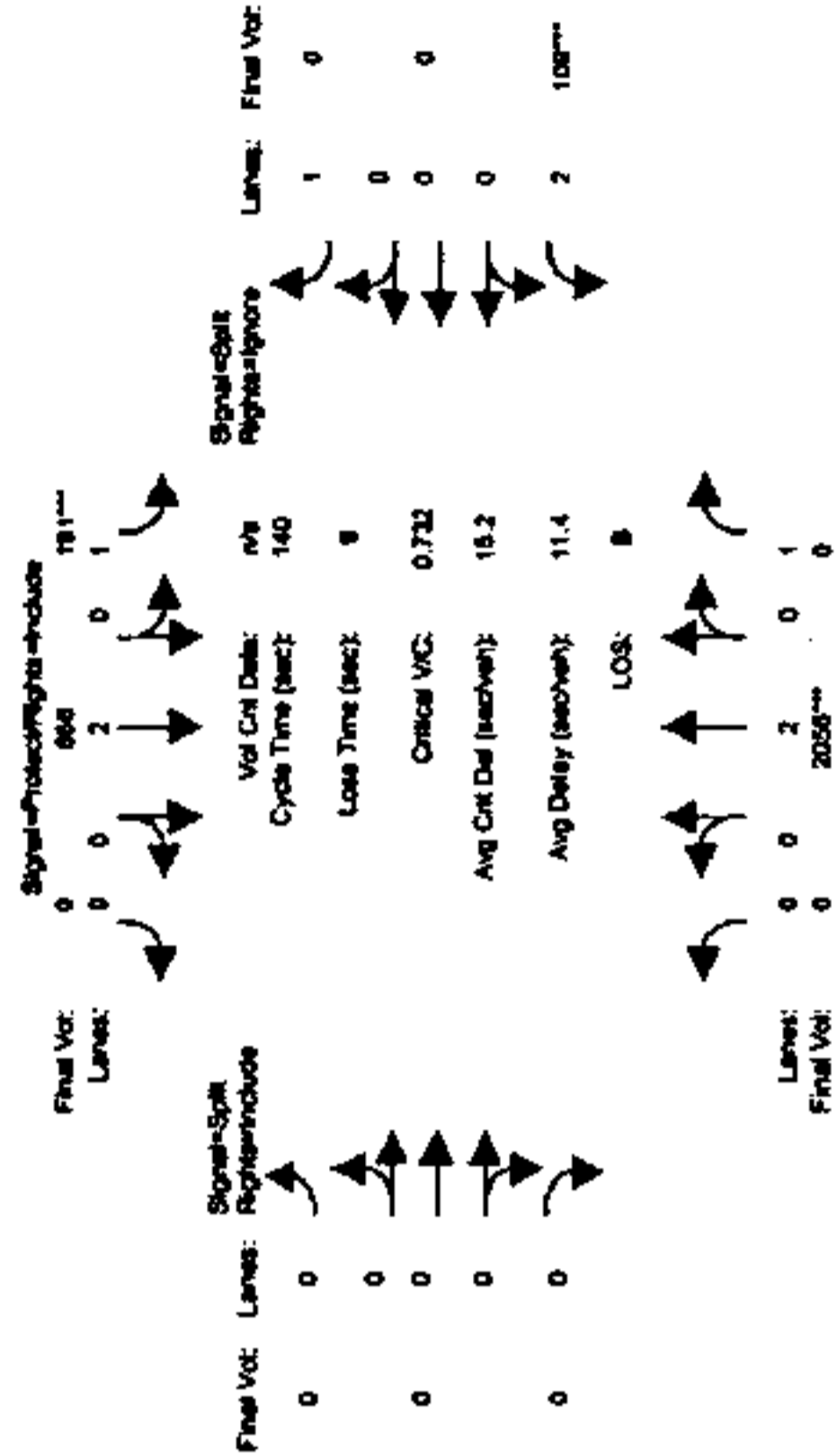
Intersection #3053: BBOWCOLEMAN (S)



Approach:	North Bound		South Bound		East Bound		West Bound	
	L	T	R	L	T	R	L	T
Movement:	L	T	R	L	T	R	L	T
Min. Green:	0	10	10	7	10	0	0	10
Volume Module:								
Base Vol:	0	2309	225	0	202	965	0	166
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Base:	0	2309	225	0	202	965	0	166
Added Vol:	0	0	0	0	0	0	0	0
Potential Proj.:	0	0	0	0	0	0	0	0
Initial Fut.:	0	2309	225	0	202	965	0	166
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHP Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHP Volume:	0	2309	0	0	202	965	0	166
Reduct Vol:	0	0	0	0	0	0	0	0
Reduced Vol:	0	2309	0	0	202	965	0	166
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLP Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	2309	0	0	202	965	0	166
Saturation Flow Module:								
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.06	0.97	0.97	1.06	0.97	0.88	1.06
Lanes:	0.00	2.00	1.00	2.00	0.00	0.00	0.00	2.00
Final Sat.:	0	3800	1750	3800	0	0	0	3150
Capacity Analysis Module:								
Vol/Sat:	0.00	0.61	0.00	0.12	0.25	0.00	0.00	0.05
Crit Moves:	0.00	102	0.00	19.3	121	0.00	0.00	10.0
Green Time:	0.00	102	0.00	19.3	121	0.00	0.00	10.0
Volume/Cap:	0.00	0.84	0.00	0.84	0.25	0.00	0.00	0.74
Delay/Veh:	0.00	11.9	0.00	59.6	1.3	0.00	0.00	56.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.00	11.9	0.00	59.6	1.3	0.00	0.00	56.5
DesignQueue:	0	59	0	14	11	0	0	12

Brandsburg Site Redevelopment TIA
 1500 Apartment Units @ 1.7.1.1.1
 Project Conditions
 Level Of Service Computation Report
 1995 HCM Operations (Future Volume Alternative)
 Future (AM)

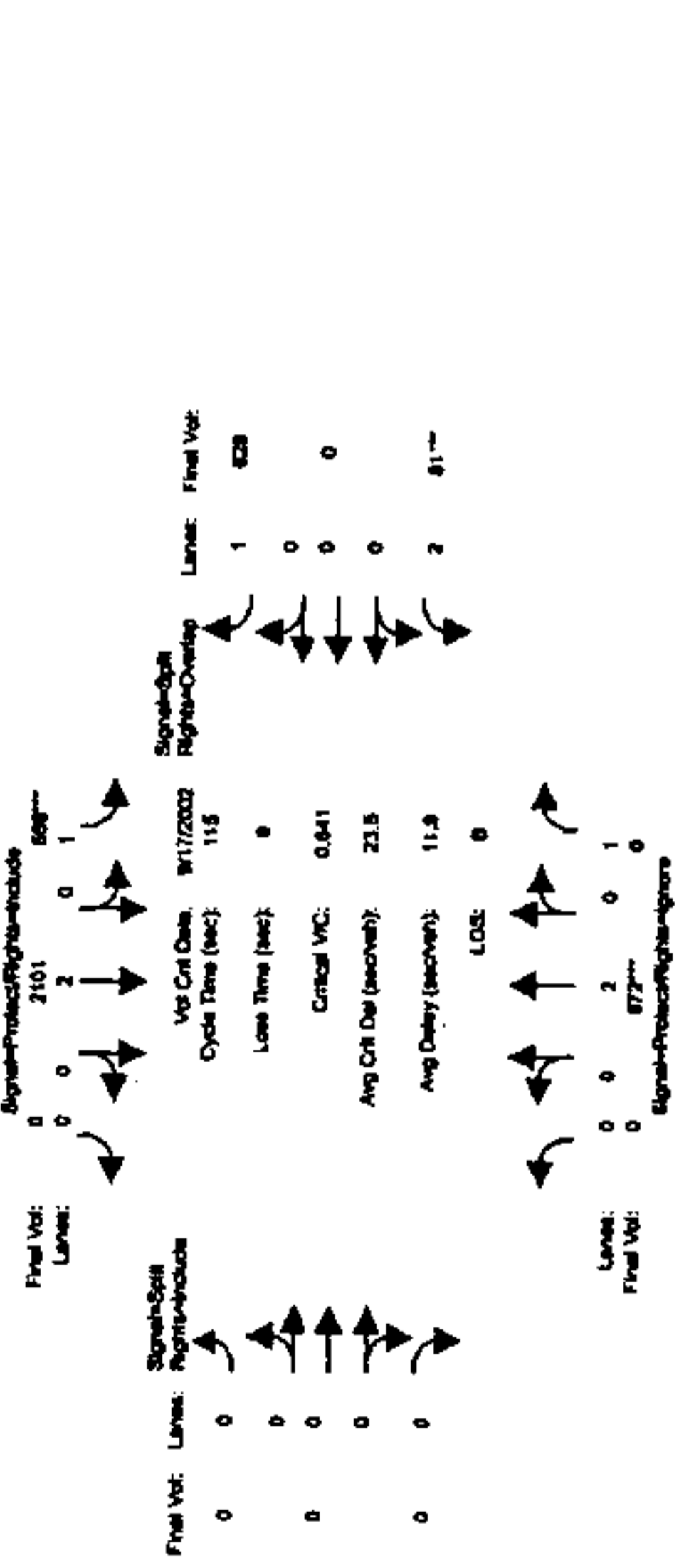
Intersection #3053: BBOWCOLEMAN (S)



Approach:	North Bound		South Bound		East Bound		West Bound	
	L	T	R	L	T	R	L	T
Movement:	L	T	R	L	T	R	L	T
Min. Green:	0	10	10	7	10	0	0	10
Volume Module:								
Base Vol:	0	1990	0	191	835	0	105	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Base:	0	1990	0	191	835	0	105	0
Added Vol:	0	0	0	0	0	0	0	0
Potential Proj.:	0	0	0	0	0	0	0	0
Initial Fut.:	0	1990	0	191	835	0	105	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHP Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHP Volume:	0	1990	0	191	835	0	105	0
Reduct Vol:	0	0	0	0	0	0	0	0
Reduced Vol:	0	1990	0	191	835	0	105	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLP Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	1990	0	191	835	0	105	0
Saturation Flow Module:								
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.06	0.97	0.97	1.06	0.97	0.88	1.06
Lanes:	0.00	2.00	1.00	2.00	0.00	0.00	0.00	2.00
Final Sat.:	0	3800	1750	3800	0	0	0	3150
Capacity Analysis Module:								
Vol/Sat:	0.00	0.54	0.00	0.11	0.23	0.00	0.00	0.03
Crit Moves:	0.00	101	0.00	20.3	121	0.00	0.00	10.0
Green Time:	0.00	101	0.00	20.3	121	0.00	0.00	10.0
Volume/Cap:	0.00	0.75	0.00	0.75	0.26	0.00	0.00	0.48
Delay/Veh:	0.00	10.0	0.00	51.7	1.3	0.00	0.00	48.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.00	10.0	0.00	51.7	1.3	0.00	0.00	48.8
DesignQueue:	0	52	0	13	10	0	0	8

Brandsburg Bld Residential TIA
 1800 Apartment Units
 Project Conditions
 Level Of Service Computation Report
 1885 HCM Operations (Future Volume Alternative)
 Background (PM)

Intersection #3053: BRIDGEMAN (S)



Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green: 0 10 10 7 10 0 0 0 0 0 10 0 10

Volume Module: >> Count Date: 17 Sep 2002 << 4:45-5:45PM

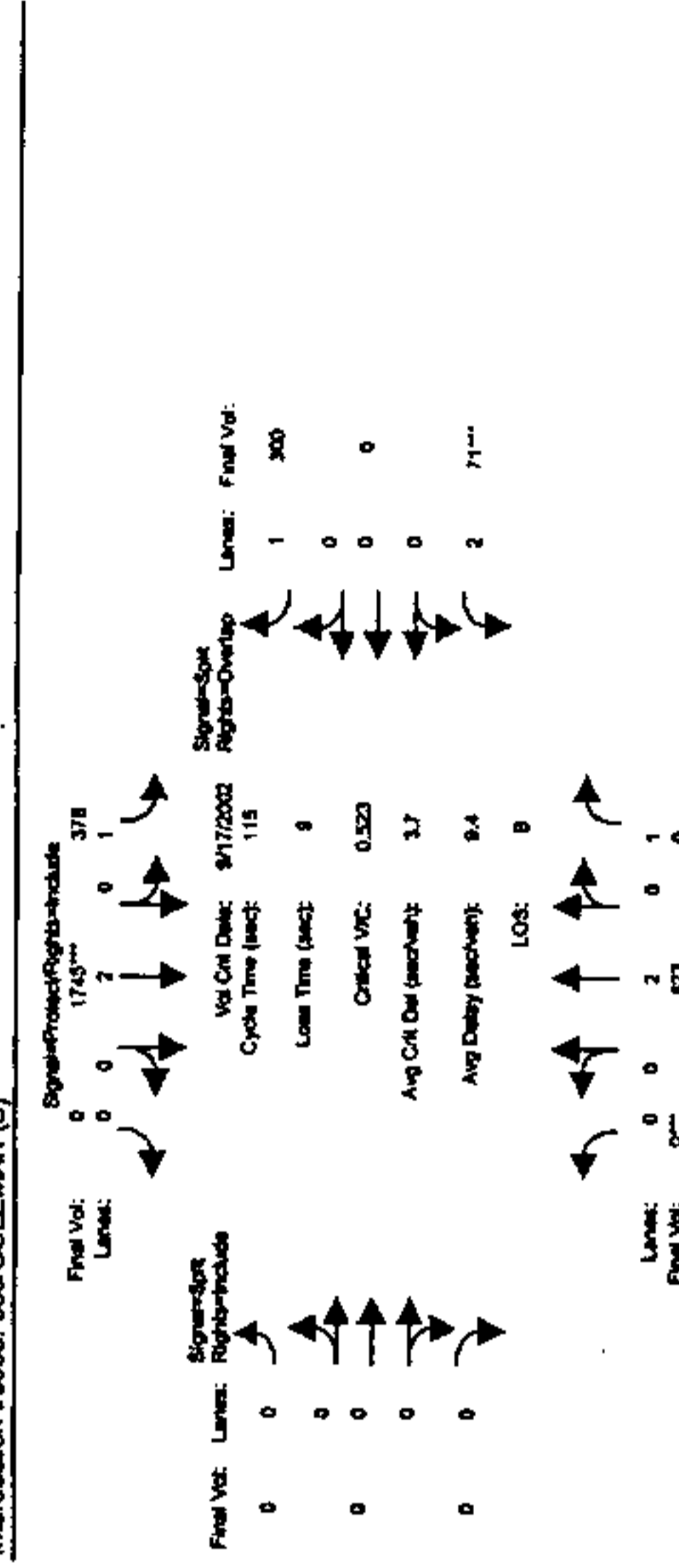
Base Vol:	0	623	183	378	1745	0	0	0	0	71	0	300
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	623	183	378	1745	0	0	0	0	71	0	300
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	249	16	210	356	0	0	0	0	10	0	328
Initial Fut:	0	672	199	588	2101	0	0	0	0	81	0	628
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	672	0	588	2101	0	0	0	0	81	0	628
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	672	0	588	2101	0	0	0	0	81	0	628
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MUF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol:	0	672	0	588	2101	0	0	0	0	81	0	628

Saturation Flow Module:
 Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800
 Adj: 0.97 1.06 0.97 0.97 1.06 0.97 0.97 1.06 0.97 0.97 1.06 0.97 1.06
 Lanes: 0.00 2.00 1.00 1.00 2.00 0.00 0.00 0.00 0.00 0.00 2.00 0.00 1.00
 Final Sat.: 0.3800 1750 3800 0 0 0 0 3150 0 1750

Capacity Analysis Module:
 Vol/Sat: 0.00 0.23 0.00 0.34 0.55 0.00 0.00 0.00 0.00 0.00 0.03 0.00 0.36
 Crit Moves: ****
 Green Time: 0.0 39.0 0.0 57.0 96.0 0.0 0.0 0.0 0.0 10.0 0.0 0.0 67.0
 Volume/Cap: 0.00 0.68 0.00 0.68 0.66 0.00 0.00 0.00 0.00 0.30 0.00 0.00 0.62
 Delay/Veh: 0.0 25.8 0.0 18.2 3.0 0.0 0.0 0.0 0.0 37.6 0.0 12.7
 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 ProgAdjPctr: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 0.0 25.8 0.0 18.2 3.0 0.0 0.0 0.0 0.0 37.6 0.0 12.7
 DesignQueue: 0 39 0 21 26 0 0 0 0 5 0 0 18

Brandsburg Bld Residential TIA
 1800 Apartment Units
 Project Conditions
 Level Of Service Computation Report
 1885 HCM Operations (Future Volume Alternative)
 Background (PM)

Intersection #3053: BRIDGEMAN (S)



Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

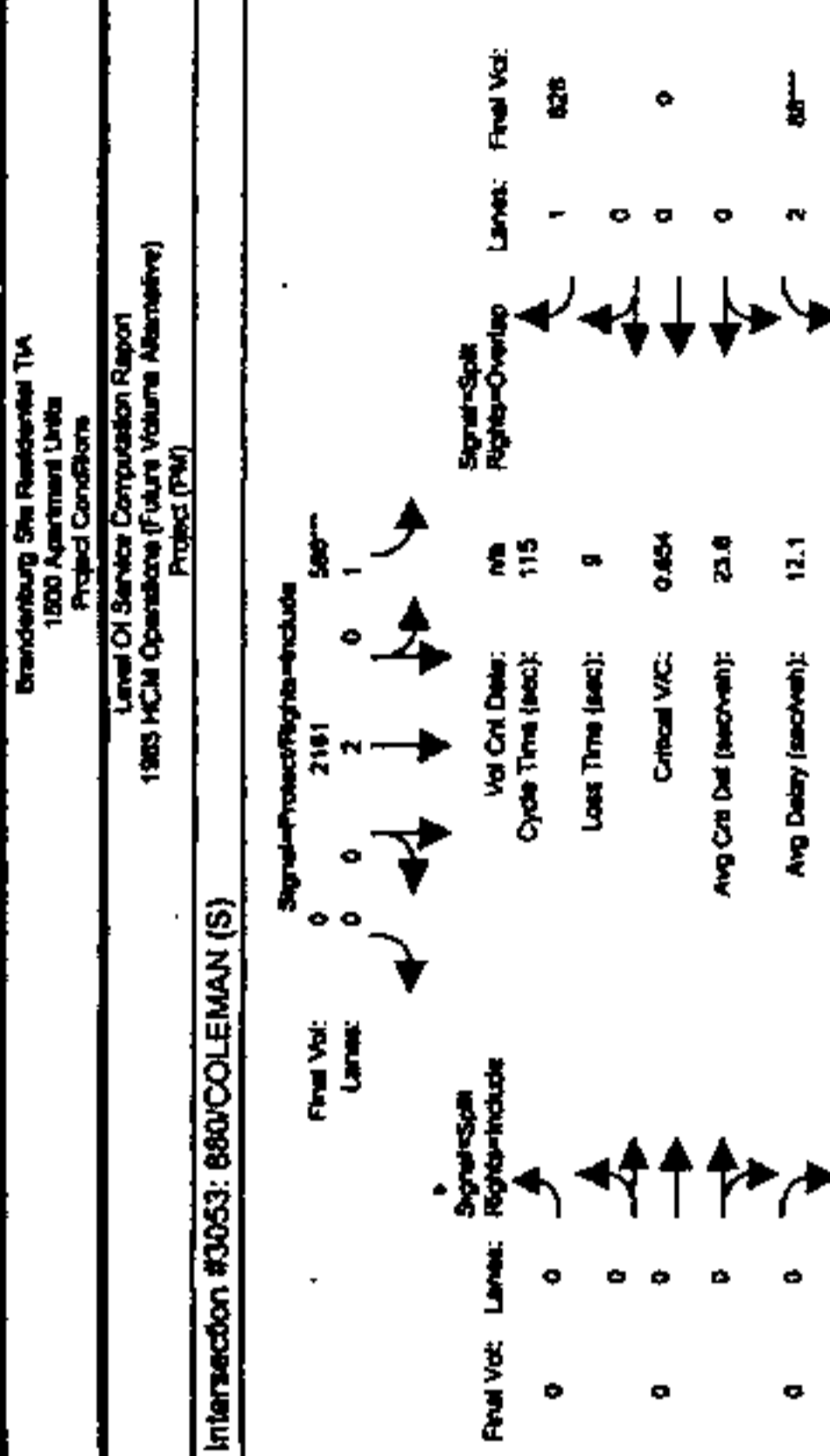
Min. Green: 0 10 10 7 10 0 0 0 0 0 10 0 10

Volume Module: >> Count Date: 17 Sep 2002 << 4:45-5:45PM

Base Vol:	0	623	183	378	1745	0	0	0	0	71	0	300
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	623	183	378	1745	0	0	0	0	71	0	300
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	623	183	378	1745	0	0	0	0	71	0	300
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	623	0	588	2101	0	0	0	0	71	0	300
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	623	0	588	2101	0	0	0	0	71	0	300
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MUF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol:	0	623	0	588	2101	0	0	0	0	71	0	300

Saturation Flow Module:
 Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800
 Adj: 0.97 1.06 0.97 0.97 1.06 0.97 0.97 1.06 0.97 0.97 1.06 0.97 1.06
 Lanes: 0.00 2.00 1.00 1.00 2.00 0.00 0.00 0.00 0.00 0.00 2.00 0.00 1.00
 Final Sat.: 0.3800 1750 3800 0 0 0 0 3150 0 1750

Capacity Analysis Module:
 Vol/Sat: 0.00 0.16 0.00 0.22 0.46 0.00 0.00 0.00 0.00 0.00 0.02 0.00 0.17
 Crit Moves: ****
 Green Time: 0.0 41.4 0.0 54.6 96.0 0.0 0.0 0.0 0.0 10.0 0.0 0.0 64.6
 Volume/Cap: 0.00 0.46 0.00 0.46 0.55 0.00 0.00 0.00 0.00 0.26 0.00 0.00 0.31
 Delay/Veh: 0.0 21.6 0.0 15.7 2.4 0.0 0.0 0.0 0.0 37.4 0.0 10.2
 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 ProgAdjPctr: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 0.0 21.6 0.0 15.7 2.4 0.0 0.0 0.0 0.0 37.4 0.0 10.2
 DesignQueue: 0 27 0 13 21 0 0 0 0 4 0 0 9



Final Vol: 0
Lanes: 0

Signal-Left Right-Overlap
Final Vol: 0
Lanes: 0

Vol Cnt Del: n/a
Cycle Time (sec): 115

Loss Time (sec): 9

Critical V/C: 0.654

Avg Cnt Del (sec/veh): 23.8

Avg Delay (sec/veh): 12.1

LOS: B

Final Vol: 0
Lanes: 0

Signal-Through Right-Overlap
Final Vol: 0
Lanes: 0

Vol Cnt Del: n/a
Cycle Time (sec): 115

Loss Time (sec): 9

Critical V/C: 0.744

Avg Cnt Del (sec/veh): 26.0

Avg Delay (sec/veh): 13.8

LOS: B

Lanes: 0 0 2 0 1
Final Vol: 0 0 1073 0 0

Signal-Through Right-Overlap
Final Vol: 0 0 1073 0 0

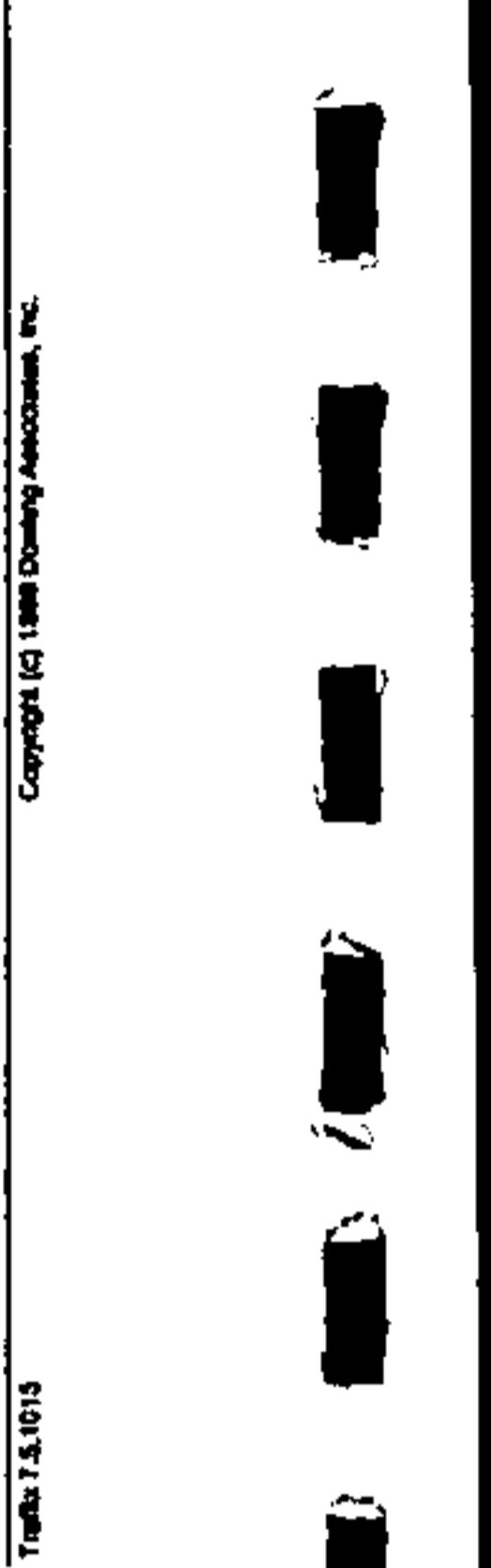
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green: 0 10 10 7 10 0 0 0 0 0 0 10 0 10

Volume Module:
Base Vol: 0 872 0 588 2101 0 0 0 0 0 0 81 0 628
Growth Adj: 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 Base: 0 872 0 588 2101 0 0 0 0 0 0 81 0 628
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Potential Proj: 0 35 0 0 0 0 0 0 0 0 0 0 0 0
Initial Put: 0 907 0 588 2161 0 0 0 0 0 0 88 0 628
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 907 0 588 2161 0 0 0 0 0 0 88 0 628
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
PCB Adj: 0 907 0 588 2161 0 0 0 0 0 0 88 0 628
MLP Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol: 0 907 0 588 2161 0 0 0 0 0 0 88 0 628

Saturation Flow Module:
Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800
Adjustment: 0.97 1.06 0.97 0.97 1.06 0.97 0.97 1.06 0.97 0.97 1.06 0.97 0.97 1.06
Lanes: 0.00 2.00 1.00 1.00 2.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 2.00 0.00
Final Sat: 0 3800 1750 3800 0 0 0 0 0 0 0 3150 0 1750

Capacity Analysis Module:
Vol/Sat: 0.00 0.28 0.00 0.35 0.62 0.00 0.00 0.00 0.00 0.00 0.05 0.00 0.37
Crit Moves: ****
Green Time: 0.0 42.6 0.0 53.4 96.0 0.0 0.0 0.0 0.0 10.0 0.0 63.4
Volume/Cap: 0.00 0.76 0.00 0.76 0.75 0.00 0.00 0.00 0.00 0.57 0.00 0.68
Delay/Veh: 0.0 25.9 0.0 22.4 3.9 0.0 0.0 0.0 0.0 40.4 0.0 15.4
Delay Adj: 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
ProgAdjFctr: 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
AdjDel/Veh: 0.0 25.9 0.0 22.4 3.9 0.0 0.0 0.0 0.0 40.4 0.0 15.4
DesignQueue: 0 47 0 23 30 0 0 0 0 9 0 21



Final Vol: 0
Lanes: 0

Signal-Left Right-Overlap
Final Vol: 0
Lanes: 0

Vol Cnt Del: n/a
Cycle Time (sec): 115

Loss Time (sec): 9

Critical V/C: 0.744

Avg Cnt Del (sec/veh): 26.0

Avg Delay (sec/veh): 13.8

LOS: B

Final Vol: 0
Lanes: 0

Signal-Through Right-Overlap
Final Vol: 0
Lanes: 0

Vol Cnt Del: n/a
Cycle Time (sec): 115

Loss Time (sec): 9

Critical V/C: 0.744

Avg Cnt Del (sec/veh): 26.0

Avg Delay (sec/veh): 13.8

LOS: B

Lanes: 0 0 2 0 1
Final Vol: 0 0 1073 0 0

Signal-Through Right-Overlap
Final Vol: 0 0 1073 0 0

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green: 0 10 10 7 10 0 0 0 0 0 0 10 0 10

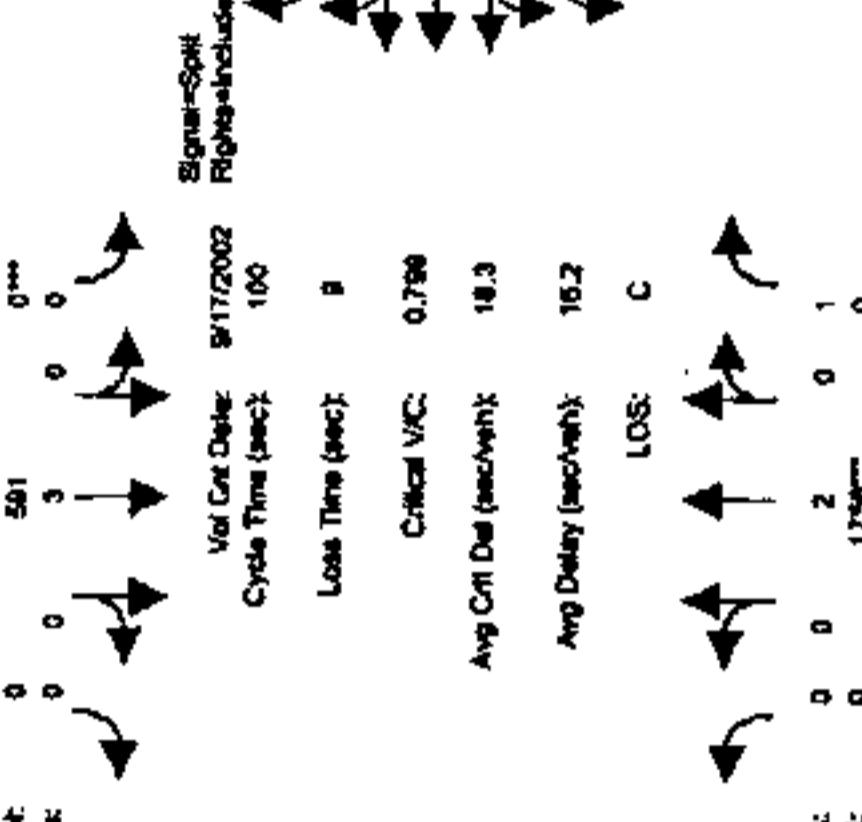
Volume Module:
Base Vol: 0 1073 214 620 2368 0 0 0 0 0 0 156 0 653
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Base: 0 1073 214 620 2368 0 0 0 0 0 0 156 0 653
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Potential Proj: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Put: 0 1073 214 620 2368 0 0 0 0 0 0 156 0 653
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 1073 0 620 2368 0 0 0 0 0 0 156 0 653
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
PCB Adj: 0 1073 0 620 2368 0 0 0 0 0 0 156 0 653
MLP Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol: 0 1073 0 620 2368 0 0 0 0 0 0 156 0 653

Saturation Flow Module:
Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800
Adjustment: 0.97 1.06 0.97 0.97 1.06 0.97 0.97 1.06 0.97 0.97 1.06 0.97 1.06
Lanes: 0.00 2.00 1.00 1.00 2.00 0.00 0.00 0.00 0.00 0.00 0.00 2.00 0.00
Final Sat: 0 3800 1750 3800 0 0 0 0 0 0 0 3150 0 1750

Capacity Analysis Module:
Vol/Sat: 0.00 0.28 0.00 0.35 0.62 0.00 0.00 0.00 0.00 0.00 0.05 0.00 0.37
Crit Moves: ****
Green Time: 0.0 42.6 0.0 53.4 96.0 0.0 0.0 0.0 0.0 10.0 0.0 63.4
Volume/Cap: 0.00 0.76 0.00 0.76 0.75 0.00 0.00 0.00 0.00 0.57 0.00 0.68
Delay/Veh: 0.0 25.9 0.0 22.4 3.9 0.0 0.0 0.0 0.0 40.4 0.0 15.4
Delay Adj: 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
ProgAdjFctr: 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
AdjDel/Veh: 0.0 25.9 0.0 22.4 3.9 0.0 0.0 0.0 0.0 40.4 0.0 15.4
DesignQueue: 0 47 0 23 30 0 0 0 0 9 0 21

Brandsburg Site Residential TIA
1500 Apartment Units/00 k.s.f. retail
Project Conditions
Level Of Service Computation Report
1985 HCM Operations (Planned Volume Alternative)
Background (AM)

Intersection #3054: 880FIRST (N)



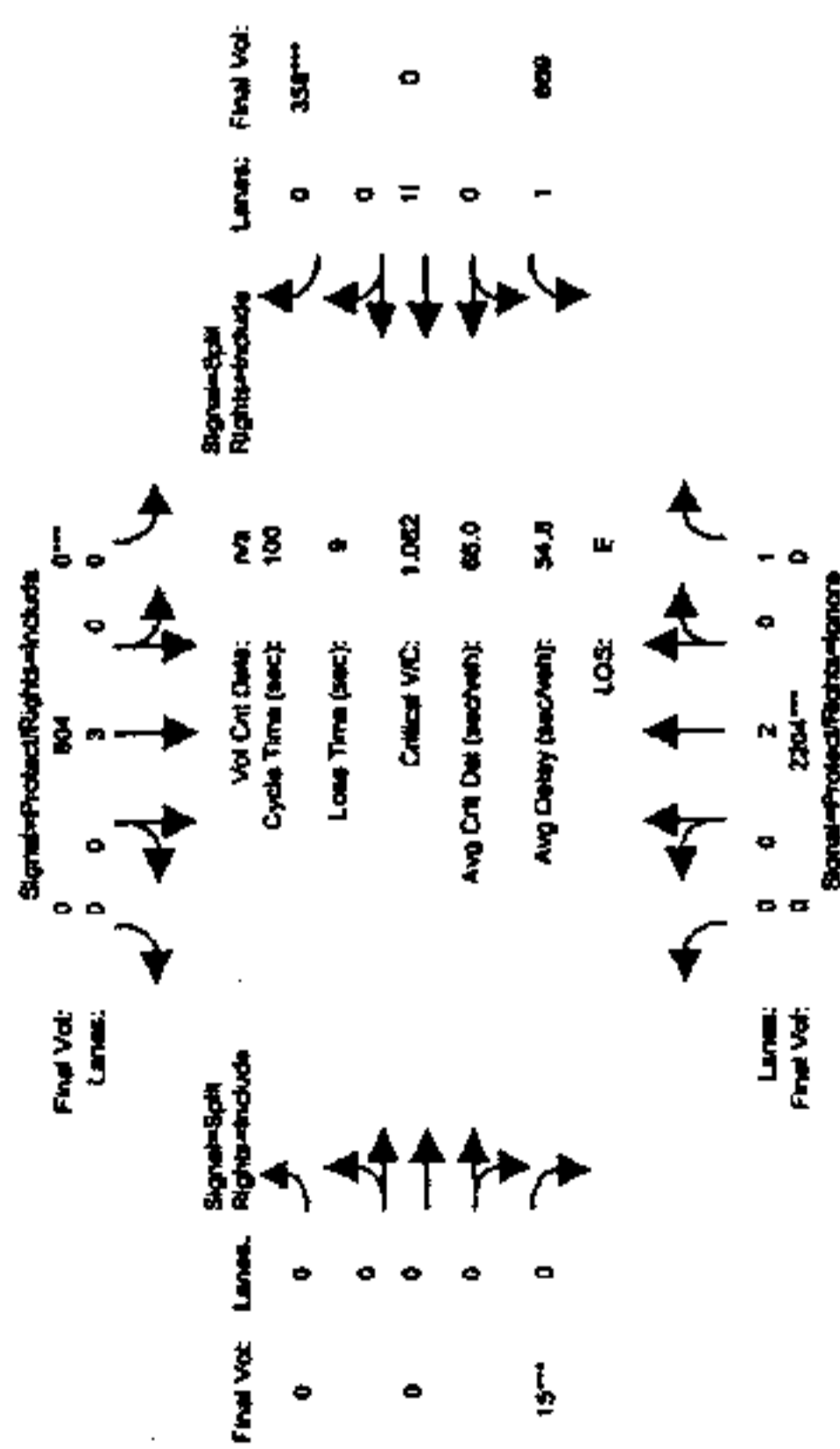
LOS: D

Final Vol: 0 0 0 0
Lanes: 0 2 0 1
Signal-Protection: 0 0 0 0
Signal-Right: 0 0 0 0

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Min. Green: 0 10 10 0 10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Volume Module: >> Count Date: 17 Sep 2002 << 7:45-8:45AM
Base Vol: 0 1758 247 0 591 0 0 0 0 0 0 0 14 417 0 241
Growth Adj: 1.00
Initial Bse: 0 1758 247 0 591 0 0 0 0 0 0 0 14 417 0 241
Added Vol: 0
API: 0 260 13 0 129 0 0 0 0 0 0 0 179 0 97
Initial Fvt: 0 2018 260 0 720 0 0 0 0 0 0 0 14 596 0 338
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 2018 0 0 720 0 0 0 0 0 0 0 14 596 0 338
Reduc Vol: 0
Reduced Vol: 0 2018 0 0 720 0 0 0 0 0 0 0 14 596 0 338
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 0 2018 0 0 720 0 0 0 0 0 0 0 14 596 0 338
Saturation Flow Module:
Sat/Lane: 1800
Adjustment: 0.97 1.06 0.97 0.97 1.06 0.97 0.97 1.06 0.97 0.97 1.06 0.97 0.97 1.06 0.97 0.97 1.06 0.97 0.97 1.06 0.97 0.97
Lanes: 0.00 2.00 1.00 0.00 3.00 0.00 0.00 0.00 0.00 0.00 0.00 1.00 1.47 0.00 0.53
Final Sat.: 0 3800 1750 0 5700 0 0 0 0 0 0 1750 2570 0 930
Capacity Analysis Module:
Vol/Sat: 0.00 0.53 0.00 0.00 0.13 0.00 0.00 0.00 0.00 0.00 0.01 0.23 0.00 0.36
Crit Moves: ****
Green Time: 0.0 53.5 0.0 0.0 53.5 0.0 0.0 0.0 0.0 0.0 0.0 0.8 36.6 0.0 36.6
Volume/Cap: 0.00 0.99 0.00 0.00 0.24 0.00 0.00 0.00 0.00 0.00 0.00 0.99 0.63 0.00 0.99
Delay/Veh: 0.0 31.2 0.0 0.0 9.4 0.0 0.0 0.0 216.7 20.5 0.0 44.7
Delay/Veh: 0.0 14.1 0.0 0.0 7.5 0.0 0.0 0.0 112.4 21.2 0.0 27.5
ProgAdjFctr: 1.00
AdjDel/Veh: 0.0 31.2 0.0 0.0 9.4 0.0 0.0 0.0 216.7 20.5 0.0 44.7
DesignQueue: 0 61 0 0 19 0 0 0 0 0 0 1 22 0 13

Brandyburg Site Residential TA
 1500 Apartment Units/80 L.A.U. retail
 Project Conditions
 Level Of Service Computation Report
 1985 HCM Operations (Future Volume Alternative)
 Future (AM)

Intersection #3054: 850/FIRST (N)

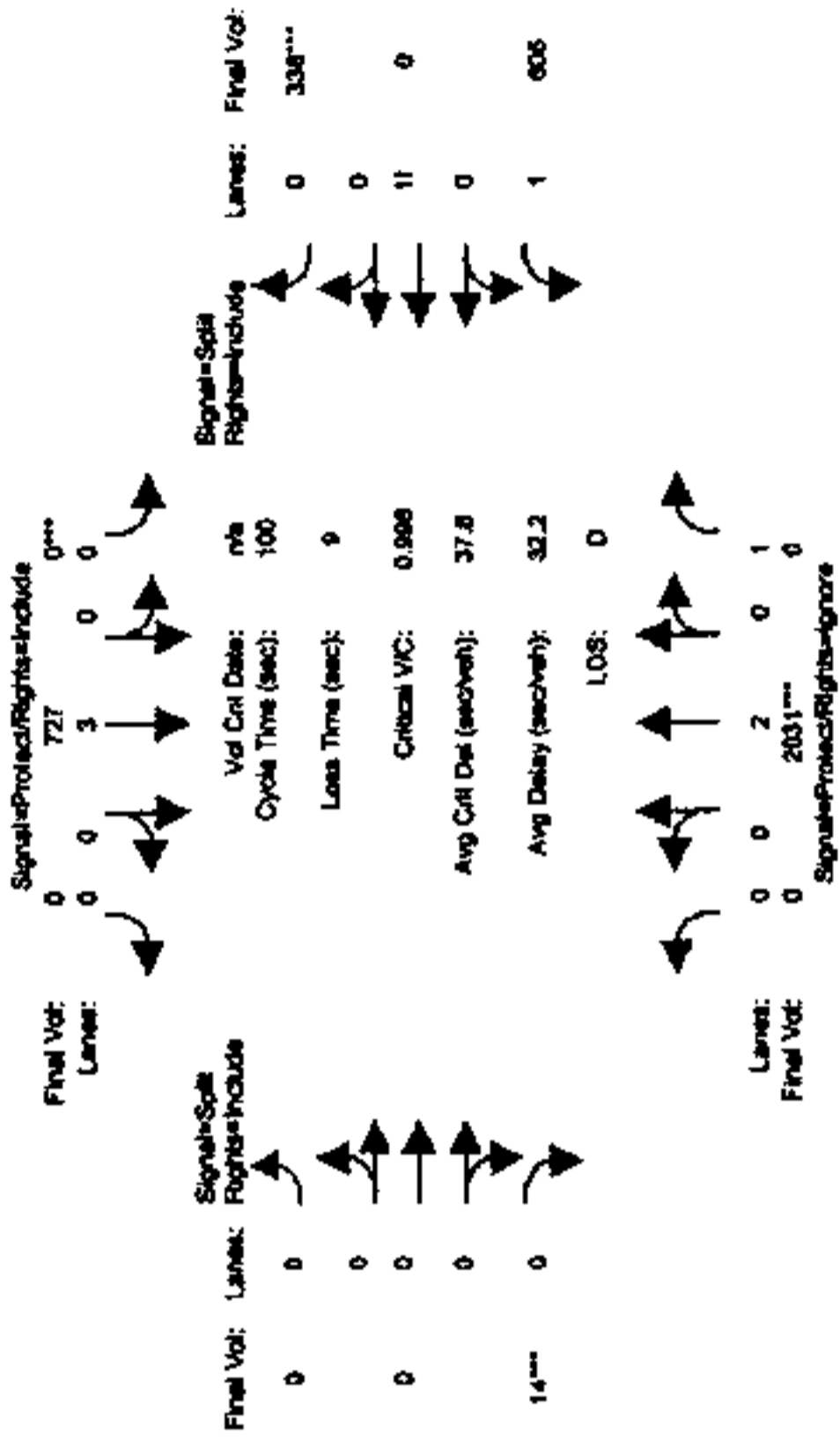


Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Min. Green: 0 10 10 0 10 0 0 0 0 0 0 0 10 0 10
 Volume Module:
 Base Vol: 0 2204 281 0 804 0 0 0 0 15 669 0 358
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 2204 281 0 804 0 0 0 0 15 669 0 358
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 PotentProj: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 2204 281 0 804 0 0 0 0 15 669 0 358
 User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 0 2204 281 0 804 0 0 0 0 15 669 0 358
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 2204 281 0 804 0 0 0 0 15 669 0 358
 PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Final Vol: 0 2204 281 0 804 0 0 0 0 15 669 0 358

Saturation Flow Module:
 Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800
 Adj: 0.97 1.06 0.97 0.97 1.06 0.97 0.97 1.06 0.97 0.97 1.06 0.97 0.97 1.06 0.97
 Lanes: 0.00 2.00 1.00 0.00 3.00 0.00 0.00 0.00 0.00 1.00 1.48 0.00 0.52
 Final Sat.: 0 3800 1750 0 5700 0 0 0 0 1750 2595 0 905
 Capacity Analysis Module:
 Vol/Sat: 0.00 0.58 0.00 0.00 0.14 0.00 0.00 0.00 0.00 0.01 0.26 0.00 0.40
 Crit Moves: ****
 Green Time: 0.0 53.6 0.0 0.0 53.6 0.0 0.0 0.0 0.8 36.6 0.0 36.6
 Volume/Cap: 0.00 1.08 0.00 0.00 0.26 0.00 0.00 0.00 1.08 0.70 0.00 1.08
 Delay/Veh: 0.0 60.9 0.0 0.0 9.5 0.0 0.0 0.0 280.9 21.7 0.0 73.7
 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 ProgAdjPctr: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 0.0 60.9 0.0 0.0 9.5 0.0 0.0 0.0 280.9 21.7 0.0 73.7
 DesignQueue: 0 67 0 0 22 0 0 0 0 1 25 0 14

Brandyburg Site Residential TA
 1500 Apartment Units/80 L.A.U. retail
 Project Conditions
 Level Of Service Computation Report
 1985 HCM Operations (Future Volume Alternative)
 Future (AM)

Intersection #3054: 880/FIRST (N)



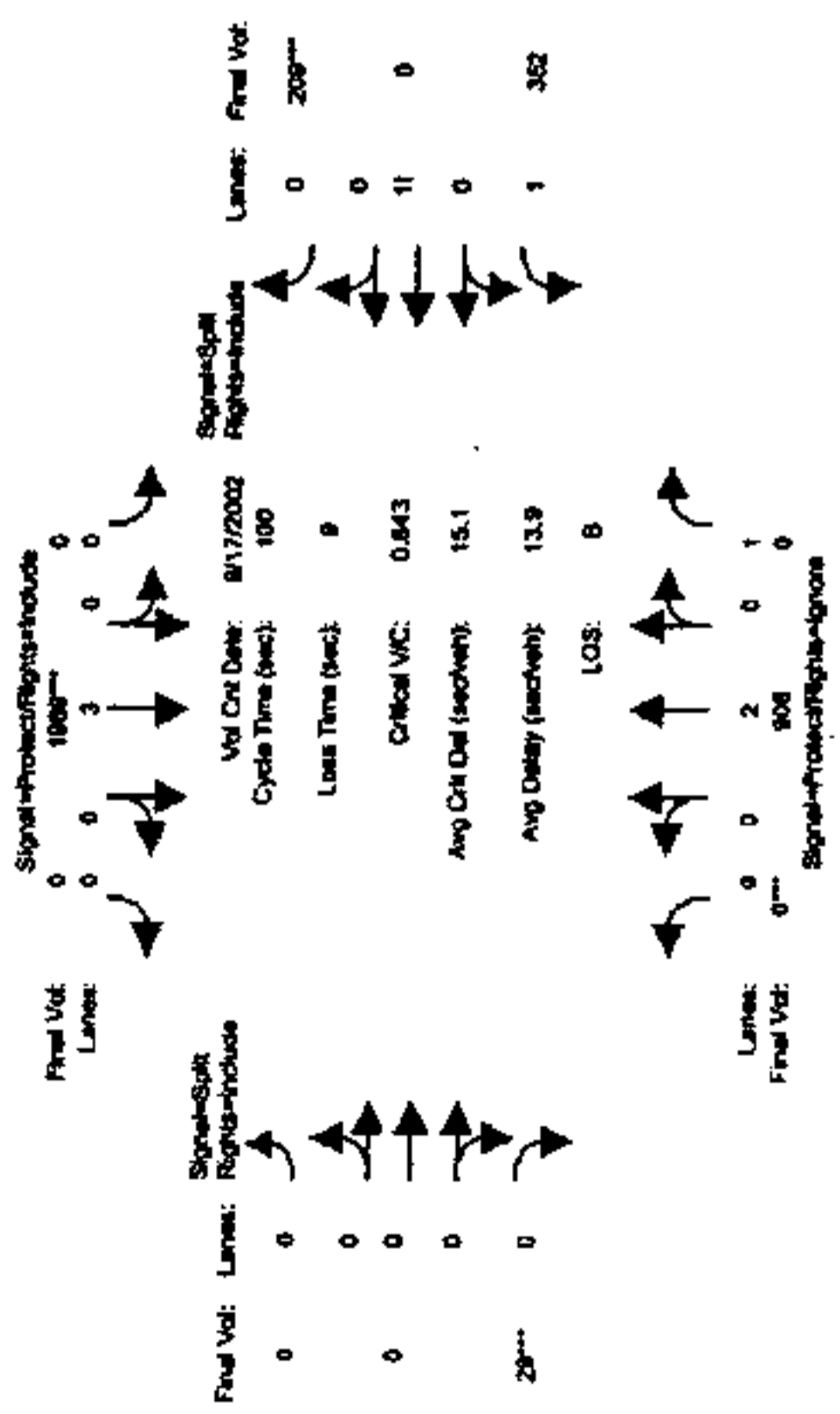
Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Min. Green: 0 10 10 0 10 0 0 0 0 0 0 0 10 0 10
 Volume Module:
 Base Vol: 0 2018 0 0 720 0 0 0 0 14 596 0 338
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 2018 0 0 720 0 0 0 0 14 596 0 338
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 PotentProj: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 2018 0 0 720 0 0 0 0 14 596 0 338
 User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 0 2031 0 0 727 0 0 0 0 14 605 0 338
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 2031 0 0 727 0 0 0 0 14 605 0 338
 PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Final Vol: 0 2031 0 0 727 0 0 0 0 14 605 0 338

Saturation Flow Module:
 Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800
 Adj: 0.97 1.06 0.97 0.97 1.06 0.97 0.97 1.06 0.97 0.97 1.06 0.97 0.97 1.06 0.97
 Lanes: 0.00 2.00 1.00 0.00 3.00 0.00 0.00 0.00 0.00 1.00 1.47 0.00 0.53
 Final Sat.: 0 3800 1750 0 5700 0 0 0 0 1750 2577 0 923
 Capacity Analysis Module:
 Vol/Sat: 0.00 0.53 0.00 0.00 0.13 0.00 0.00 0.00 0.00 0.01 0.23 0.00 0.37
 Crit Moves: ****
 Green Time: 0.0 53.5 0.0 0.0 53.5 0.0 0.0 0.0 0.8 36.7 0.0 36.7
 Volume/Cap: 0.00 1.00 0.00 0.00 0.24 0.00 0.00 0.00 1.00 0.64 0.00 1.00
 Delay/Veh: 0.0 32.6 0.0 0.0 9.4 0.0 0.0 0.0 221.4 20.6 0.0 46.2
 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 ProgAdjPctr: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 0.0 32.6 0.0 0.0 9.4 0.0 0.0 0.0 221.4 20.6 0.0 46.2
 DesignQueue: 0 61 0 0 19 0 0 0 0 1 23 0 13

Brandenburg Site Residential TIA
1500 Apartment Units
Project Conditions

Level of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Background (PM)

Intersection #3054: 880/FIRST (N)



Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green: 0 10 10 0 0 0 0 0 0 10 0 10

Volume Module: >> Count Date: 17 Sep 2002 << 5:00-6:00PM

Base Vol: 0 770 287 0 1646 0 0 0 29 257 0 152

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 0 770 287 0 1646 0 0 0 29 257 0 152

Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0

ATV: 0 138 26 0 343 0 0 0 95 0 57 0

Initial Fut: 0 908 313 0 1989 0 0 0 29 352 0 209

User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 0 908 0 0 1989 0 0 0 29 352 0 209

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 0 908 0 0 1989 0 0 0 29 352 0 209

PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Final Vol.: 0 908 0 0 1989 0 0 0 29 352 0 209

Saturation Flow Module:

Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800

Adjustment: 0.97 1.06 0.97 0.97 1.06 0.97 0.97 1.06 0.97 0.97 1.06 0.97

Lanes: 0.00 2.00 1.00 0.00 3.00 0.00 0.00 0.00 1.00 1.46 0.00 0.54

Final Sat.: 0 3800 1750 0 5700 0 0 0 1750 2550 0 950

Capacity Analysis Module:

Vol/Sat: 0.00 0.24 0.00 0.00 0.35 0.00 0.00 0.00 0.02 0.14 0.00 0.22

Crit Moves: ****

Green Time: 0.0 54.2 0.0 0.0 54.2 0.0 0.0 0.0 2.6 34.2 0.0 34.2

Volume/Cap: 0.00 0.44 0.00 0.00 0.64 0.00 0.00 0.00 0.64 0.40 0.00 0.64

Delay/Veh: 0.0 10.6 0.0 0.0 12.6 0.0 0.0 0.0 53.8 19.2 0.0 22.3

Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

ProgAdjFctr: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

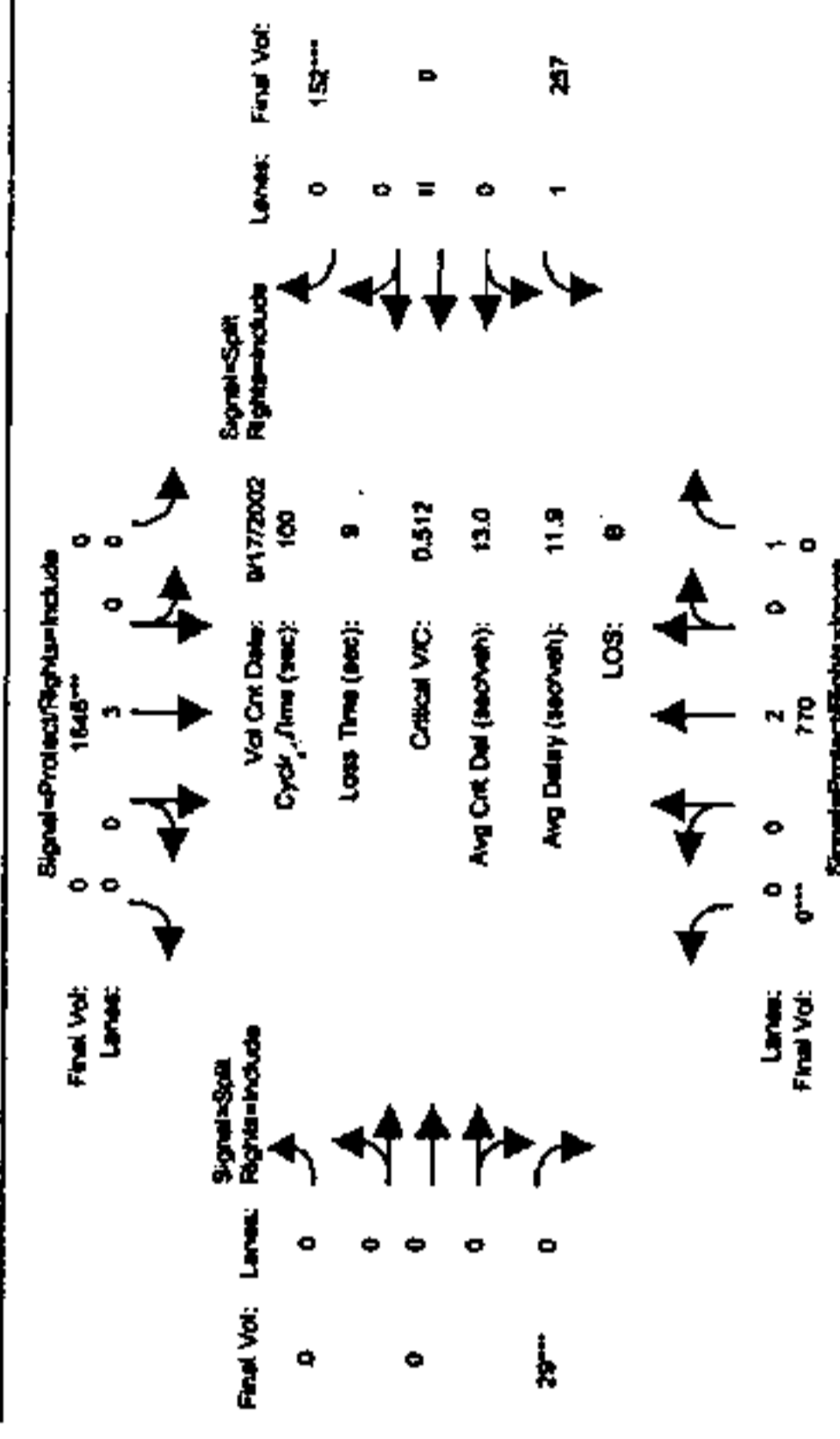
AdjDel/Veh: 0.0 10.6 0.0 0.0 12.6 0.0 0.0 0.0 53.8 19.2 0.0 22.3

DesignQueue: 0 25 0 0 56 0 0 0 2 13 0 8

Brandenburg Site Residential TIA
1500 Apartment Units
Project Conditions

Level of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

Intersection #3054: 880/FIRST (N)



Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green: 0 10 10 0 0 0 0 0 0 10 0 10

Volume Module: >> Count Date: 17 Sep 2002 << 5:00-6:00PM

Base Vol: 0 770 287 0 1646 0 0 0 29 257 0 152

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 0 770 287 0 1646 0 0 0 29 257 0 152

Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 0 770 287 0 1646 0 0 0 29 257 0 152

User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 0 770 0 0 1646 0 0 0 29 257 0 152

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 0 770 0 0 1646 0 0 0 29 257 0 152

PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Final Vol.: 0 770 0 0 1646 0 0 0 29 257 0 152

Saturation Flow Module:

Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800

Adjustment: 0.97 1.06 0.97 0.97 1.06 0.97 0.97 1.06 0.97 0.97 1.06 0.97

Lanes: 0.00 2.00 1.00 0.00 3.00 0.00 0.00 0.00 1.00 1.46 0.00 0.54

Final Sat.: 0 3800 1750 0 5700 0 0 0 1750 2552 0 948

Capacity Analysis Module:

Vol/Sat: 0.00 0.20 0.00 0.00 0.29 0.00 0.00 0.00 0.02 0.10 0.00 0.16

Crit Moves: ****

Green Time: 0.0 56.4 0.0 0.0 56.4 0.0 0.0 0.0 3.2 31.3 0.0 31.3

Volume/Cap: 0.00 0.36 0.00 0.00 0.51 0.00 0.00 0.00 0.51 0.32 0.00 0.51

Delay/Veh: 0.0 9.1 0.0 0.0 10.3 0.0 0.0 0.0 42.1 20.0 0.0 21.8

Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

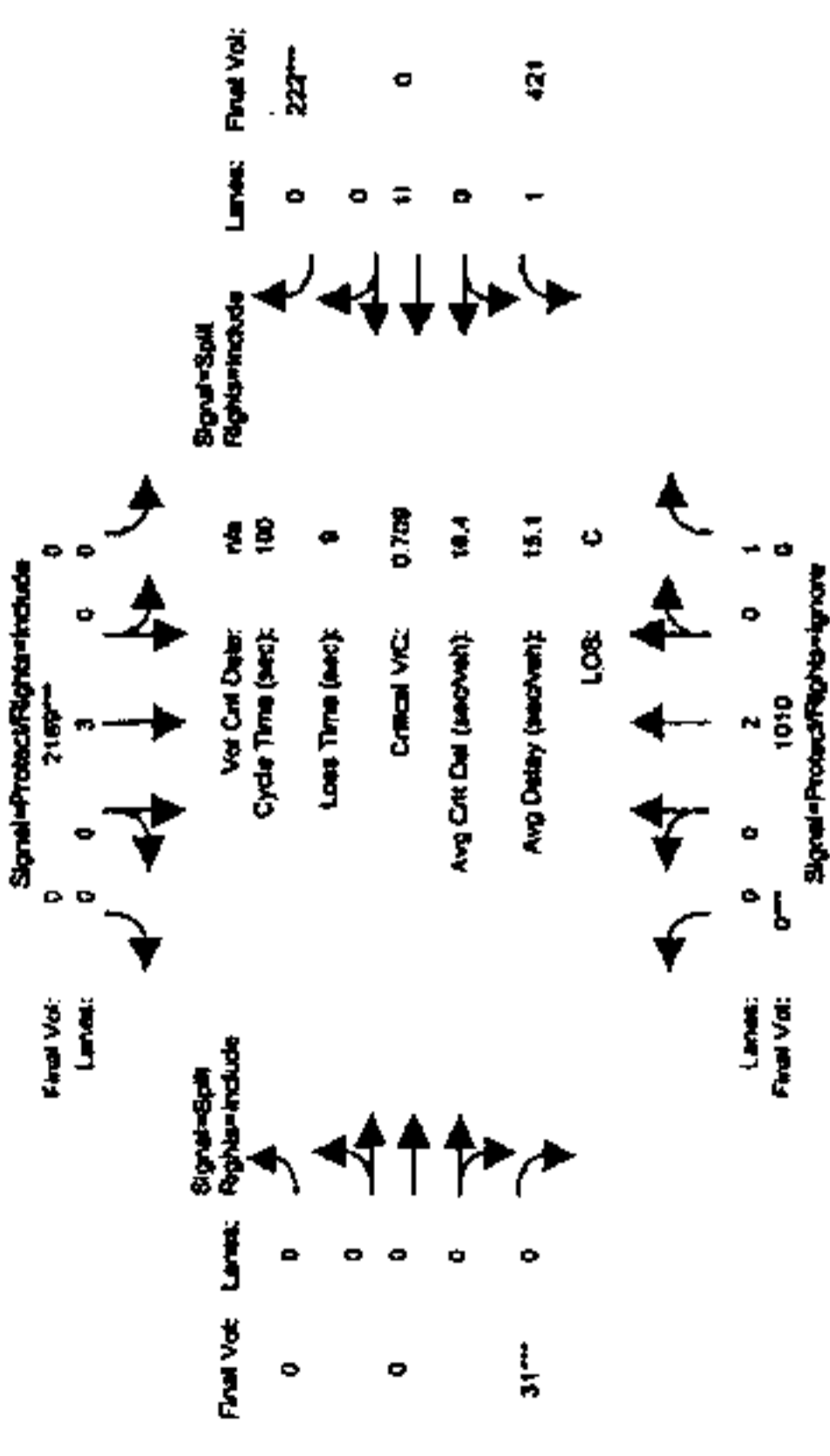
ProgAdjFctr: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

AdjDel/Veh: 0.0 9.1 0.0 0.0 10.3 0.0 0.0 0.0 42.1 20.0 0.0 21.8

DesignQueue: 0 20 0 0 43 0 0 0 2 10 0 6

1500 Apartment Units
 Brandenburg Site Residential TA
 Project Conditions
 Level Of Service Computation Report
 1983 HCM Operations (Future Volume Alternative)
 Project (PM)

Intersection #3054: 890FIRST (N)



LOS: C

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Min. Green:	0 10 10	0 10 0	0 0 0	0 10 0
Volume Module:				
Base Vol:	0 1010 337	0 2169 0	0 0 31	421 0 222
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	0 1010 337	0 2169 0	0 0 31	421 0 222
Added Vol:	0 0 0	0 0 0	0 0 0	0 0 0
PotentProj.:	0 0 0	0 0 0	0 0 0	0 0 0
Initial Fut.:	0 1010 337	0 2169 0	0 0 31	421 0 222
User Adj:	1.00 1.00 0.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 0.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	0 1010 0	0 2169 0	0 0 31	421 0 222
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	0 1010 0	0 2169 0	0 0 31	421 0 222
PCE Adj:	1.00 1.00 0.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 0.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Final Vol.:	0 1010 0	0 2169 0	0 0 31	421 0 222

Saturation Flow Module:

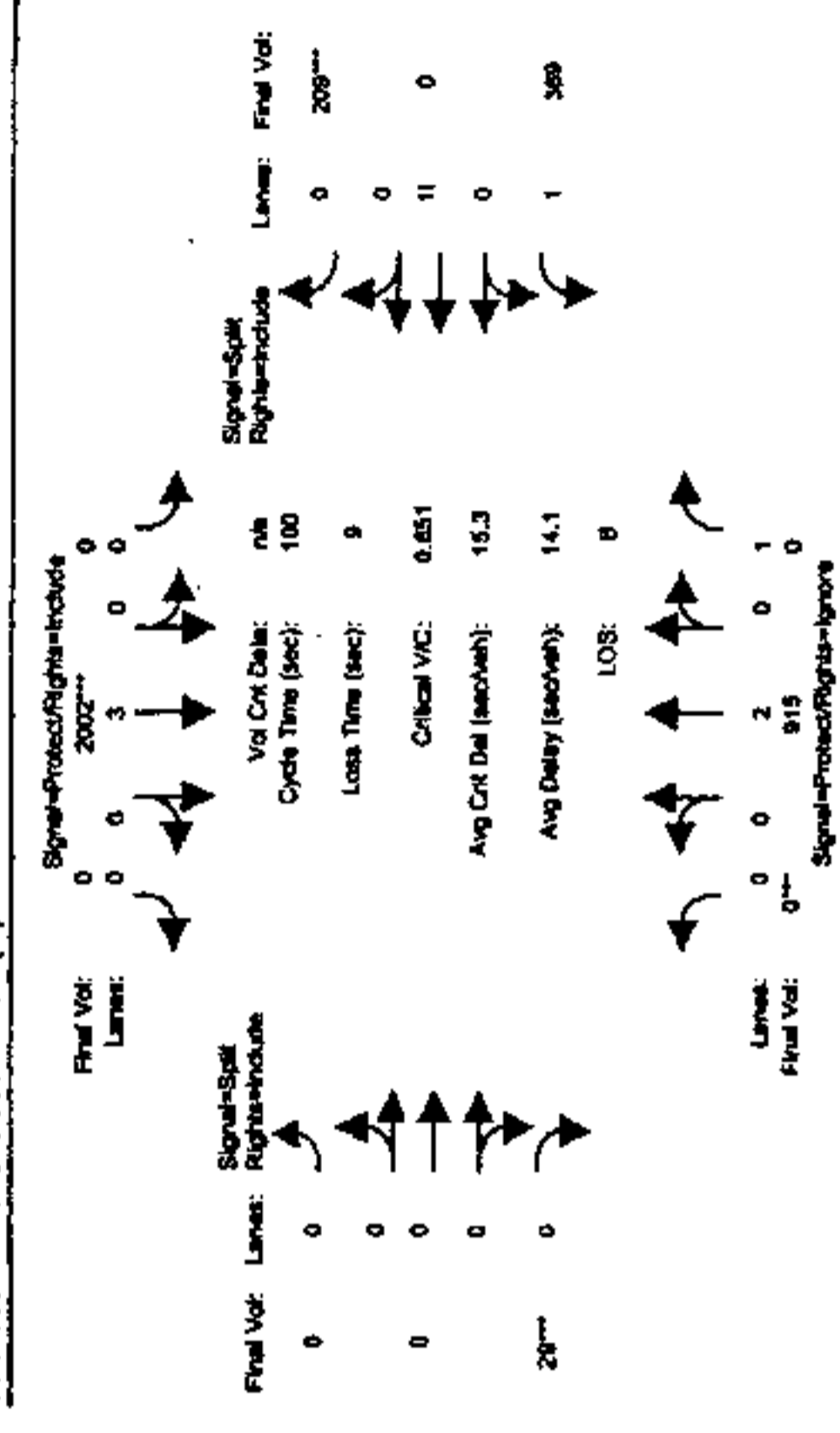
Sat/Lane:	1800 1800	1800 1800 1800	1800 1800 1800	1800 1800 1800
Adjustment:	0.97 1.06	0.97 1.06 0.97	0.97 1.06 0.97	0.97 1.06 0.97
Lanes:	0.00 2.00	0.00 3.00 0.00	0.00 0.00 1.00	1.49 0.00 0.51
Final Sat.:	0 3800	1750 0 0	0 1750 2602	0 898

Capacity Analysis Module:

Vol/Sat:	0.00 0.27	0.00 0.00 0.38	0.00 0.00 0.00	0.02 0.16 0.00
Crit Moves:	****	****	****	****
Green Time:	0.0 53.7	0.0 0.0 0.0	0.0 0.0 2.5	34.8 0.0 34.8
Volume/Cap:	0.0 0.50	0.0 0.0 0.0	0.0 0.0 0.0	0.71 0.46 0.00 0.71
Delay/Veh:	0.0 11.3	0.0 0.0 0.0	0.0 0.0 62.5	19.4 0.0 23.2
Delay Adj:	1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
ProgAdjFctr:	1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
AdjDel/Veh:	0.0 11.3	0.0 0.0 0.0	0.0 0.0 62.5	19.4 0.0 23.2
DesignQueue:	0 28	0 0 0	0 0 0	2 16 0 9

1500 Apartment Units
 Brandenburg Site Residential TA
 Project Conditions
 Level Of Service Computation Report
 1983 HCM Operations (Future Volume Alternative)
 Project (PM)

Intersection #3054: 890FIRST (N)



LOS: B

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Min. Green:	0 10 10	0 10 0	0 0 0	0 10 0
Volume Module:				
Base Vol:	0 908 0	0 1989 0	0 0 29	352 0 209
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	0 908 0	0 1989 0	0 0 29	352 0 209
Added Vol:	0 0 0	0 0 0	0 0 0	0 0 0
PotentProj.:	0 0 0	0 0 0	0 0 0	0 0 0
Initial Fut.:	0 908 0	0 1989 0	0 0 29	352 0 209
User Adj:	1.00 1.00 0.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 0.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	0 908 0	0 1989 0	0 0 29	352 0 209
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	0 908 0	0 1989 0	0 0 29	352 0 209
PCE Adj:	1.00 1.00 0.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 0.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Final Vol.:	0 908 0	0 1989 0	0 0 29	352 0 209

Saturation Flow Module:

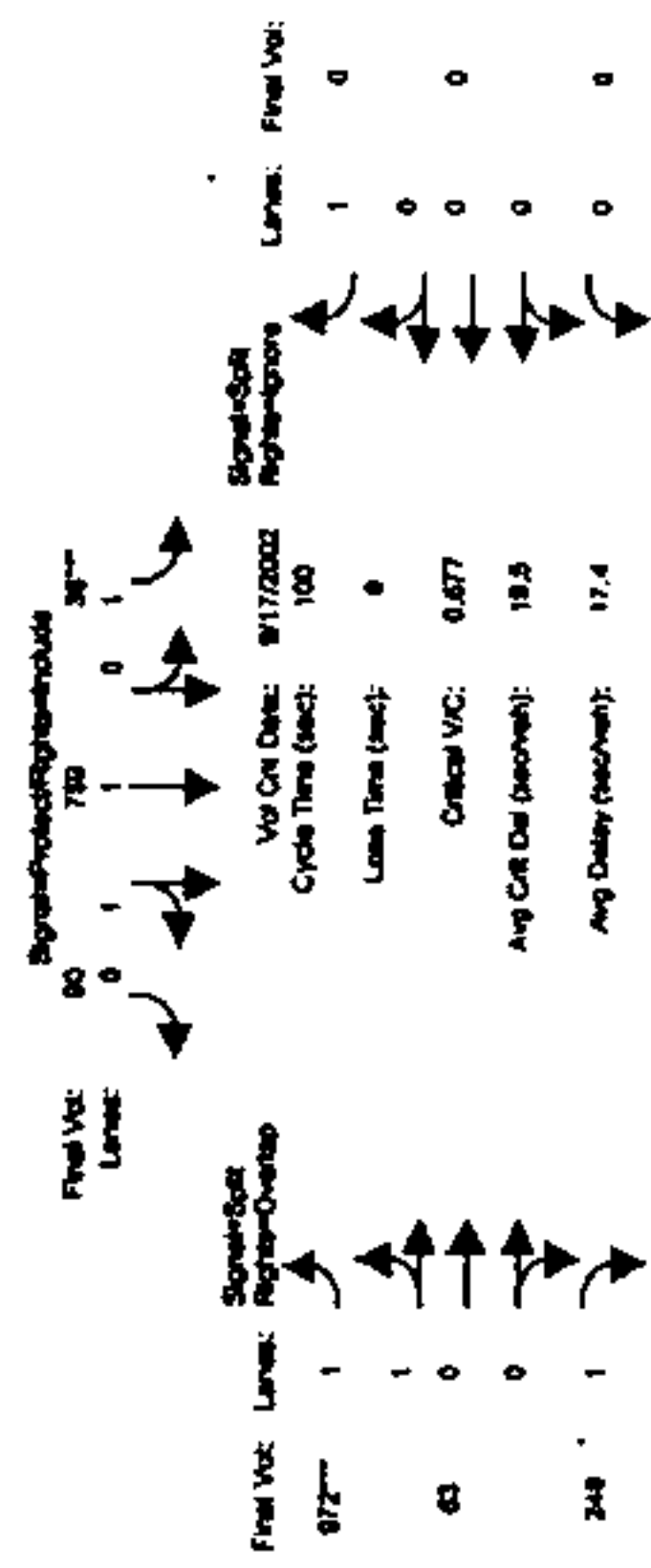
Sat/Lane:	1800 1800	1800 1800 1800	1800 1800 1800	1800 1800 1800
Adjustment:	0.97 1.06	0.97 1.06 0.97	0.97 1.06 0.97	0.97 1.06 0.97
Lanes:	0.00 2.00	0.00 3.00 0.00	0.00 0.00 1.00	1.47 0.00 0.53
Final Sat.:	0 3800	1750 0 0	0 1750 2571	0 929

Capacity Analysis Module:

Vol/Sat:	0.00 0.24	0.00 0.00 0.35	0.00 0.00 0.00	0.02 0.14 0.00
Crit Moves:	****	****	****	****
Green Time:	0.0 53.9	0.0 0.0 53.9	0.0 0.0 0.0	2.5 34.5 0.0 34.5
Volume/Cap:	0.0 0.45	0.0 0.0 0.65	0.0 0.0 0.0	0.65 0.42 0.00 0.65
Delay/Veh:	0.0 10.7	0.0 0.0 12.8	0.0 0.0 0.0	54.9 19.1 0.0 22.2
Delay Adj:	1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
ProgAdjFctr:	1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
AdjDel/Veh:	0.0 10.7	0.0 0.0 12.8	0.0 0.0 0.0	54.9 19.1 0.0 22.2
DesignQueue:	0 25	0 0 0	0 0 0	2 14 0 8

Barrenburg Site Residential TIA
 1500 Apartment Units L.L.J. Hill
 Project Conditions
 Level of Service Computation Report
 1885 HCM Operations (Flows Volume Alternative)
 Existing (AM)

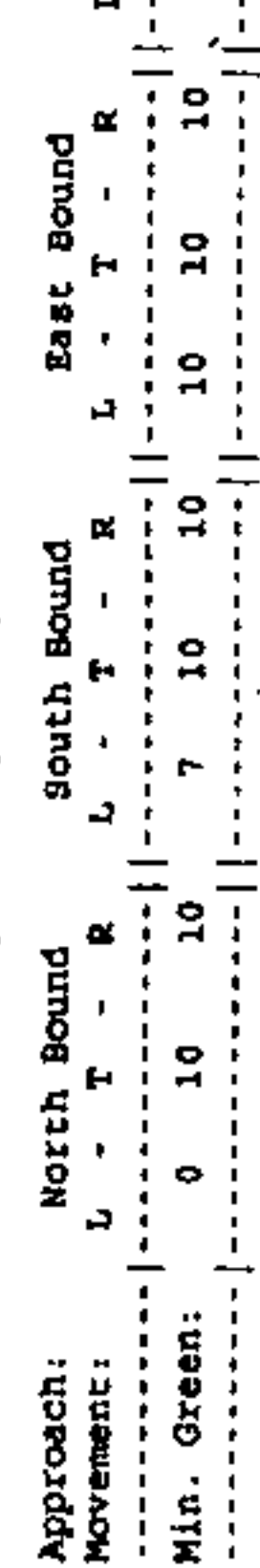
Intersection #3055: 800FIRST (S)



Final Vol: 972
 Lane: 1
 Signal: Right-Overlap
 Cycle Time (sec): 100
 Loss Time (sec): 0
 Critical VC: 0.877
 Avg Ctrl Del (sec/veh): 19.5
 Avg Delay (sec/veh): 17.4
 LOS: C



Final Vol: 63
 Lane: 0
 Signal: Right-Overlap
 Cycle Time (sec): 100
 Loss Time (sec): 0
 Critical VC: 0.877
 Avg Ctrl Del (sec/veh): 19.5
 Avg Delay (sec/veh): 17.4
 LOS: C



Final Vol: 248
 Lane: 1
 Signal: Right-Overlap
 Cycle Time (sec): 100
 Loss Time (sec): 0
 Critical VC: 0.877
 Avg Ctrl Del (sec/veh): 19.5
 Avg Delay (sec/veh): 17.4
 LOS: C

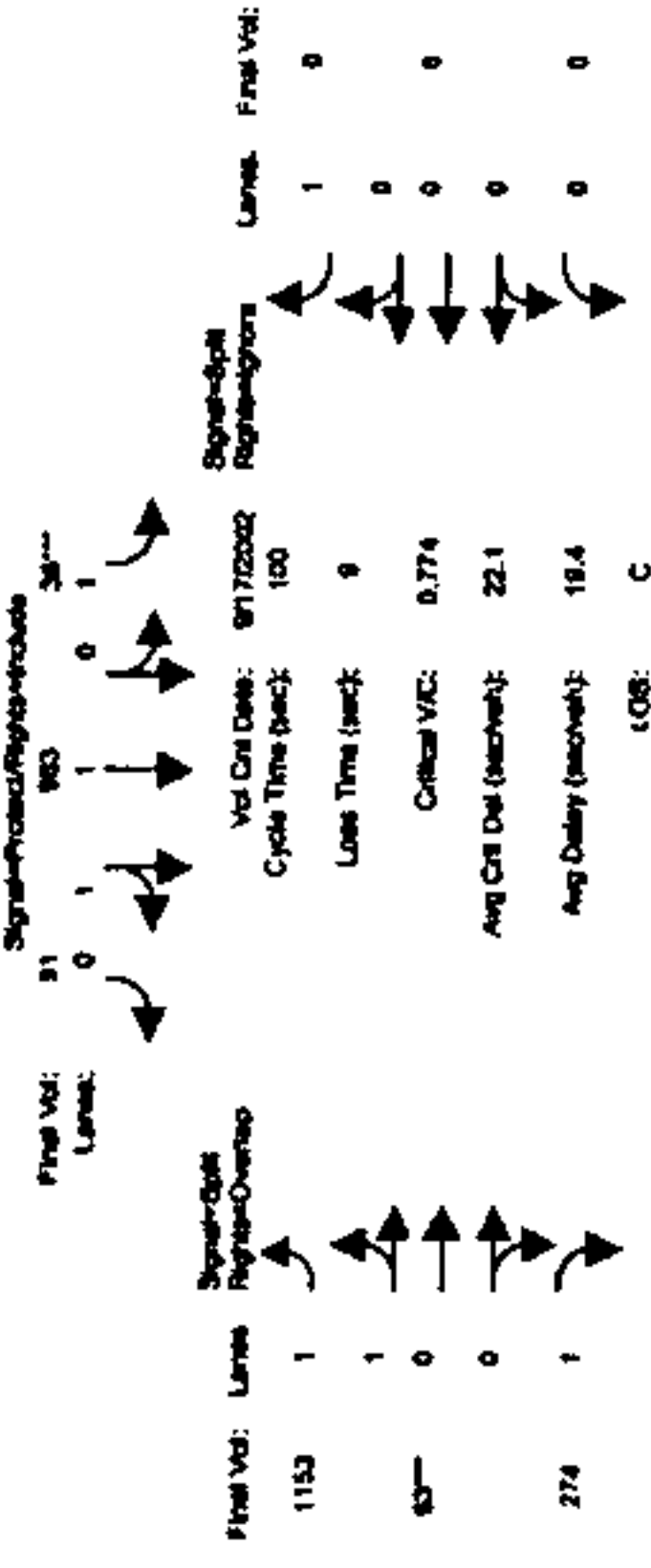
Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Min. Green: 0 10 10 7 10 10 10 10 10 10 0 0 10
 Volume Module: >> Count Date: 17 Sep 2002 << 7:45-8:45AM
 Base Vol: 0 1154 31 36 759 90 972 63 248 0 0 232
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 1154 31 36 759 90 972 63 248 0 0 232
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 1154 31 36 759 90 972 63 248 0 0 232
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 0 1297 49 36 983 91 1153 63 274 0 0 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 1297 49 36 983 91 1153 63 274 0 0 0
 PCB Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLP Adj: 1.00 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 1297 49 36 983 91 1153 63 274 0 0 0

Saturation Flow Module:
 Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800
 Adjustment: 0.97 1.06 0.97 0.97 1.03 1.00 0.99 1.00 0.97 0.97 1.06 0.97
 Lanes: 0.00 2.00 1.00 1.00 1.83 0.17 1.90 0.10 1.00 0.00 0.00 1.00
 Final Sat.: 0 3800 1750 1750 3386 313 3366 184 1750 0 0 1750

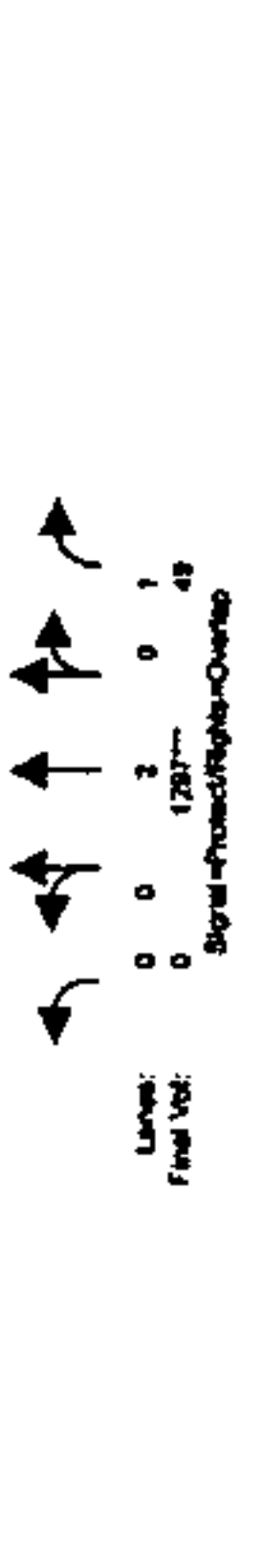
Capacity Analysis Module:
 Vol/Sat: 0.00 0.34 0.03 0.02 0.29 0.29 0.34 0.34 0.16 0.00 0.00 0.00
 Crit Moves: 0.00 0.34 0.03 0.02 0.29 0.29 0.34 0.34 0.16 0.00 0.00 0.00
 Green Time: 0.0 41.9 41.9 7.0 48.9 48.9 42.1 42.1 42.1 0.0 0.0 0.0
 Volume/Cap: 0.00 0.81 0.07 0.29 0.59 0.59 0.81 0.81 0.37 0.00 0.00 0.00
 Delay/Veh: 0.0 21.8 13.2 34.0 14.4 14.4 21.9 21.9 15.3 0.0 0.0 0.0
 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 ProgAdjPctr: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 0.0 21.8 13.2 34.0 14.4 14.4 21.9 21.9 15.3 0.0 0.0 0.0
 DesignQueue: 0 45 2 2 30 3 41 2 9 0 0 0

Barrenburg Site Residential TIA
 1500 Apartment Units L.L.J. Hill
 Project Conditions
 Level of Service Computation Report
 1885 HCM Operations (Flows Volume Alternative)
 Background (AM)

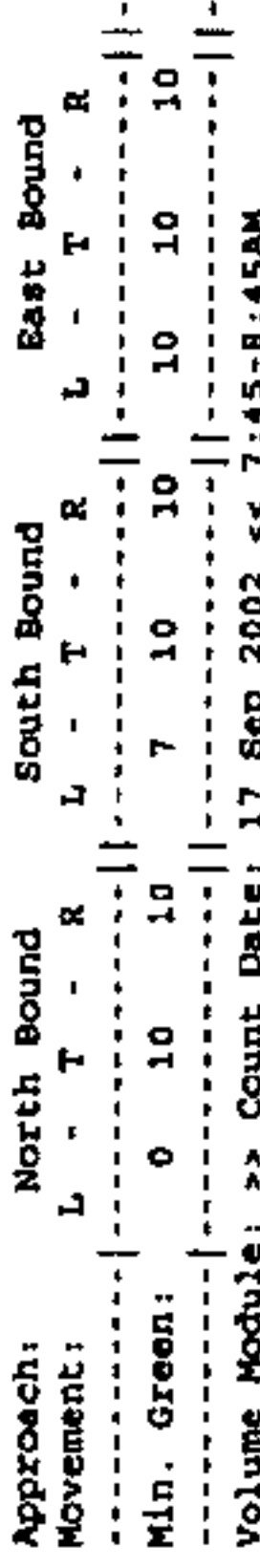
Intersection #3055: 800FIRST (S)



Final Vol: 1153
 Lane: 1
 Signal: Right-Overlap
 Cycle Time (sec): 100
 Loss Time (sec): 9
 Critical VC: 0.774
 Avg Ctrl Del (sec/veh): 22.1
 Avg Delay (sec/veh): 19.4
 LOS: C



Final Vol: 63
 Lane: 0
 Signal: Right-Overlap
 Cycle Time (sec): 100
 Loss Time (sec): 9
 Critical VC: 0.774
 Avg Ctrl Del (sec/veh): 22.1
 Avg Delay (sec/veh): 19.4
 LOS: C



Final Vol: 274
 Lane: 1
 Signal: Right-Overlap
 Cycle Time (sec): 100
 Loss Time (sec): 9
 Critical VC: 0.774
 Avg Ctrl Del (sec/veh): 22.1
 Avg Delay (sec/veh): 19.4
 LOS: C

Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Min. Green: 0 10 10 7 10 10 10 10 10 10 0 0 10
 Volume Module: >> Count Date: 17 Sep 2002 << 7:45-8:45AM
 Base Vol: 0 1154 31 36 759 90 972 63 248 0 0 232
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 1154 31 36 759 90 972 63 248 0 0 232
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 143 18 0 224 1 181 0 26 0 0 0
 Initial Fut: 0 1297 49 36 983 91 1153 63 274 0 0 232
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 0 1297 49 36 983 91 1153 63 274 0 0 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 1297 49 36 983 91 1153 63 274 0 0 0
 PCB Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLP Adj: 1.00 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 1297 49 36 983 91 1153 63 274 0 0 0

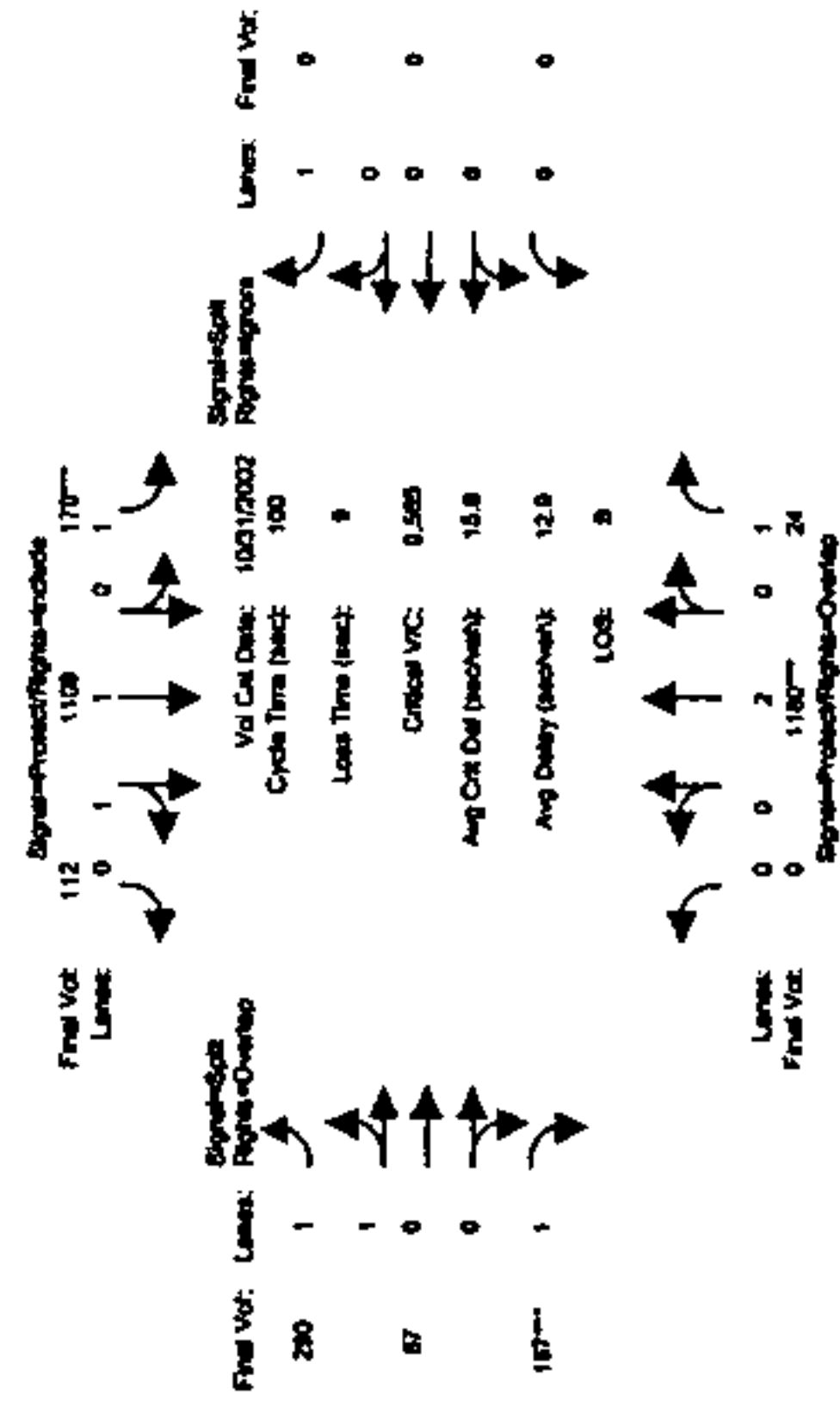
Saturation Flow Module:
 Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800
 Adjustment: 0.97 1.06 0.97 0.97 1.03 1.00 0.99 1.00 0.97 0.97 1.06 0.97
 Lanes: 0.00 2.00 1.00 1.00 1.83 0.17 1.90 0.10 1.00 0.00 0.00 1.00
 Final Sat.: 0 3800 1750 1750 3386 313 3366 184 1750 0 0 1750

Capacity Analysis Module:
 Vol/Sat: 0.00 0.34 0.03 0.02 0.29 0.29 0.34 0.34 0.16 0.00 0.00 0.00
 Crit Moves: 0.00 0.34 0.03 0.02 0.29 0.29 0.34 0.34 0.16 0.00 0.00 0.00
 Green Time: 0.0 41.9 41.9 7.0 48.9 48.9 42.1 42.1 42.1 0.0 0.0 0.0
 Volume/Cap: 0.00 0.81 0.07 0.29 0.59 0.59 0.81 0.81 0.37 0.00 0.00 0.00
 Delay/Veh: 0.0 21.8 13.2 34.0 14.4 14.4 21.9 21.9 15.3 0.0 0.0 0.0
 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 ProgAdjPctr: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 0.0 21.8 13.2 34.0 14.4 14.4 21.9 21.9 15.3 0.0 0.0 0.0
 DesignQueue: 0 45 2 2 30 3 41 2 9 0 0 0

Brandywine Site Residential TIA
1500 Apartment Units
Project Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Estimating (PM)

Intersection #3055: 880/FIRST (S)



Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green: 0 10 10 7 10 10 10 10 10 10 10 10

Volume Module: >> Count Date: 31 Oct 2002 << 4:15-5:15PM

Base Vol: 0 1180 24 170 1109 112 290 87 187 0 0 101
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 1180 24 170 1109 112 290 87 187 0 0 101
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 1180 24 170 1109 112 290 87 187 0 0 101
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHP Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHP Volume: 0 1180 24 170 1109 112 290 87 187 0 0 101
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol: 0 1180 24 170 1109 112 290 87 187 0 0 101

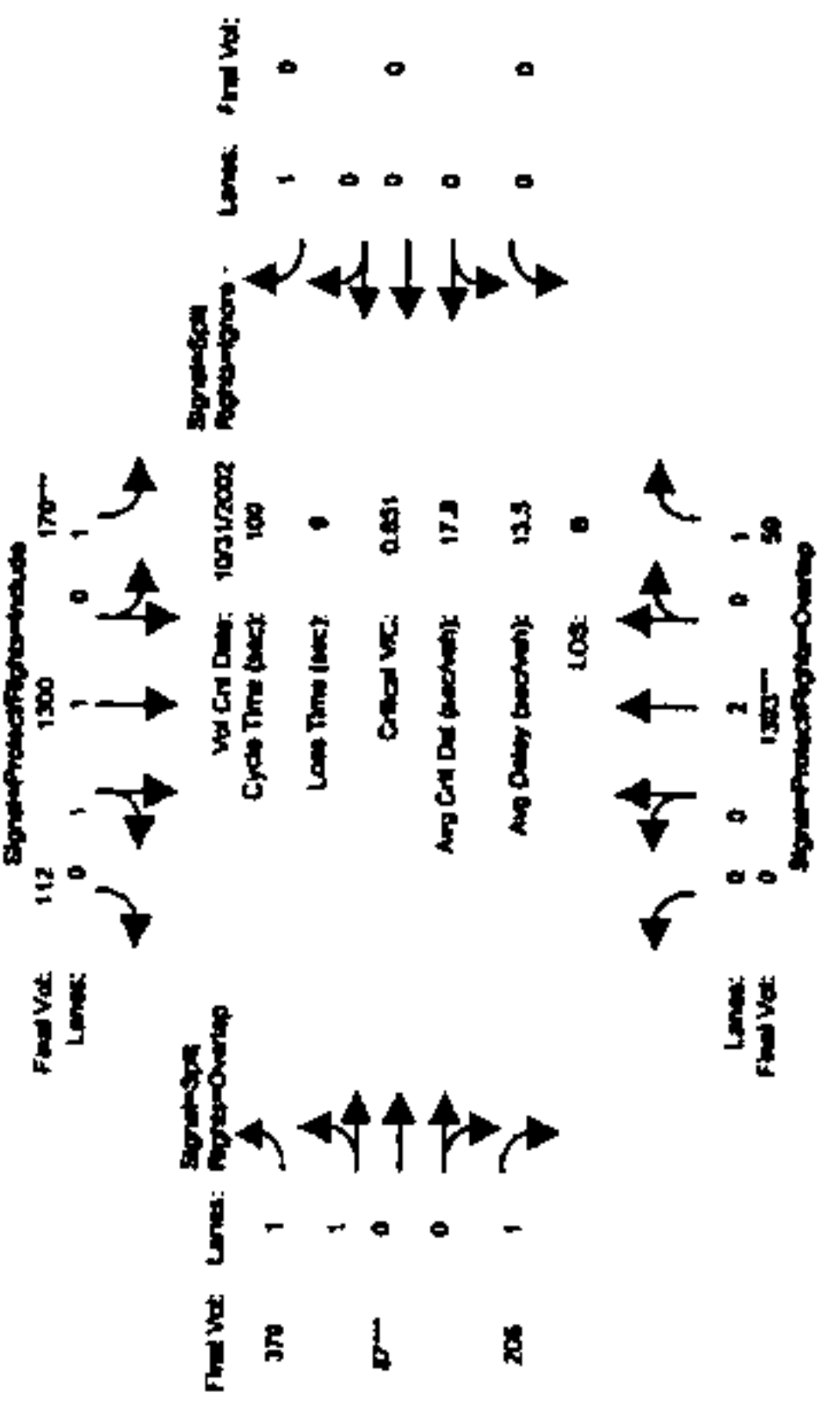
Saturation Flow Module:
Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800
Adjustment: 0.97 1.06 0.97 0.97 1.03 1.00 0.98 1.00 0.97 1.06 0.97 0.97
Lanes: 0.00 2.00 1.00 1.00 1.81 0.19 1.54 0.46 1.00 0.00 0.00 1.00
Final Sat: 0 3800 1750 1750 3360 339 2731 819 1750 0 0 1750

Capacity Analysis Module:
Vol/Sat: 0.00 0.31 0.01 0.10 0.33 0.33 0.11 0.11 0.11 0.00 0.00 0.00
Crit Moves: ****
Green Time: 0.0 54.9 54.9 17.2 72.1 72.1 16.9 18.9 18.9 0.0 0.0 0.0
Volume/Cap: 0.00 0.57 0.02 0.57 0.46 0.46 0.56 0.56 0.57 0.00 0.00 0.00
Delay/Veh: 0.0 11.5 7.8 30.7 4.5 4.5 28.8 28.8 29.7 0.0 0.0 0.0
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
ProgAdjPctr: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 11.5 7.8 30.7 4.5 4.5 28.8 28.8 29.7 0.0 0.0 0.0
DesignQueue: 0 32 1 8 19 2 13 4 9 0 0 0

Brandywine Site Residential TIA
1500 Apartment Units
Project Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Estimating (PM)

Intersection #3055: 880/FIRST (S)



Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green: 0 10 10 7 10 10 10 10 10 10 10 10

Volume Module: >> Count Date: 31 Oct 2002 << 4:15-5:15PM

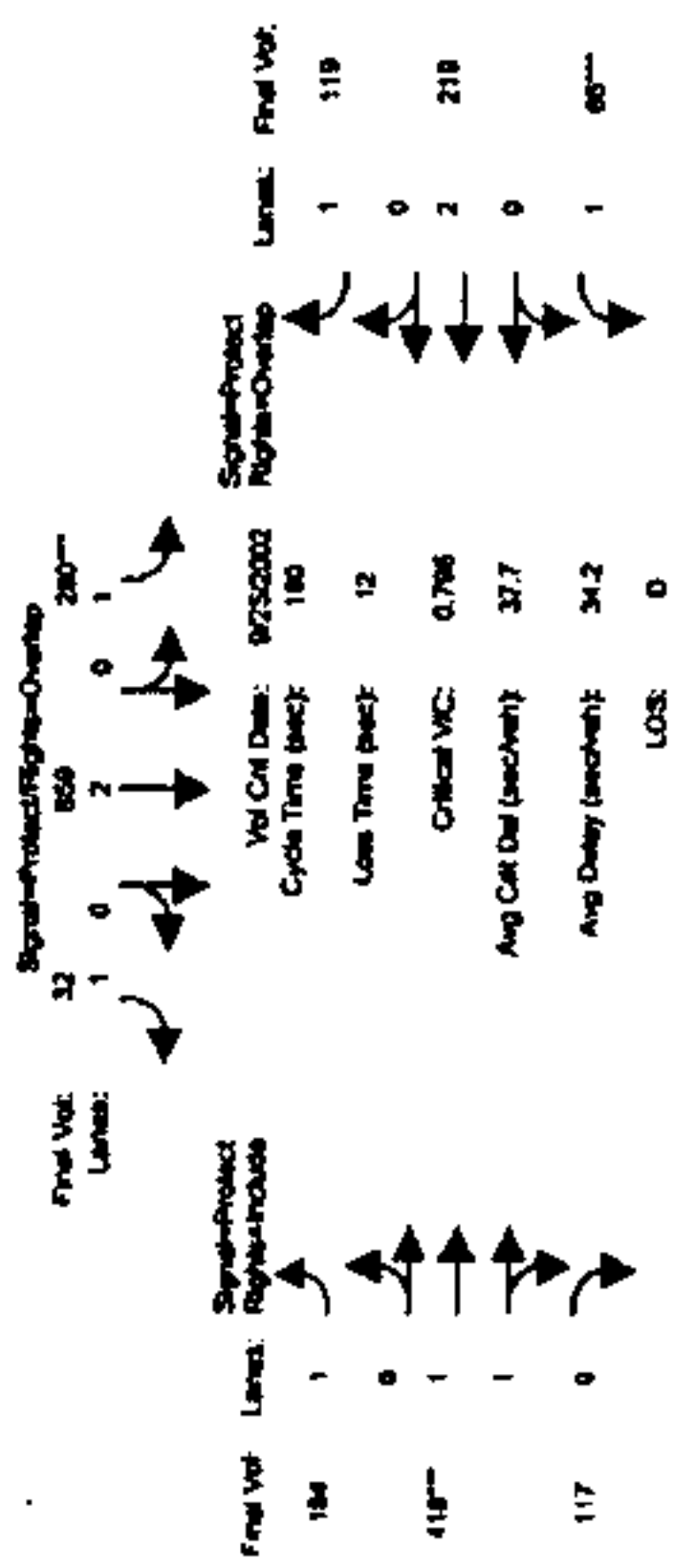
Base Vol: 0 1180 24 170 1109 112 290 87 187 0 0 101
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 1180 24 170 1109 112 290 87 187 0 0 101
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
ATI: 0 213 35 0 191 0 80 0 19 0 0 0
Initial Fut: 0 1393 59 170 1300 112 370 87 206 0 0 101
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHP Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHP Volume: 0 1393 59 170 1300 112 370 87 206 0 0 101
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol: 0 1393 59 170 1300 112 370 87 206 0 0 101

Saturation Flow Module:
Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800
Adjustment: 0.97 1.06 0.97 0.97 1.03 1.00 0.98 1.00 0.97 1.06 0.97 0.97
Lanes: 0.00 2.00 1.00 1.00 1.84 0.16 1.62 0.38 1.00 0.00 0.00 1.00
Final Sat: 0 3800 1750 1750 3406 293 2874 676 1750 0 0 1750

Capacity Analysis Module:
Vol/Sat: 0.00 0.37 0.03 0.10 0.38 0.38 0.13 0.13 0.12 0.00 0.00 0.00
Crit Moves: ****
Green Time: 0.0 56.3 56.3 14.9 71.2 71.2 19.8 19.8 19.8 0.0 0.0 0.0
Volume/Cap: 0.00 0.65 0.06 0.65 0.54 0.54 0.65 0.65 0.60 0.00 0.00 0.00
Delay/Veh: 0.0 12.0 7.5 34.4 5.3 5.3 29.6 29.6 29.7 0.0 0.0 0.0
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
ProgAdjPctr: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 12.0 7.5 34.4 5.3 5.3 29.6 29.6 29.7 0.0 0.0 0.0
DesignQueue: 0 37 1 8 23 2 17 4 9 0 0 0

Brandsburg Site Residential TA
 1500 Apartment Units/80 S.L.T. units
 Project Conditions
 Level Of Service Computation Report
 1983 HCM Operations (Future Volume Alternative)
 Background (AM)

Intersection #3057: ALAMEDA/HEDDING



Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module: >> Count Date: 25 Sep 2002 << 7:30-8:30AM

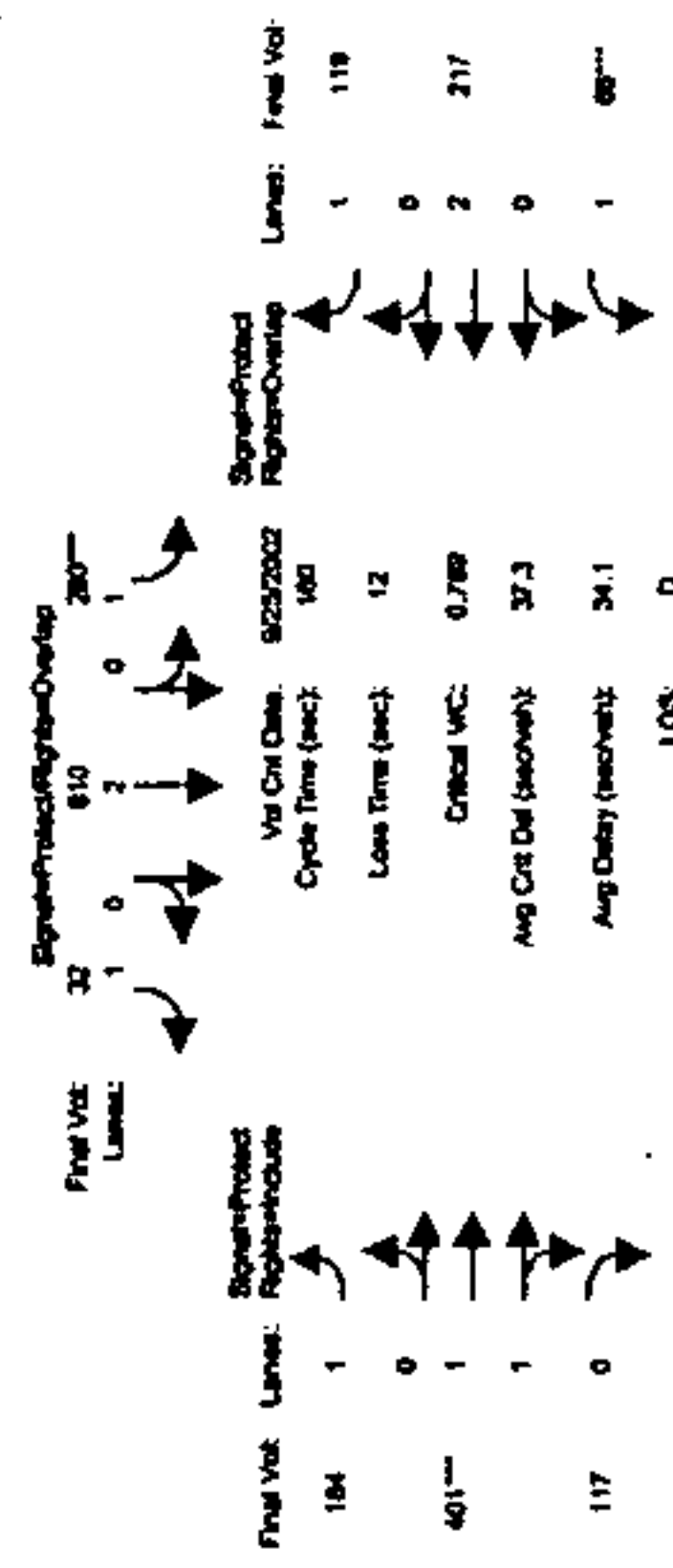
Base Vol:	58 1489	134 280 810	32 184 401	117 66 217	119
Growth Adj:	1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00
Initial Bse:	58 1489	134 280 810	32 184 401	117 66 217	119
Added Vol:	0 0 0	0 0 0	0 0 0	0 0 0	0
ATI:	0 0 0	0 49 0	0 0 17	0 0 2	0
Initial Fut:	58 1497	134 280 859	32 184 418	117 66 219	119
User Adj:	1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00
PHP Adj:	1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00
PHP Volume:	58 1497	134 280 859	32 184 418	117 66 219	119
Reduced Vol:	0 0 0	0 0 0	0 0 0	0 0 0	0
Reduced Vol:	58 1497	134 280 859	32 184 418	117 66 219	119
PCE Adj:	1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00
MLF Adj:	1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00
Final Vol:	58 1497	134 280 859	32 184 418	117 66 219	119

Saturation Flow Module:
 Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800
 Adjustment: 0.97 1.06 0.97 0.97 1.04 1.00 0.97 1.06
 Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 1.55
 Final Sat.: 1750 3800 1750 1750 3800 1750 1750 2890

Capacity Analysis Module:
 Vol/Sat: 0.03 0.39 0.08 0.16 0.23 0.02 0.11 0.14
 Crit Moves: 7.0 79.2 86.8 32.2 104 131.0 26.7 29.1
 Green Time: 0.76 0.80 0.14 0.80 0.35 0.02 0.63 0.80
 Volume/Cap: 79.7 27.3 13.8 54.4 9.5 2.0 50.2 52.2
 Delay/Veh: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 ProgAdjPctr: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 79.7 27.3 13.8 54.4 9.5 2.0 50.2 52.2
 DesignQueue: 5 75 6 21 28 1 14 32

Brandsburg Site Residential TA
 1500 Apartment Units/80 S.L.T. units
 Project Conditions
 Level Of Service Computation Report
 1983 HCM Operations (Future Volume Alternative)
 Existing (AM)

Intersection #3057: ALAMEDA/HEDDING



Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module: >> Count Date: 25 Sep 2002 << 7:30-8:30AM

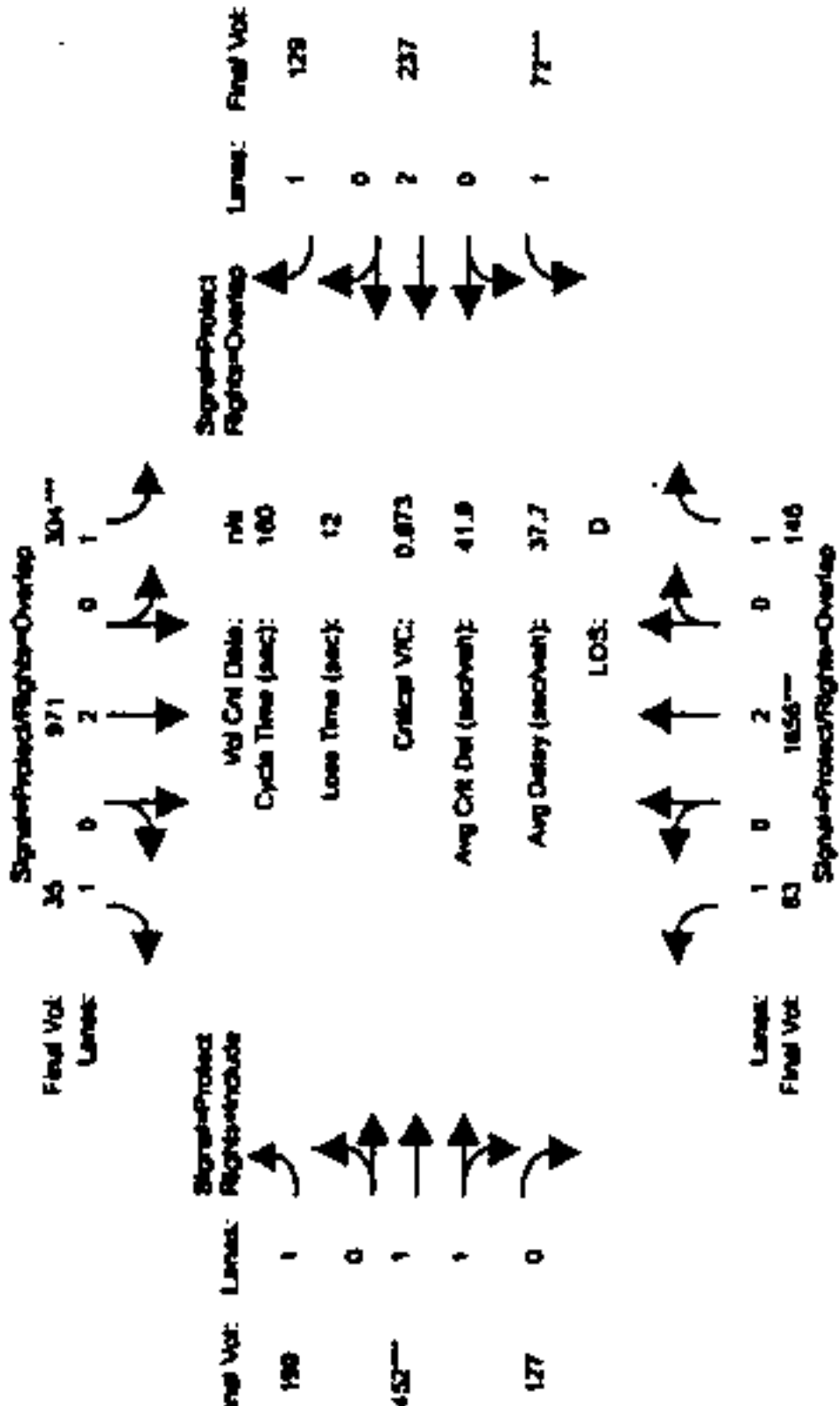
Base Vol:	58 1489	134 280 810	32 184 401	117 66 217	119
Growth Adj:	1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00
Initial Bse:	58 1489	134 280 810	32 184 401	117 66 217	119
Added Vol:	0 0 0	0 0 0	0 0 0	0 0 0	0
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0	0
Initial Fut:	58 1489	134 280 810	32 184 401	117 66 217	119
User Adj:	1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00
PHP Adj:	1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00
PHP Volume:	58 1489	134 280 810	32 184 401	117 66 217	119
Reduced Vol:	0 0 0	0 0 0	0 0 0	0 0 0	0
Reduced Vol:	58 1489	134 280 810	32 184 401	117 66 217	119
PCE Adj:	1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00
MLF Adj:	1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00
Final Vol:	58 1489	134 280 810	32 184 401	117 66 217	119

Saturation Flow Module:
 Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800
 Adjustment: 0.97 1.06 0.97 0.97 1.04 1.00 0.97 1.06
 Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 1.54
 Final Sat.: 1750 3800 1750 1750 3800 1750 1750 2864

Capacity Analysis Module:
 Vol/Sat: 0.03 0.39 0.08 0.16 0.21 0.02 0.11 0.14
 Crit Moves: 7.0 79.5 87.1 32.5 105 131.0 26.1 28.4
 Green Time: 0.76 0.79 0.14 0.79 0.32 0.02 0.65 0.79
 Volume/Cap: 79.7 27.0 13.7 53.7 9.2 2.0 51.1 52.3
 Delay/Veh: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 ProgAdjPctr: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 79.7 27.0 13.7 53.7 9.2 2.0 51.1 52.3
 DesignQueue: 5 74 6 21 26 1 14 30

Brandyburg Site Residential TIA
 1500 Alameda Limited L.L.T. refile
 Project Conditions
 Level Of Service Computation Report
 1805 HCM Operations (Future Volume Alternative)
 Files (AM)

Intersection #3057: ALAMEDA/HEDDING



Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

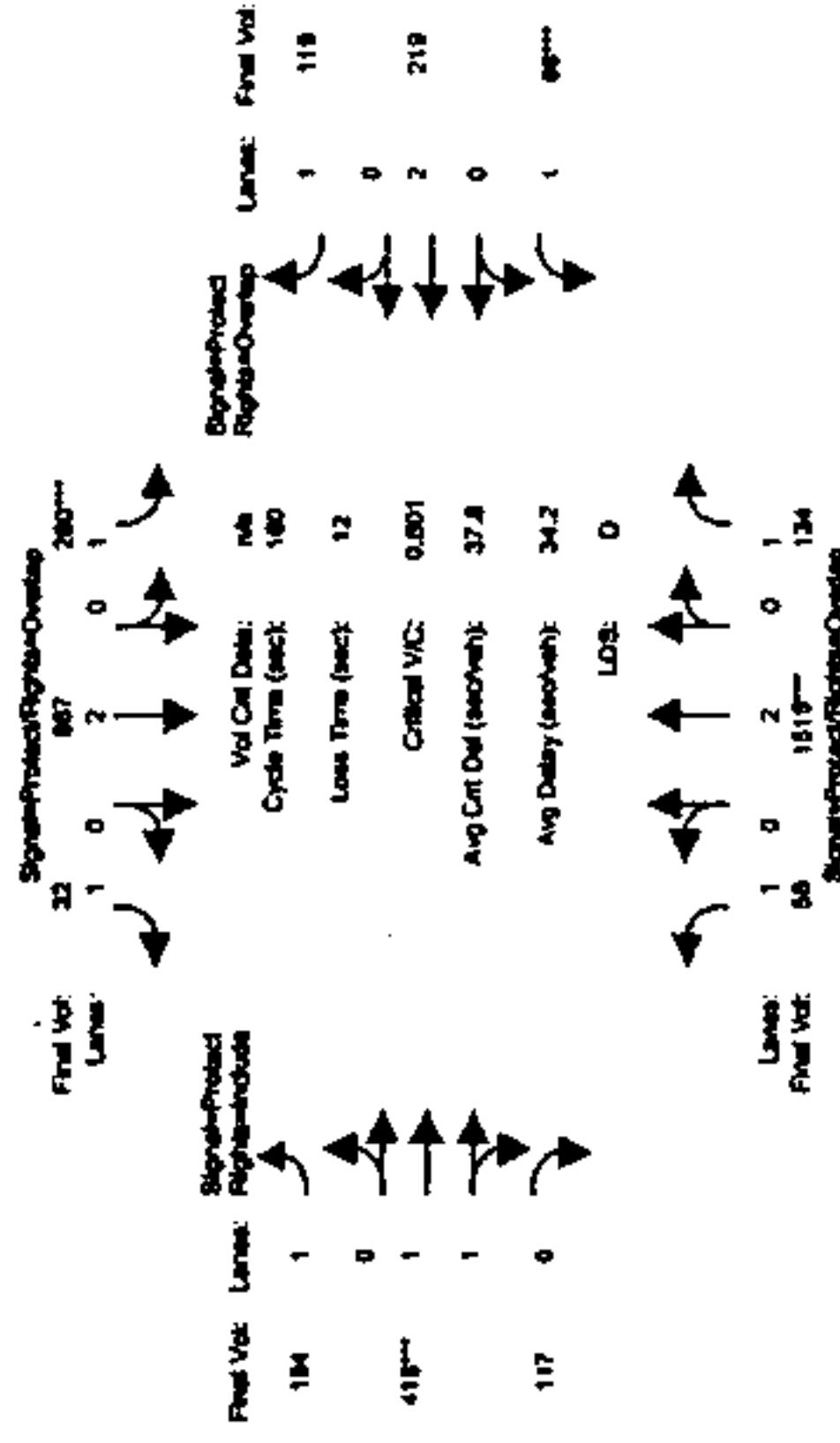
Min. Green:	7	10	10	7	10	10	7	10	10
Volume Module:	63	1656	145	304	971	35	199	452	127
Base Vol:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	63	1656	145	304	971	35	199	452	127
Added Vol:	0	0	0	0	0	0	0	0	0
Potential Proj:	0	0	0	0	0	0	0	0	0
Initial Fut:	63	1656	145	304	971	35	199	452	127
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:	63	1656	145	304	971	35	199	452	127
Reduct Vol:	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	1656	145	304	971	35	199	452	127
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:	63	1656	145	304	971	35	199	452	127

Saturation Flow Module:
 Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800
 Adjustment: 0.97 1.06 0.97 0.97 1.06 0.97 0.97 1.04 1.00 0.97
 Lanes: 1.00 2.00 1.00 2.00 2.00 1.00 1.00 1.55 0.45 1.00
 Final Sat.: 1750 3800 1750 1750 3800 1750 1750 2888 811 1750

Capacity Analysis Module:
 Vol/Sat: 0.04 0.44 0.08 0.17 0.26 0.02 0.11 0.16 0.16 0.04
 Crit Moves: ****
 Green Time: 7.0 79.9 87.4 31.9 105 131.0 26.2 28.7 28.7 7.5
 Volume/Cap: 0.92 0.87 0.15 0.87 0.39 0.02 0.69 0.87 0.67 0.87
 Delay/Veh: 89.7 30.5 13.6 61.7 9.8 2.0 52.7 57.2 57.2 97.5
 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 ProgAdjPctr: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 89.7 30.5 13.6 61.7 9.8 2.0 52.7 57.2 57.2 97.5
 DesignQueue: 5 83 6 23 32 1 15 34 10 6

Brandyburg Site Residential TIA
 1500 Alameda Limited L.L.T. refile
 Project Conditions
 Level Of Service Computation Report
 1805 HCM Operations (Future Volume Alternative)
 Files (AM)

Intersection #3057: ALAMEDA/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
Volume Module:	58	1497	134	280	859	32	184	418	117
Base Vol:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	1497	134	280	859	32	184	418	117
Added Vol:	0	0	0	0	0	0	0	0	0
Potential Proj:	0	0	0	0	0	0	0	0	0
Initial Fut:	58	1515	134	280	867	32	184	418	117
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:	58	1515	134	280	867	32	184	418	117
Reduct Vol:	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	1515	134	280	867	32	184	418	117
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:	58	1515	134	280	867	32	184	418	117

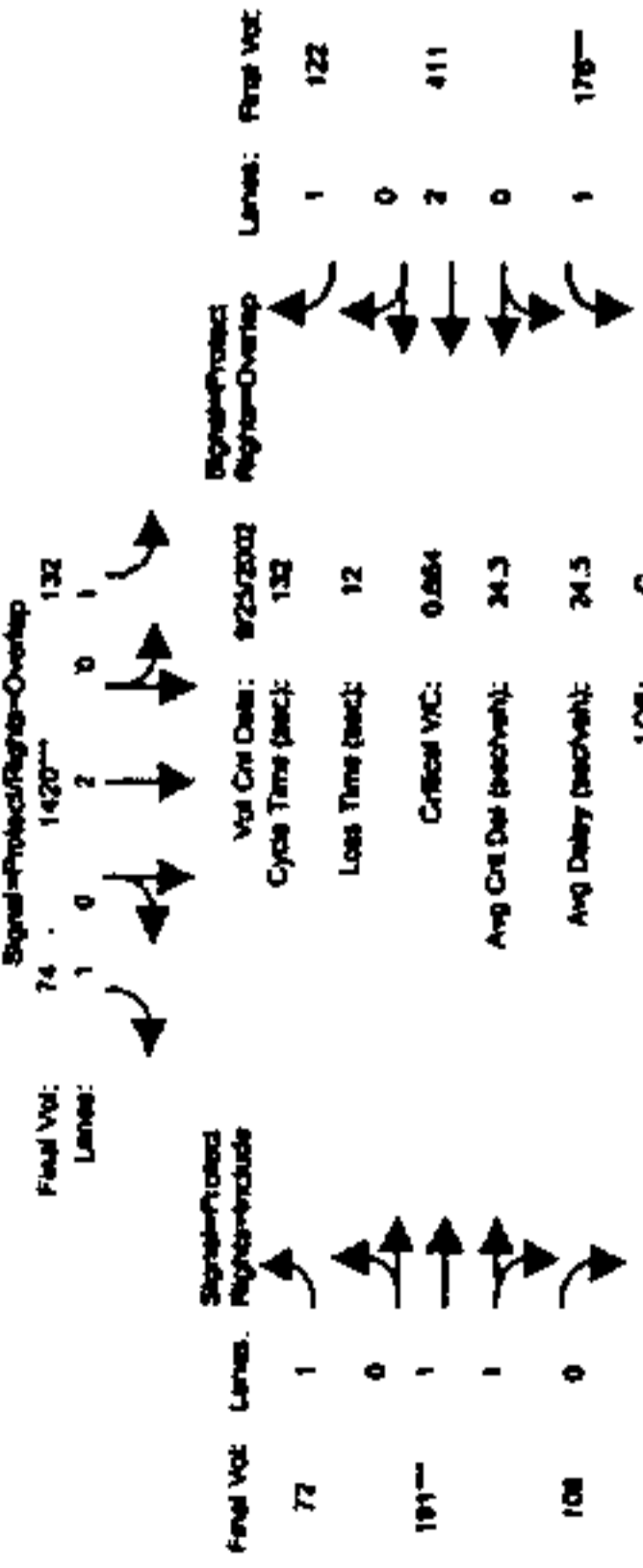
Saturation Flow Module:
 Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800
 Adjustment: 0.97 1.06 0.97 0.97 1.06 0.97 0.97 1.04 1.00 0.97
 Lanes: 1.00 2.00 1.00 2.00 2.00 1.00 1.00 1.55 0.45 1.00
 Final Sat.: 1750 3800 1750 1750 3800 1750 1750 2890 809 1750

Capacity Analysis Module:
 Vol/Sat: 0.03 0.40 0.08 0.16 0.23 0.02 0.11 0.14 0.14 0.04
 Crit Moves: ****
 Green Time: 7.0 79.6 87.2 32.0 105 131.0 26.4 28.9 28.9 7.5
 Volume/Cap: 0.76 0.80 0.14 0.80 0.35 0.02 0.64 0.80 0.80 0.80
 Delay/Veh: 79.7 27.3 13.7 54.9 9.5 2.0 50.6 52.6 52.6 84.3
 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 ProgAdjPctr: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 79.7 27.3 13.7 54.9 9.5 2.0 50.6 52.6 52.6 84.3
 DesignQueue: 5 76 6 21 28 1 14 32 9 6

Brandsburg Site Residential TIA
1500 Apartment Units
Project Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Background (PM)

Intersection #3057: ALAMEDA/HEDDING



Final Vol: 74
Lanes: 1 0 2 0 1

Signal: 74 1420 132

Vol Ctrl Date: 8/25/2002

Cycle Time (sec): 132

Loss Time (sec): 12

Critical VC: 0.864

Avg Ctrl Del (sec/veh): 24.3

Avg Delay (sec/veh): 24.3

LOS: C

Lanes: 1 0 2 0 1

Final Vol: 1018 55

Signal: 1018 55

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green: 7 10 10 7 10 10 7 10 10 7 10 10

Volume Module: >> Count Date: 25 Sep 2002 << 5:00-6:00PM

Base Vol: 83 969 55 132 1403 74 72 187 108 178 396 122

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 83 969 55 132 1403 74 72 187 108 178 396 122

Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0

ATI: 0 47 0 0 17 0 0 4 0 0 15 0

Initial Fut: 83 1016 55 132 1420 74 72 191 108 178 411 122

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 83 1016 55 132 1420 74 72 191 108 178 411 122

Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 83 1016 55 132 1420 74 72 191 108 178 411 122

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MUF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Final Vol: 83 1016 55 132 1420 74 72 191 108 178 411 122

Saturation Flow Module:

Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800

Adjustment: 0.97 1.06 0.97 1.06 0.97 1.04 1.00 0.97 1.04 1.00 0.97 1.05 0.97

Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 1.26 0.74 1.00 2.00 1.00

Final Sat.: 1750 3800 1750 1750 3800 1750 1750 2363 1336 1750 3800 1750

Capacity Analysis Module:

Vol/Sat: 0.05 0.27 0.03 0.08 0.37 0.04 0.04 0.08 0.08 0.10 0.11 0.07

Crit Moves: ****

Green Time: 9.4 65.3 85.5 18.4 74.3 81.3 7.0 16.1 16.1 20.2 29.3 47.7

Volume/Cap: 0.66 0.54 0.05 0.54 0.66 0.07 0.78 0.66 0.66 0.66 0.49 0.19

Delay/Veh: 53.7 17.7 6.4 42.0 15.9 7.7 68.2 44.6 44.6 44.2 34.4 22.0

Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

ProgAdjFctr: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

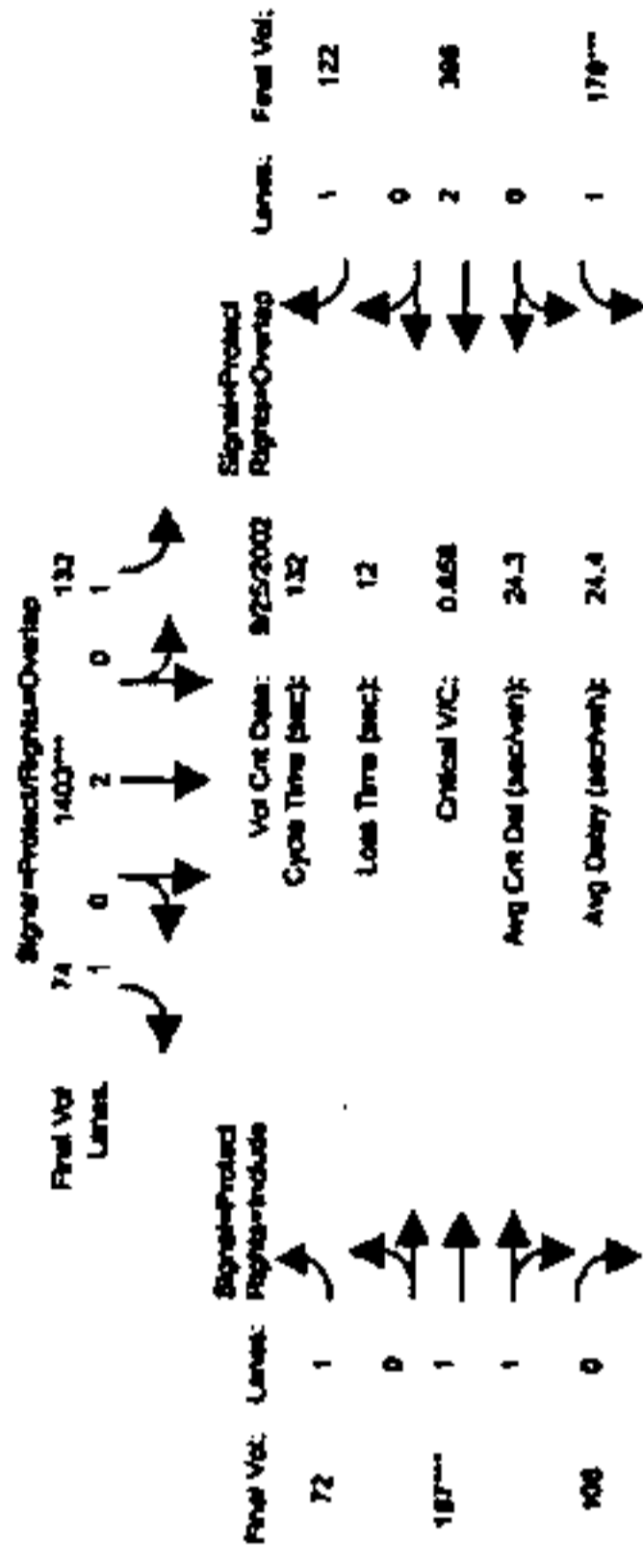
AdjDel/Veh: 53.7 17.7 6.4 42.0 15.9 7.7 68.2 44.6 44.6 44.2 34.4 22.0

DesignQueue: 6 41 1 8 51 2 5 13 7 11 24 6

Brandsburg Site Residential TIA
1500 Apartment Units
Project Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

Intersection #3057: ALAMEDA/HEDDING



Final Vol: 74
Lanes: 1 0 2 0 1

Signal: 74 1420 132

Vol Ctrl Date: 8/25/2002

Cycle Time (sec): 132

Loss Time (sec): 12

Critical VC: 0.668

Avg Ctrl Del (sec/veh): 24.3

Avg Delay (sec/veh): 24.4

LOS: C

Lanes: 1 0 2 0 1

Final Vol: 80 55

Signal: 80 55

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green: 7 10 10 7 10 10 7 10 10 7 10 10

Volume Module: >> Count Date: 25 Sep 2002 << 5:00-6:00PM

Base Vol: 83 969 55 132 1403 74 72 187 108 178 396 122

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 83 969 55 132 1403 74 72 187 108 178 396 122

Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 83 969 55 132 1403 74 72 187 108 178 396 122

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 83 969 55 132 1403 74 72 187 108 178 396 122

Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 83 969 55 132 1403 74 72 187 108 178 396 122

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MUF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Final Vol: 83 969 55 132 1403 74 72 187 108 178 396 122

Saturation Flow Module:

Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800

Adjustment: 0.97 1.06 0.97 1.06 0.97 1.04 1.00 0.97 1.04 1.00 0.97 1.05 0.97

Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 1.25 0.75 1.00 2.00 1.00

Final Sat.: 1750 3800 1750 1750 3800 1750 1750 2344 1354 1750 3800 1750

Capacity Analysis Module:

Vol/Sat: 0.05 0.25 0.03 0.08 0.37 0.04 0.04 0.08 0.08 0.10 0.10 0.07

Crit Moves: ****

Green Time: 9.5 64.5 84.9 19.1 74.1 81.1 7.0 16.0 16.0 20.4 29.4 48.5

Volume/Cap: 0.66 0.52 0.05 0.52 0.66 0.07 0.78 0.66 0.66 0.66 0.47 0.19

Delay/Veh: 53.3 17.8 6.6 41.3 15.8 7.8 68.2 44.5 44.5 43.9 34.1 21.6

Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

ProgAdjFctr: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

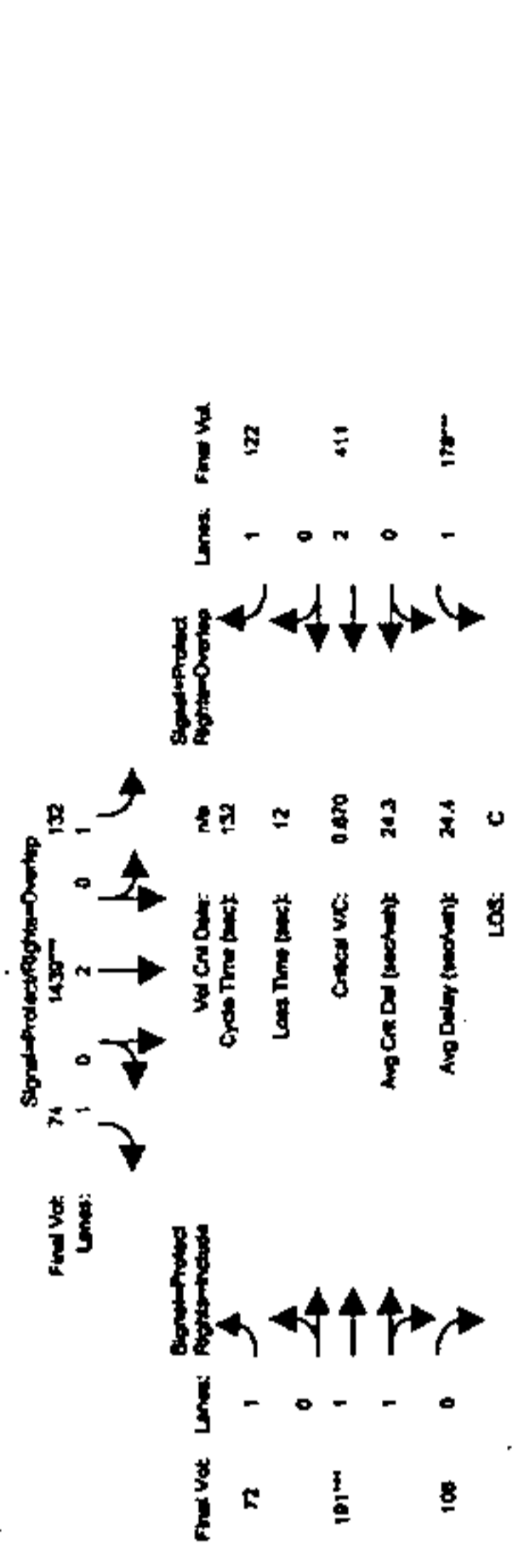
AdjDel/Veh: 53.3 17.8 6.6 41.3 15.8 7.8 68.2 44.5 44.5 43.9 34.1 21.6

DesignQueue: 6 39 1 8 50 2 5 12 7 11 23 6

Brandenburg Site Remedial TIA
1500 Apartment Units
Project Conditions

Level of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PH)

Intersection #3057: ALAMEDA/REDDING



Approach: North Bound South Bound East Bound West Bound

Movement: L - T - 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:

Base Vol: 90 1142 60 143 1576 80 78 207 117 193 444 132

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Base: 90 1142 60 143 1576 80 78 207 117 193 444 132

Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Potential Proj: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 90 1142 60 143 1576 80 78 207 117 193 444 132

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 90 1142 60 143 1576 80 78 207 117 193 444 132

Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 90 1142 60 143 1576 80 78 207 117 193 444 132

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

M/F Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Final Vol: 90 1142 60 143 1576 80 78 207 117 193 444 132

Saturation Flow Module:

Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800

Adjustment: 0.97 1.06 0.97 0.97 1.06 0.97 0.97 1.04 1.00 0.97 1.06 0.97

Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 1.26 0.74 1.00 2.00 1.00

Final Sat: 1750 3800 1750 1750 3800 1750 1750 2363 1336 1750 3800 1750

Capacity Analysis Module:

Vol/Sat: 0.05 0.30 0.03 0.08 0.41 0.05 0.04 0.09 0.09 0.11 0.12 0.08

Crit Moves: ****

Green Time: 9.3 56.2 86.2 18.0 74.9 81.9 7.0 15.8 15.8 18.9 28.8 46.8

Volume/Cap: 0.73 0.60 0.05 0.60 0.73 0.07 0.04 0.73 0.73 0.54 0.21

Delay/Veh: 58.6 18.2 6.3 43.7 16.9 7.6 78.0 46.7 46.7 47.3 35.3 22.6

Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

ProgAdjPctr: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

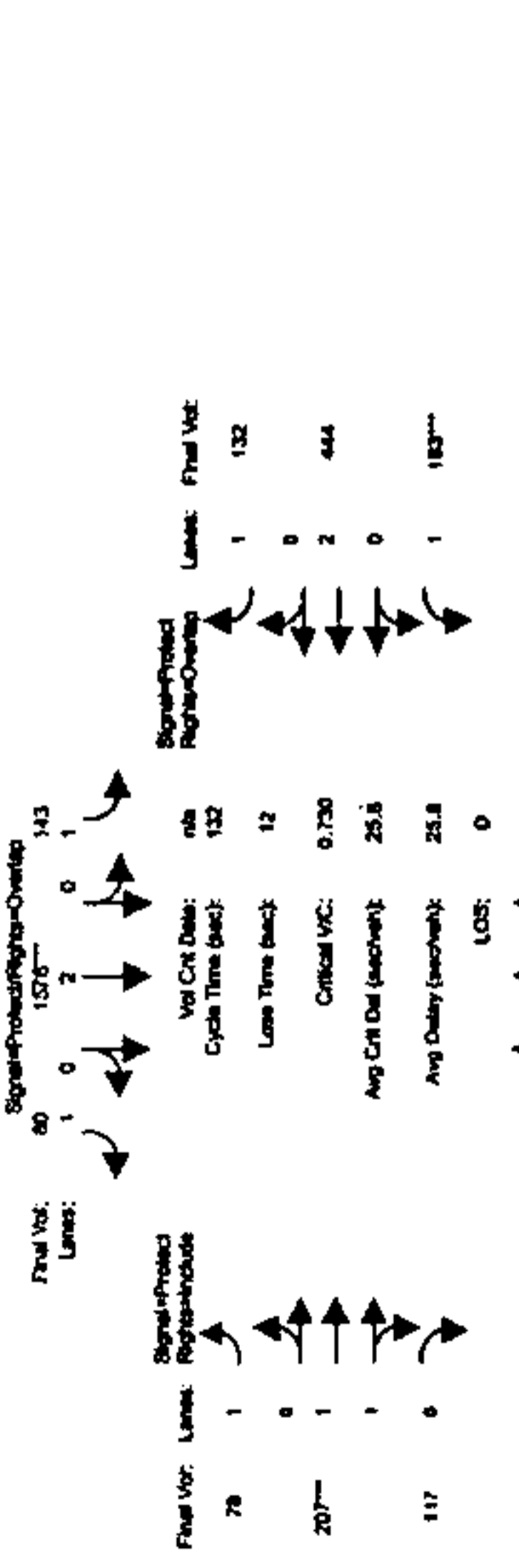
AdjDel/Veh: 58.6 18.2 6.3 43.7 16.9 7.6 78.0 46.7 46.7 47.3 35.3 22.6

DesignQueue: 6 45 2 9 56 2 5 14 8 12 26 6

Brandenburg Site Remedial TIA
1500 Apartment Units
Project Conditions

Level of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PH)

Intersection #3057: ALAMEDA/REDDING



Approach: North Bound South Bound East Bound West Bound

Movement: L - T - 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:

Base Vol: 90 1142 60 143 1576 80 78 207 117 193 444 132

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Base: 90 1142 60 143 1576 80 78 207 117 193 444 132

Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Potential Proj: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 90 1142 60 143 1576 80 78 207 117 193 444 132

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 90 1142 60 143 1576 80 78 207 117 193 444 132

Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 90 1142 60 143 1576 80 78 207 117 193 444 132

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

M/F Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Final Vol: 90 1142 60 143 1576 80 78 207 117 193 444 132

Saturation Flow Module:

Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800

Adjustment: 0.97 1.06 0.97 0.97 1.06 0.97 0.97 1.04 1.00 0.97 1.06 0.97

Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 1.26 0.74 1.00 2.00 1.00

Final Sat: 1750 3800 1750 1750 3800 1750 1750 2363 1336 1750 3800 1750

Capacity Analysis Module:

Vol/Sat: 0.05 0.30 0.03 0.08 0.41 0.05 0.04 0.09 0.09 0.11 0.12 0.08

Crit Moves: ****

Green Time: 9.3 56.2 86.2 18.0 74.9 81.9 7.0 15.8 15.8 18.9 28.8 46.8

Volume/Cap: 0.73 0.60 0.05 0.60 0.73 0.07 0.04 0.73 0.73 0.54 0.21

Delay/Veh: 58.6 18.2 6.3 43.7 16.9 7.6 78.0 46.7 46.7 47.3 35.3 22.6

Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

ProgAdjPctr: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

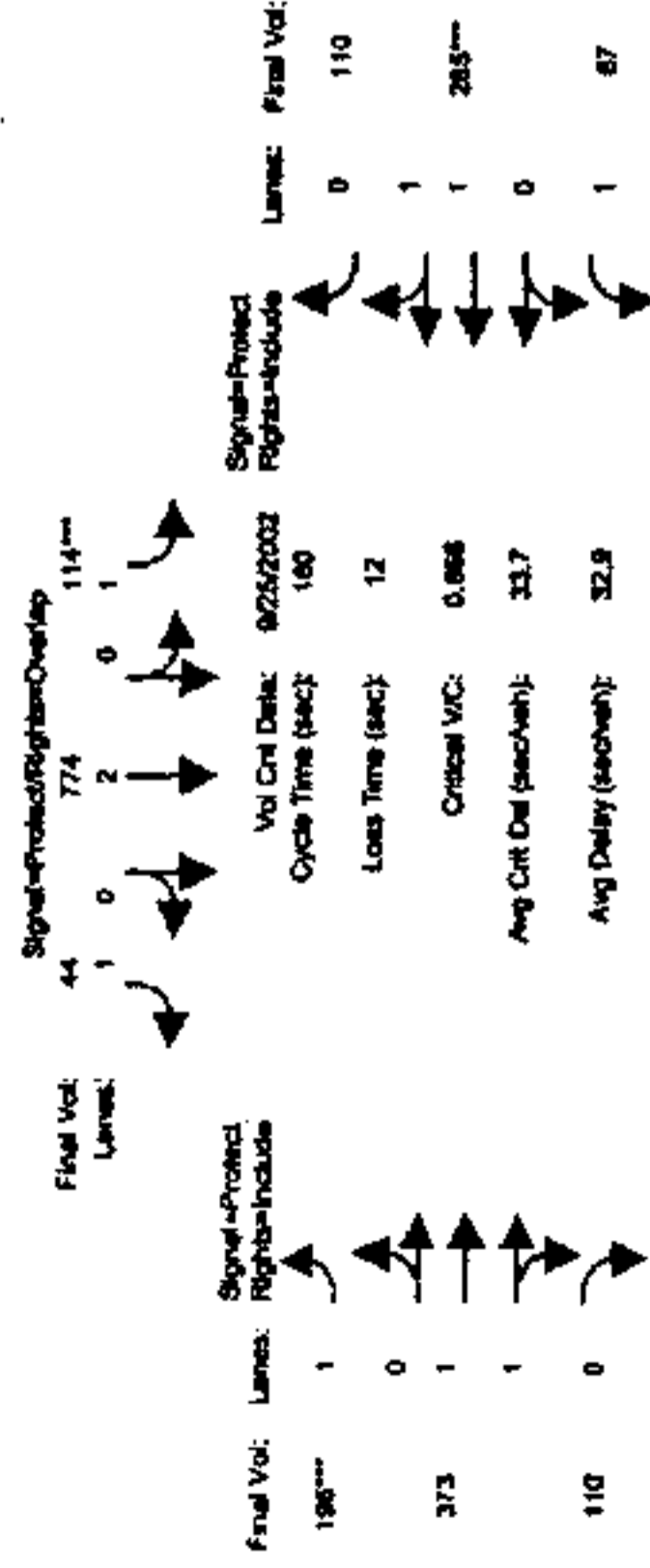
AdjDel/Veh: 58.6 18.2 6.3 43.7 16.9 7.6 78.0 46.7 46.7 47.3 35.3 22.6

DesignQueue: 6 45 2 9 56 2 5 14 8 12 26 6

Strandburg Site Residential TIA
1500 Apartment Units/60 L.S.U. / 1000
Project Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Background (AM)

Intersection #3058: ALAMEDA/NAGLEE



Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green: 7 10 10 10 7 10 10 10 7 10 10 10 7 10 10

Volume Module: >> Count Date: 25 Sep 2002 << 7:30:8:30AM
Base Vol: 108 1253 16 114 725 44 196 356 110 60 283 110
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 108 1253 16 114 725 44 196 356 110 60 283 110
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserbyVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 108 1261 16 114 774 44 196 373 110 67 285 110
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 108 1261 16 114 774 44 196 373 110 67 285 110
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 108 1261 16 114 774 44 196 373 110 67 285 110

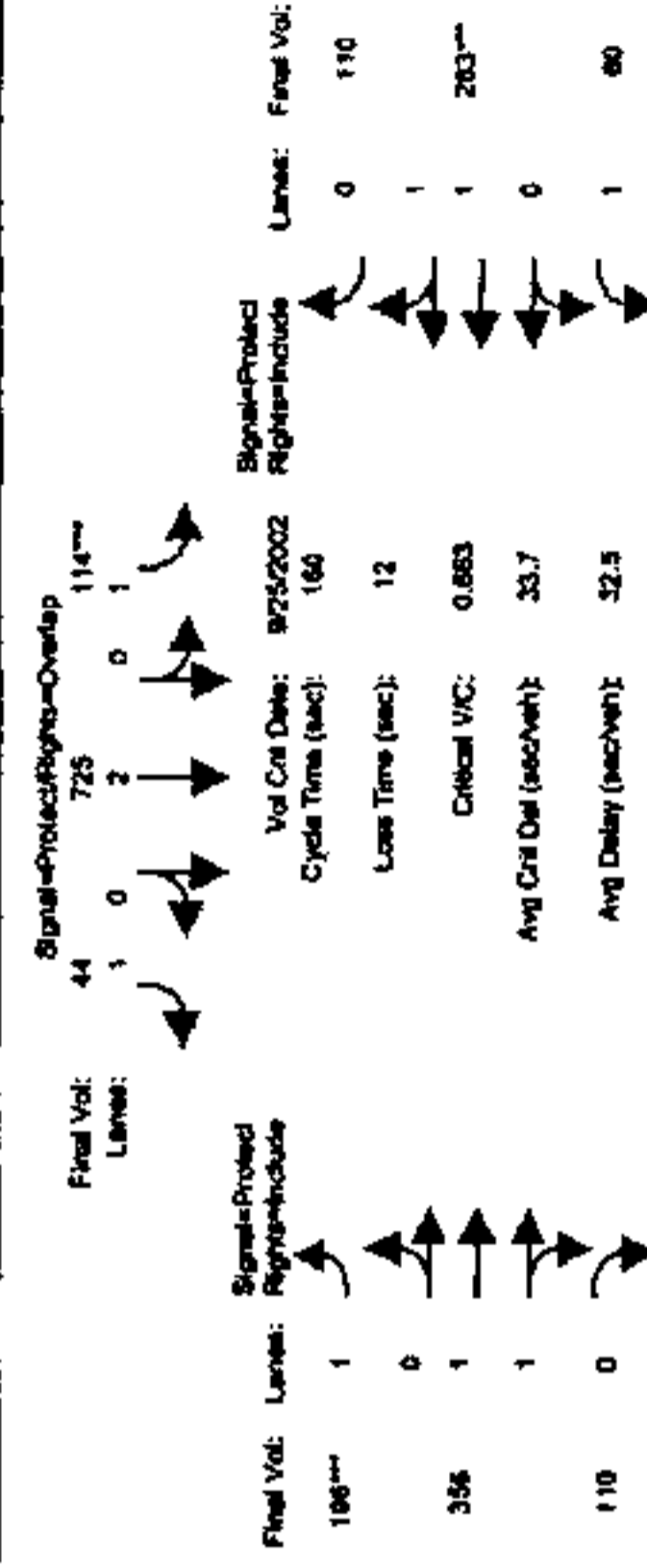
Saturation Flow Module:
Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800
Adjustment: 0.97 1.06 0.97 0.97 1.04 3.00 0.97 1.04 3.00 0.97 1.04 1.00
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 1.53 0.47 1.00 1.43 0.57
Final Sat.: 1750 3800 1750 1750 3800 1750 1750 2857 842 1750 2669 1030

Capacity Analysis Module:
Vol/Sat: 0.06 0.33 0.01 0.07 0.20 0.03 0.11 0.13 0.13 0.04 0.11 0.11
Crit Moves: ****
Green Time: 22.2 79.8 86.8 15.7 73.2 100.1 26.9 45.6 45.6 7.0 25.7 25.7
Volume/Cap: 0.45 0.67 0.02 0.67 0.45 0.04 0.67 0.46 0.46 0.88 0.67 0.67
Delay/Veh: 49.0 23.5 12.9 59.3 22.6 8.7 51.2 36.0 36.0 100.3 50.0 50.0
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
ProgAdjFctr: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 49.0 23.5 12.9 59.3 22.6 8.7 51.2 36.0 36.0 100.3 50.0 50.0
DesignQueue: 8 62 1 9 39 1 15 25 7 6 22 8

Strandburg Site Residential TIA
1500 Apartment Units/60 L.S.U. / 1000
Project Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Background (AM)

Intersection #3058: ALAMEDA/NAGLEE



Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green: 7 10 10 10 7 10 10 10 7 10 10 10 7 10 10

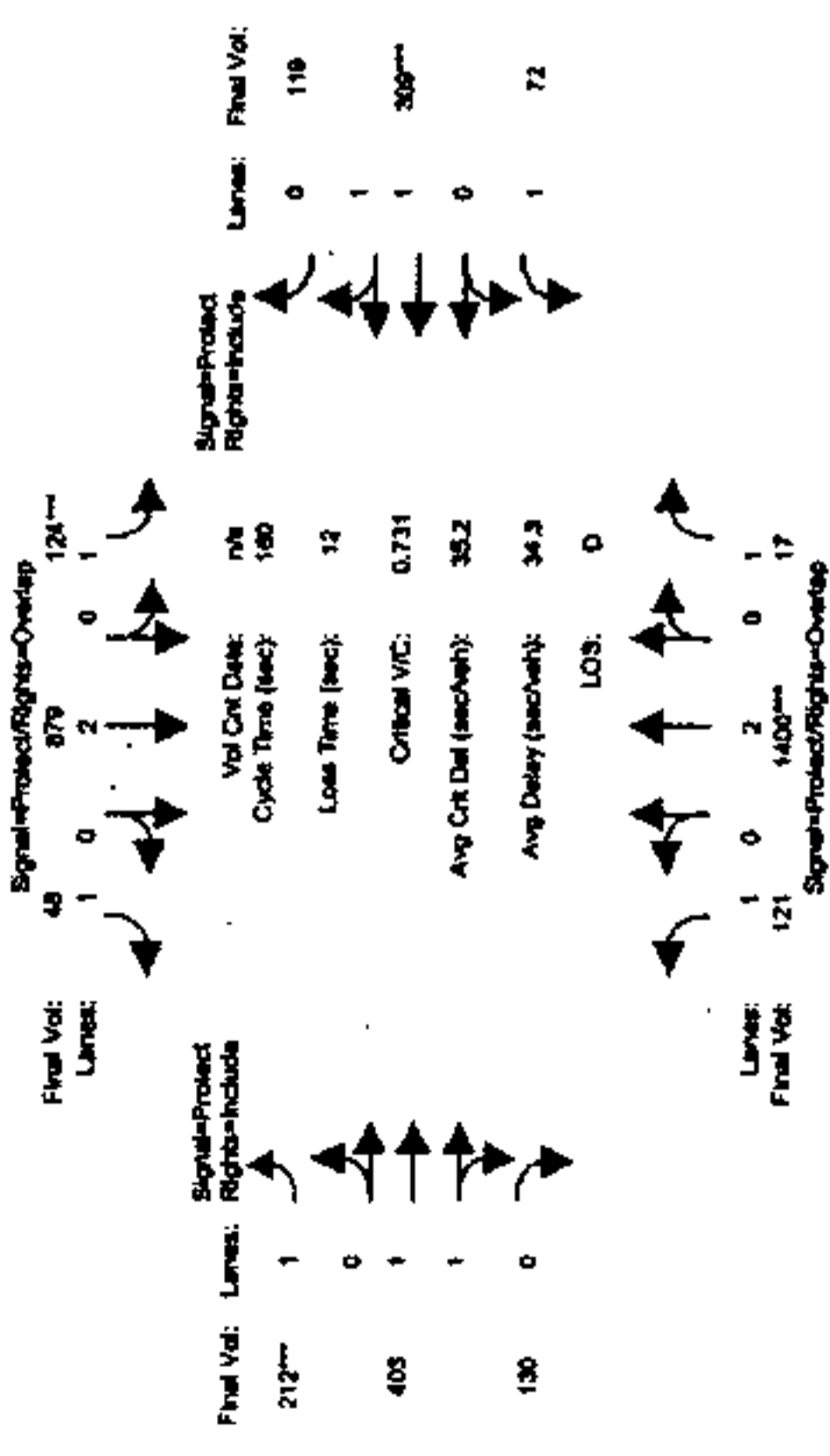
Volume Module: >> Count Date: 25 Sep 2002 << 7:30:8:30AM
Base Vol: 108 1253 16 114 725 44 196 356 110 60 283 110
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 108 1253 16 114 725 44 196 356 110 60 283 110
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserbyVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 108 1253 16 114 725 44 196 356 110 60 283 110
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 108 1253 16 114 725 44 196 356 110 60 283 110
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 108 1253 16 114 725 44 196 356 110 60 283 110

Saturation Flow Module:
Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800
Adjustment: 0.97 1.06 0.97 0.97 1.06 3.00 0.97 1.04 3.00 0.97 1.04 1.00
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 1.51 0.49 1.00 1.42 0.58
Final Sat.: 1750 3800 1750 1750 3800 1750 1750 2836 873 1750 2664 1035

Capacity Analysis Module:
Vol/Sat: 0.06 0.33 0.01 0.07 0.19 0.03 0.11 0.13 0.13 0.03 0.11 0.11
Crit Moves: ****
Green Time: 23.3 79.6 86.6 15.7 72.0 99.1 27.0 45.7 45.7 7.0 25.6 25.6
Volume/Cap: 0.42 0.66 0.02 0.66 0.42 0.04 0.66 0.44 0.44 0.78 0.66 0.66
Delay/Veh: 48.0 23.5 12.9 59.1 22.8 9.0 51.1 35.7 35.7 83.3 49.9 49.9
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
ProgAdjFctr: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 48.0 23.5 12.9 59.1 22.8 9.0 51.1 35.7 35.7 83.3 49.9 49.9
DesignQueue: 8 61 1 9 37 1 15 23 7 6 22 8

Bransburg Site Residential TA
 1500 Apartment Units/60 L.S.I./ retail
 Project Conditions
 Level Of Service Computation Report
 1985 HCM Operations (Future Volume Alternative)
 Future (AM)

Intersection #3058: ALAMEDANAGLEE



Approach: North Bound South Bound East Bound West Bound

Movement: L - T - 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:

Base Vol:	121 1400	17 124 879	48 212 403	130 72 309	119
Growth Adj:	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00
Initial Bse:	121 1400	17 124 879	48 212 403	130 72 309	119
Added Vol:	0 0	0 0	0 0	0 0	0
Potent Proj:	0 0	0 0	0 0	0 0	0
Initial Fut:	121 1400	17 124 879	48 212 403	130 72 309	119
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:	121 1400	17 124 879	48 212 403	130 72 309	119
Reduced Vol:	0 0	0 0	0 0	0 0	0
Reduced Vol:	121 1400	17 124 879	48 212 403	130 72 309	119
PCE Adj:	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00
MLP Adj:	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00
Final Vol:	121 1400	17 124 879	48 212 403	130 72 309	119

Saturation Flow Module:

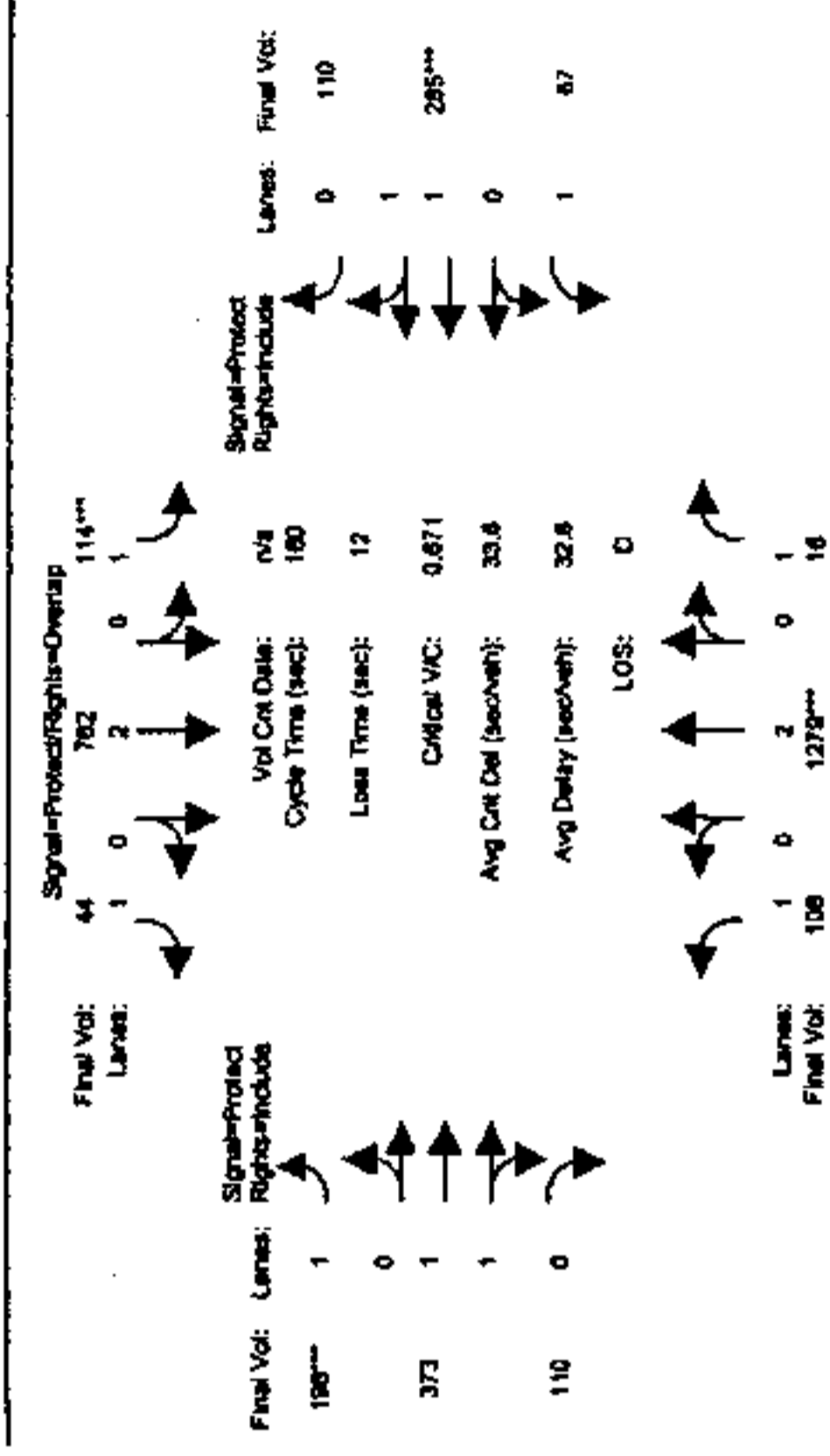
Sat/Lane:	1800 1800	1800 1800	1800 1800	1800 1800	1800
Adjustment:	0.97 1.06	0.97 1.06	0.97 1.04	1.00 0.97	1.04 1.00
Lanes:	1.00 2.00	1.00 2.00	1.00 1.50	0.50 1.00	1.43 0.57
Final Sat:	1750 3800	1750 3800	1750 2797	902 1750	2670 1028

Capacity Analysis Module:

Vol/Sat:	0.07 0.37	0.01 0.07	0.23 0.03	0.12 0.14	0.14 0.04	0.12 0.12
Crit Moves:	****	****	****	****	****	****
Green Time:	22.1 80.6	87.6 15.5	74.0 160.5	26.5 44.8	44.8 7.0	25.3 25.3
Volume/Cap:	0.50 0.73	0.02 0.73	0.50 0.04	0.73 0.51	0.51 0.94	0.73 0.73
Delay/Veh:	49.9 24.7	12.6 63.2	23.0 8.6	54.3 37.2	37.2 117.3	51.9 51.9
Delay Adj:	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00
ProgAdjPctr:	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00
AdjDel/Veh:	49.9 24.7	12.6 63.2	23.0 8.6	54.3 37.2	37.2 117.3	51.9 51.9
DesignQueue:	9 68	1 10	45 2	16 27	9 6	24 9

Bransburg Site Residential TA
 1500 Apartment Units/60 L.S.I./ retail
 Project Conditions
 Level Of Service Computation Report
 1985 HCM Operations (Future Volume Alternative)
 Future (AM)

Intersection #3058: ALAMEDANAGLEE



Approach: North Bound South Bound East Bound West Bound

Movement: L - T - 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:

Base Vol:	108 1261	16 114 774	44 196 373	110 67 285	110
Growth Adj:	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00
Initial Bse:	108 1261	16 114 774	44 196 373	110 67 285	110
Added Vol:	0 0	0 0	0 0	0 0	0
Potent Proj:	0 0	0 0	0 0	0 0	0
Initial Fut:	108 1261	16 114 774	44 196 373	110 67 285	110
User Adj:	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00
PHF Adj:	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00
PHF Volume:	108 1261	16 114 774	44 196 373	110 67 285	110
Reduced Vol:	0 0	0 0	0 0	0 0	0
Reduced Vol:	108 1261	16 114 774	44 196 373	110 67 285	110
PCE Adj:	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00
MLP Adj:	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00
Final Vol:	108 1261	16 114 774	44 196 373	110 67 285	110

Saturation Flow Module:

Sat/Lane:	1800 1800	1800 1800	1800 1800	1800 1800	1800 1800
Adjustment:	0.97 1.06	0.97 1.06	0.97 1.04	1.00 0.97	1.04 1.00
Lanes:	1.00 2.00	1.00 2.00	1.00 1.53	0.47 1.00	1.43 0.57
Final Sat:	1750 3800	1750 3800	1750 2857	842 1750	2669 1030

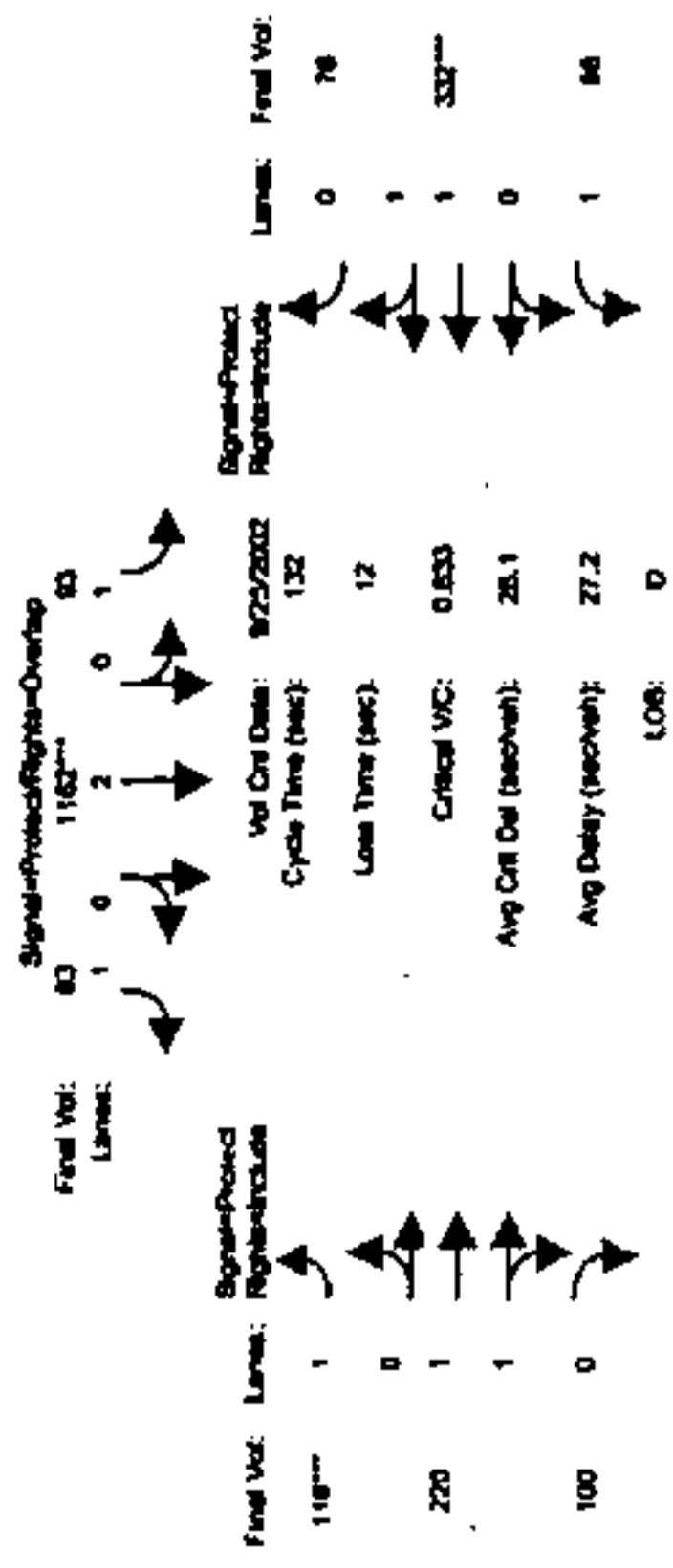
Capacity Analysis Module:

Vol/Sat:	0.06 0.34	0.01 0.07	0.21 0.03	0.11 0.13	0.04 0.11	0.11 0.11
Crit Moves:	****	****	****	****	****	****
Green Time:	22.1 80.3	87.3 15.5	73.7 100.4	26.7 45.2	45.2 7.0	25.5 25.5
Volume/Cap:	0.45 0.67	0.02 0.67	0.45 0.04	0.67 0.46	0.46 0.88	0.67 0.67
Delay/Veh:	49.0 23.4	12.7 59.6	22.4 8.6	51.5 36.3	36.3 100.3	50.2 50.2
Delay Adj:	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00
ProgAdjPctr:	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00
AdjDel/Veh:	49.0 23.4	12.7 59.6	22.4 8.6	51.5 36.3	36.3 100.3	50.2 50.2
DesignQueue:	8 62	1 9	40 1	15 25	7 6	22 8

Brewersburg Site Residential TIA
1500 Acres Unit
Project Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Background (PH)

Intersection #3058: ALAMEDA/NAGLEE



Lanes: 1 0 2 0 1
Final Vol: 163

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - 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: 25 Sep 2002 << 5:00-6:00PM

Base Vol: 163 736 11 93 1145 83 116 216 100 85 317 76
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 163 736 11 93 1145 83 116 216 100 85 317 76
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
ATV: 0 47 6 0 17 0 0 0 4 0 1 15 0
Initial Fut: 163 783 17 93 1162 83 116 220 100 86 332 76
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 163 783 17 93 1162 83 116 220 100 86 332 76
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 163 783 17 93 1162 83 116 220 100 86 332 76
PCR Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol: 163 783 17 93 1162 83 116 220 100 86 332 76

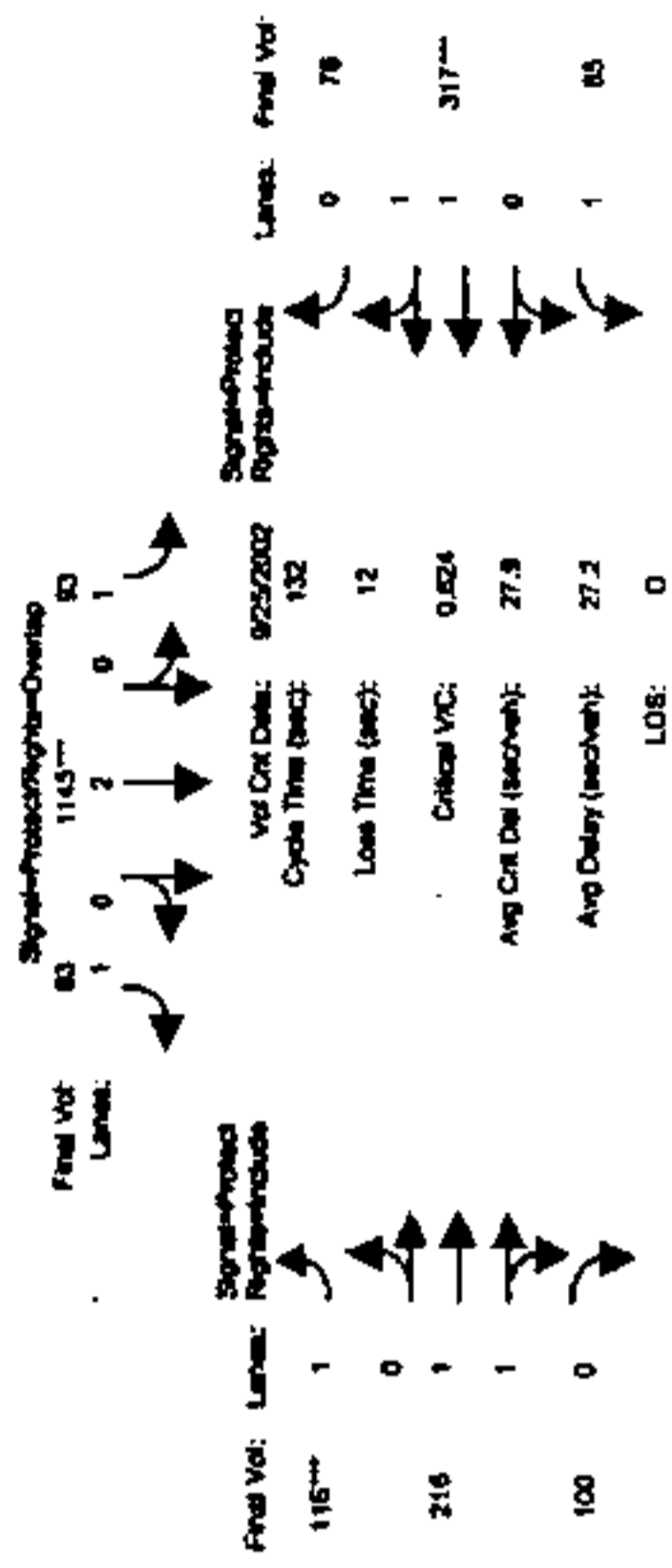
Saturation Flow Module:
Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800
Adjustment: 0.97 1.06 0.97 0.97 1.06 0.97 0.97 1.04 1.00 0.97 1.03 1.00
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 1.36 0.64 1.00 1.62 0.38
Final Sat.: 1750 3800 1750 1750 3800 1750 1750 2543 1156 1750 3010 689

Capacity Analysis Module:
Vol/Sat: 0.09 0.21 0.01 0.05 0.31 0.05 0.07 0.09 0.09 0.05 0.11 0.11
Crit Moves: ****
Green Time: 19.4 66.1 73.1 17.1 63.8 77.6 13.8 29.8 29.8 7.0 23.0 23.0
Volume/Cap: 0.63 0.41 0.02 0.41 0.63 0.08 0.63 0.38 0.38 0.93 0.63 0.63
Delay/Veh: 43.7 15.8 10.1 40.9 19.8 9.0 47.8 33.1 33.1 96.8 39.9 39.9
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
ProgAdjPctr: 1.00 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 15.8 10.1 40.9 19.8 9.0 47.8 33.1 33.1 96.8 39.9 39.9
DesignQueue: 10 30 1 6 48 3 8 13 6 6 21 5

Brewersburg Site Residential TIA
1500 Acres Unit
Project Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Background (PH)

Intersection #3058: ALAMEDA/NAGLEE



Lanes: 1 0 2 0 1
Final Vol: 163

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - 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: 25 Sep 2002 << 5:00-6:00PM

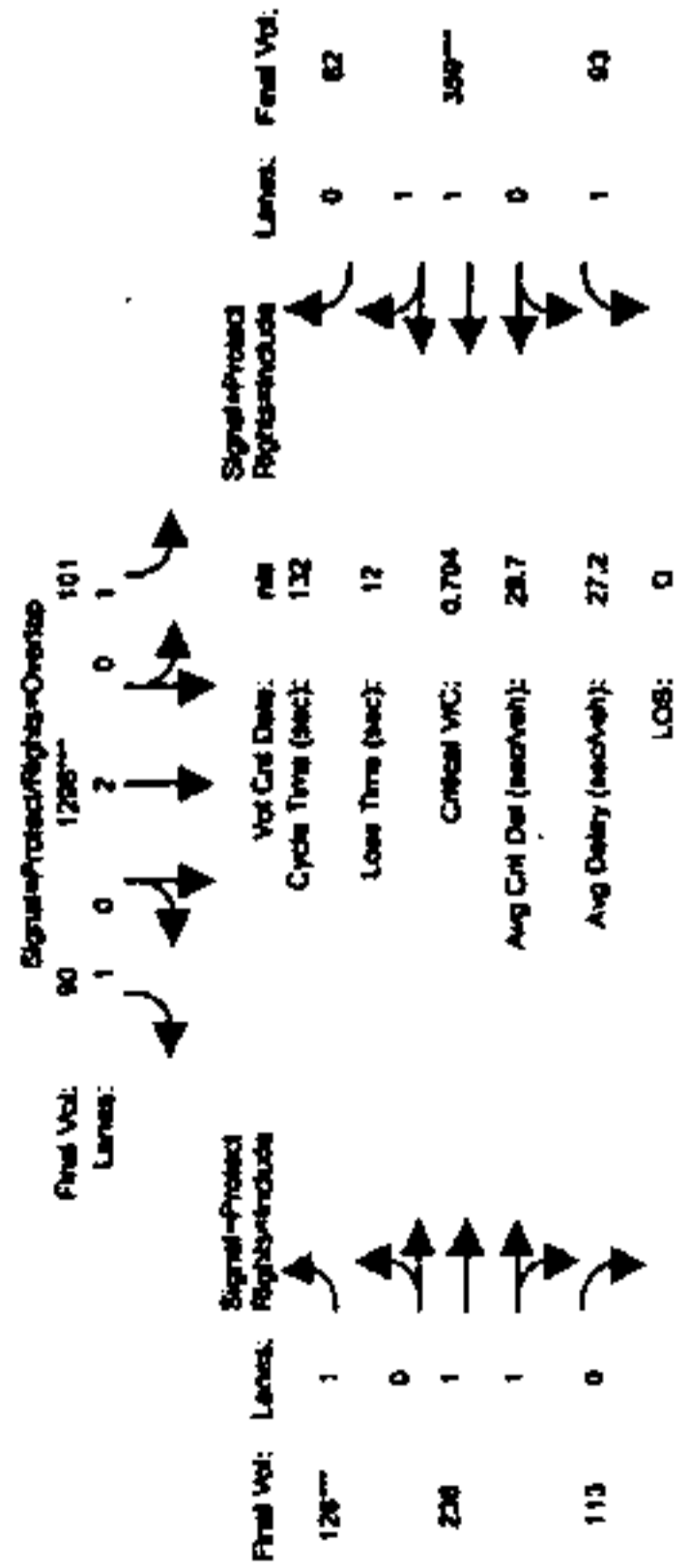
Base Vol: 163 736 11 93 1145 83 116 216 100 85 317 76
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 163 736 11 93 1145 83 116 216 100 85 317 76
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 163 736 11 93 1145 83 116 216 100 85 317 76
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 163 736 11 93 1145 83 116 216 100 85 317 76
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 163 736 11 93 1145 83 116 216 100 85 317 76
PCR Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol: 163 736 11 93 1145 83 116 216 100 85 317 76

Saturation Flow Module:
Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800
Adjustment: 0.97 1.06 0.97 0.97 1.06 0.97 0.97 1.04 1.00 0.97 1.03 1.00
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 1.35 0.65 1.00 1.60 0.40
Final Sat.: 1750 3800 1750 1750 3800 1750 1750 2528 1170 1750 2984 715

Capacity Analysis Module:
Vol/Sat: 0.09 0.19 0.01 0.05 0.30 0.05 0.07 0.09 0.09 0.05 0.11 0.11
Crit Moves: ****
Green Time: 19.7 65.5 72.5 18.0 63.8 77.8 14.0 29.5 29.5 7.0 22.5 22.5
Volume/Cap: 0.62 0.39 0.01 0.39 0.62 0.08 0.62 0.38 0.38 0.92 0.62 0.62
Delay/Veh: 43.2 15.9 10.1 40.1 19.7 8.9 47.3 33.2 33.2 94.0 40.0 40.0
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
ProgAdjPctr: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 43.2 15.9 10.1 40.1 19.7 8.9 47.3 33.2 33.2 94.0 40.0 40.0
DesignQueue: 10 29 0 6 47 3 8 13 6 6 20 5

Brandenburg Site Residential TA
1500 Apartment Units
Project Conditions
Level Of Service Computation Report
1988 HCM Operations (Future Volume Alternative)
Future (PM)

Intersection #3058: ALAMEDA/NAGLEE



Final Vol: 128
Lanes: 1 0 2 0 1
Signal-Protected Right-Turn Lanes: 0 0 0 0
Vol Cnt Date: n/a
Cycle Time (sec): 132
Loss Time (sec): 12
Critical V/C: 0.704
Avg Cnt Del (sec/veh): 28.7
Avg Delay (sec/veh): 27.2
LOS: 0

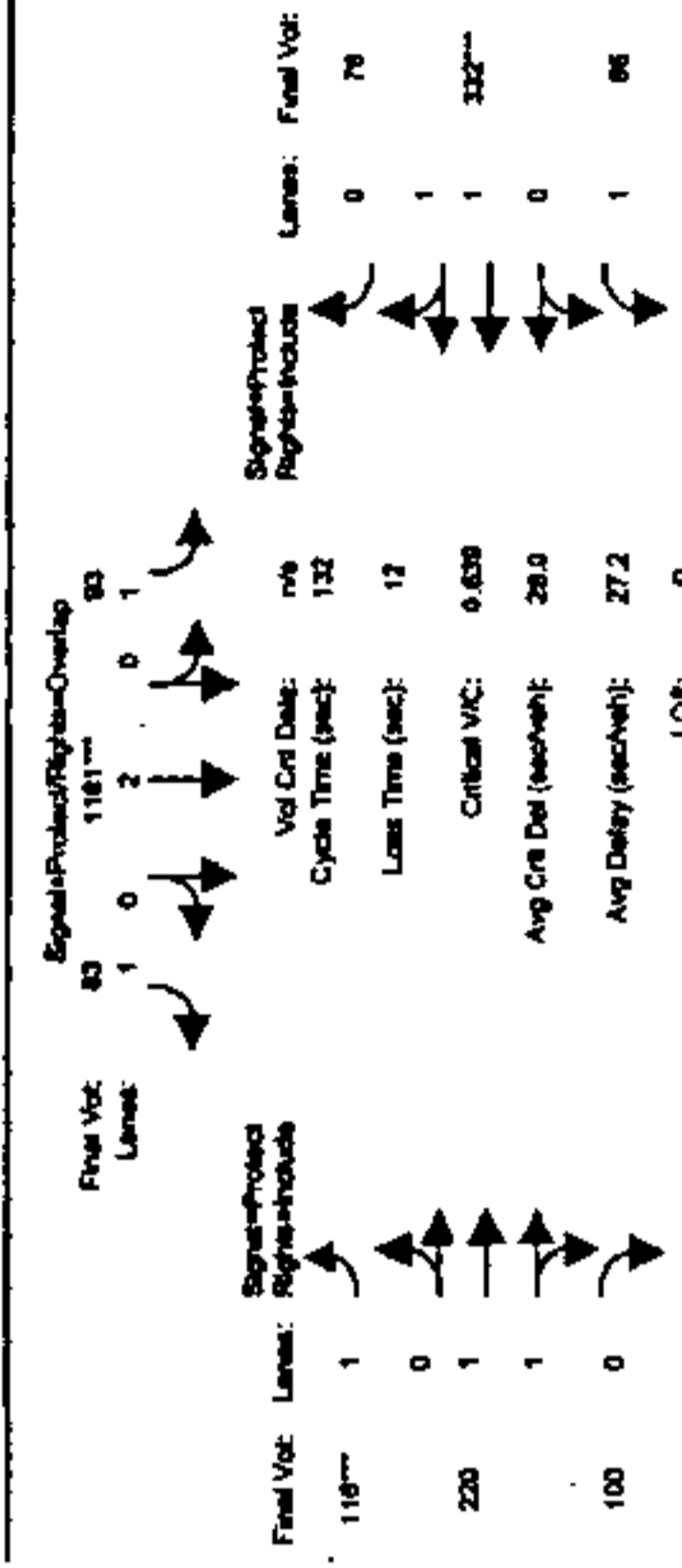
Table with columns for Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, Potential Proj, Initial Fut, User Adj, PHF Adj, PHF Volume, PHF Vol, Reduced Vol, PCE Adj, MLP Adj, and Final Vol.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, Delay Adj, ProgAdjFctr, AdjDel/Veh, and DesignQueue.

Brandenburg Site Residential TA
1500 Apartment Units
Project Conditions
Level Of Service Computation Report
1988 HCM Operations (Future Volume Alternative)
Future (PM)

Intersection #3058: ALAMEDA/NAGLEE



Final Vol: 118
Lanes: 1 0 2 0 1
Signal-Protected Right-Turn Lanes: 0 0 0 0
Vol Cnt Date: n/a
Cycle Time (sec): 132
Loss Time (sec): 12
Critical V/C: 0.639
Avg Cnt Del (sec/veh): 28.0
Avg Delay (sec/veh): 27.2
LOS: 0

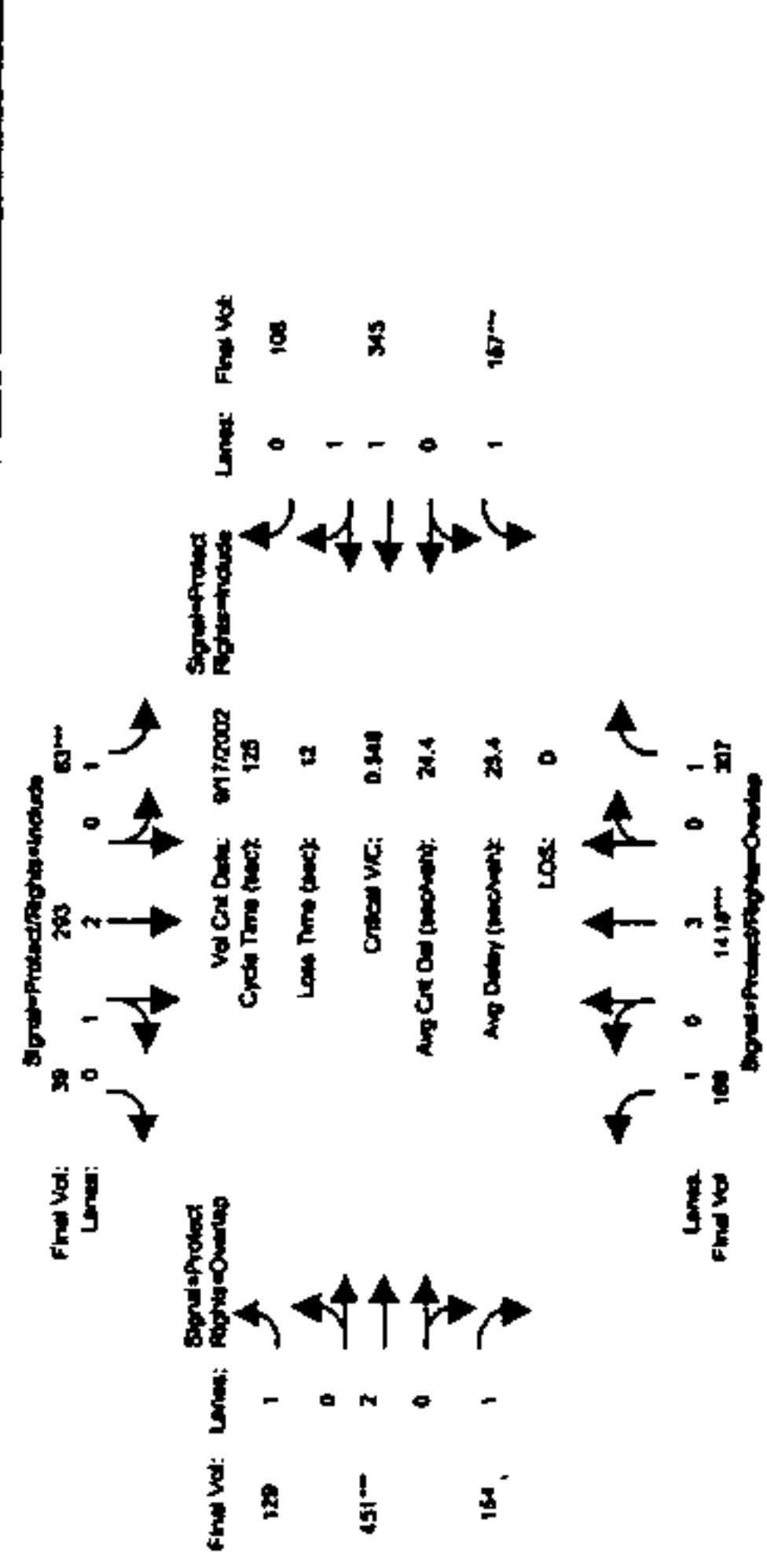
Table with columns for Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, Potential Proj, Initial Fut, User Adj, PHF Adj, PHF Volume, PHF Vol, Reduced Vol, PCE Adj, MLP Adj, and Final Vol.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, Delay Adj, ProgAdjFctr, AdjDel/Veh, and DesignQueue.

COMPARE
 Brandenburg Site Residential TIA
 1500 Apartment Units/60 L.A./ 1st
 Project Conditions
 Level Of Service Computation Report
 1985 HCM Operations (Future Volume Alternative)
 Background (AM)

Intersection #3081: ALMADEN/SAN CARLOS



Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green: 7 10 10 7 10 10 7 10 10 7 10 10

Volume Module: >> Count Date: 17 Sep 2002 << 8:00-9:00AM

Base Vol: 73 1253 249 54 160 39 95 289 16 58 277 105

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 73 1253 249 54 160 39 95 289 16 58 277 105

Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0

ATI: 95 165 58 9 133 0 34 162 138 99 68 3

Initial Fut: 168 1418 307 63 293 39 129 451 154 157 345 108

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 168 1418 307 63 293 39 129 451 154 157 345 108

Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 168 1418 307 63 293 39 129 451 154 157 345 108

PCB Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Final Vol.: 168 1418 307 63 293 39 129 451 154 157 345 108

Saturation Flow Module:

Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800

Adjustment: 0.97 1.06 0.97 1.04 1.00 0.97 1.06 0.97 1.06 0.97 1.04 1.00

Lanes: 1.00 3.00 1.00 1.00 2.63 0.37 1.00 2.00 1.00 1.00 1.51 0.49

Final Sat.: 1750 5700 1750 1750 4941 658 1750 3800 1750 1750 2817 882

Capacity Analysis Module:

Vol/Sat: 0.10 0.25 0.18 0.04 0.06 0.06 0.07 0.12 0.09 0.09 0.12 0.12

Crit Moves: ****

Green Time: 55.2 57.0 77.6 8.2 10.0 10.0 17.9 27.2 82.4 20.6 29.8 29.8

Volume/Cap: 0.22 0.55 0.28 0.55 0.74 0.74 0.51 0.55 0.13 0.55 0.51 0.51

Delay/Veh: 16.4 18.9 8.3 46.9 47.2 47.2 39.1 33.6 6.0 38.1 31.8 31.8

Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

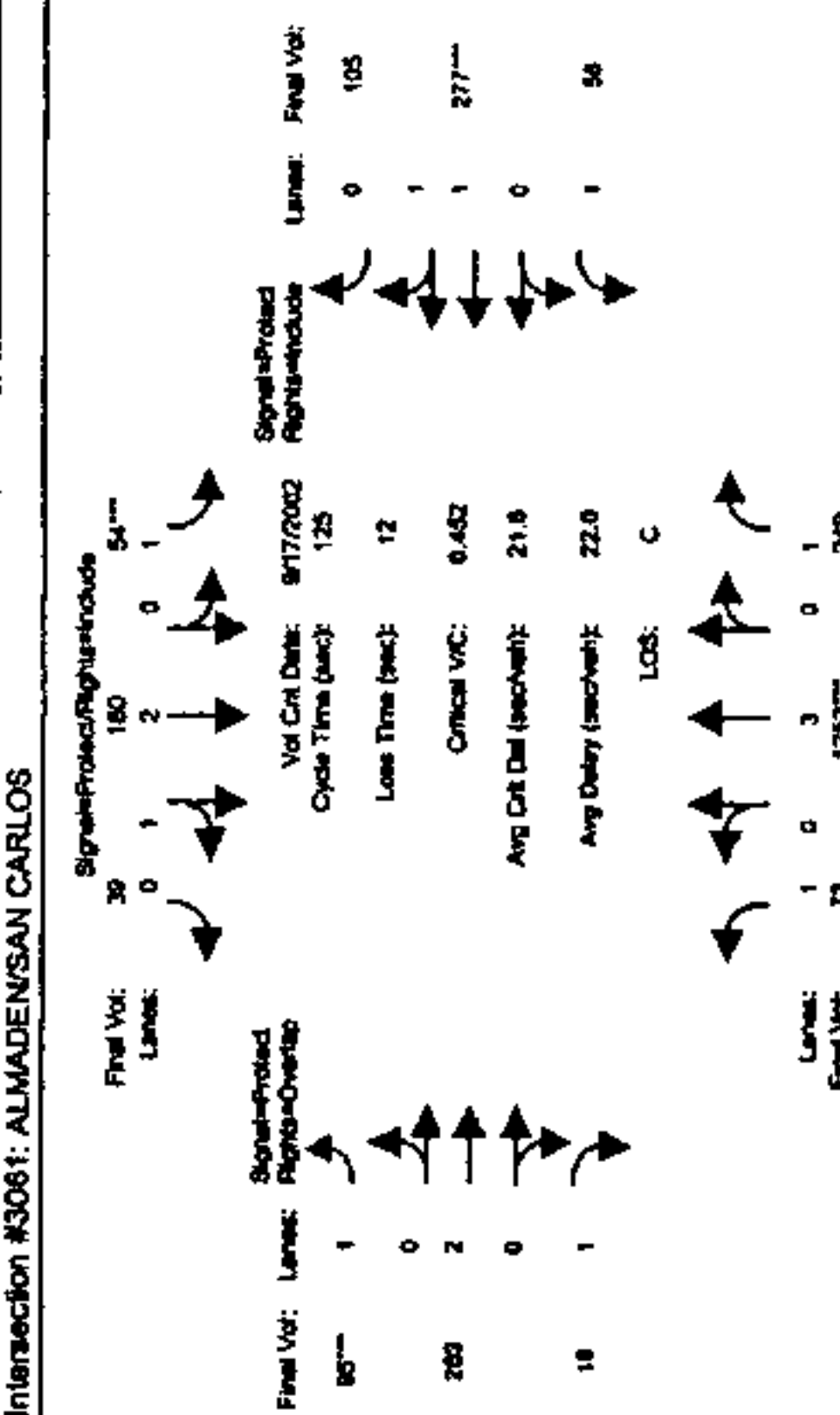
ProgAdjPctr: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

AdjDel/Veh: 16.4 18.9 8.3 46.9 47.2 47.2 39.1 33.6 6.0 38.1 31.8 31.8

DesignQueue: 7 57 8 4 19 3 8 25 4 9 19 6

COMPARE
 Brandenburg Site Residential TIA
 1500 Apartment Units/60 L.A./ 1st
 Project Conditions
 Level Of Service Computation Report
 1985 HCM Operations (Future Volume Alternative)
 Existing (AM)

Intersection #3081: ALMADEN/SAN CARLOS



Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green: 7 10 10 7 10 10 7 10 10 7 10 10

Volume Module: >> Count Date: 17 Sep 2002 << 8:00-9:00AM

Base Vol: 73 1253 249 54 160 39 95 289 16 58 277 105

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 73 1253 249 54 160 39 95 289 16 58 277 105

Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 73 1253 249 54 160 39 95 289 16 58 277 105

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 73 1253 249 54 160 39 95 289 16 58 277 105

Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 73 1253 249 54 160 39 95 289 16 58 277 105

PCB Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 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 1253 249 54 160 39 95 289 16 58 277 105

Saturation Flow Module:

Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800

Adjustment: 0.97 1.06 0.97 1.05 1.00 0.97 1.06 0.97 1.06 0.97 1.04 1.00

Lanes: 1.00 3.00 1.00 1.00 2.39 0.61 1.00 2.00 1.00 1.00 1.44 0.56

Final Sat.: 1750 5700 1750 1750 4501 1097 1750 3800 1750 1750 2682 1017

Capacity Analysis Module:

Vol/Sat: 0.04 0.22 0.14 0.03 0.04 0.04 0.05 0.08 0.01 0.03 0.10 0.10

Crit Moves: ****

Green Time: 28.6 60.8 78.8 8.5 40.8 40.8 15.0 25.7 54.2 18.0 28.6 28.6

Volume/Cap: 0.18 0.45 0.23 0.45 0.11 0.11 0.45 0.37 0.02 0.23 0.45 0.45

Delay/Veh: 29.5 16.1 7.6 44.4 22.3 22.3 40.0 32.6 15.4 36.1 31.8 31.8

Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

ProgAdjPctr: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

AdjDel/Veh: 29.5 16.1 7.6 44.4 22.3 22.3 40.0 32.6 15.4 36.1 31.8 31.8

DesignQueue: 4 47 7 4 8 2 6 16 1 3 15 6

Grandenburg Sta Residential TIA
1500 Apartment Units
Project Conditions

Level Of Service Computation Report
1803 HCM Operations (Future Volume Alternative)
Existing (PM)

Intersection #3081: ALMADENISAN CARLOS

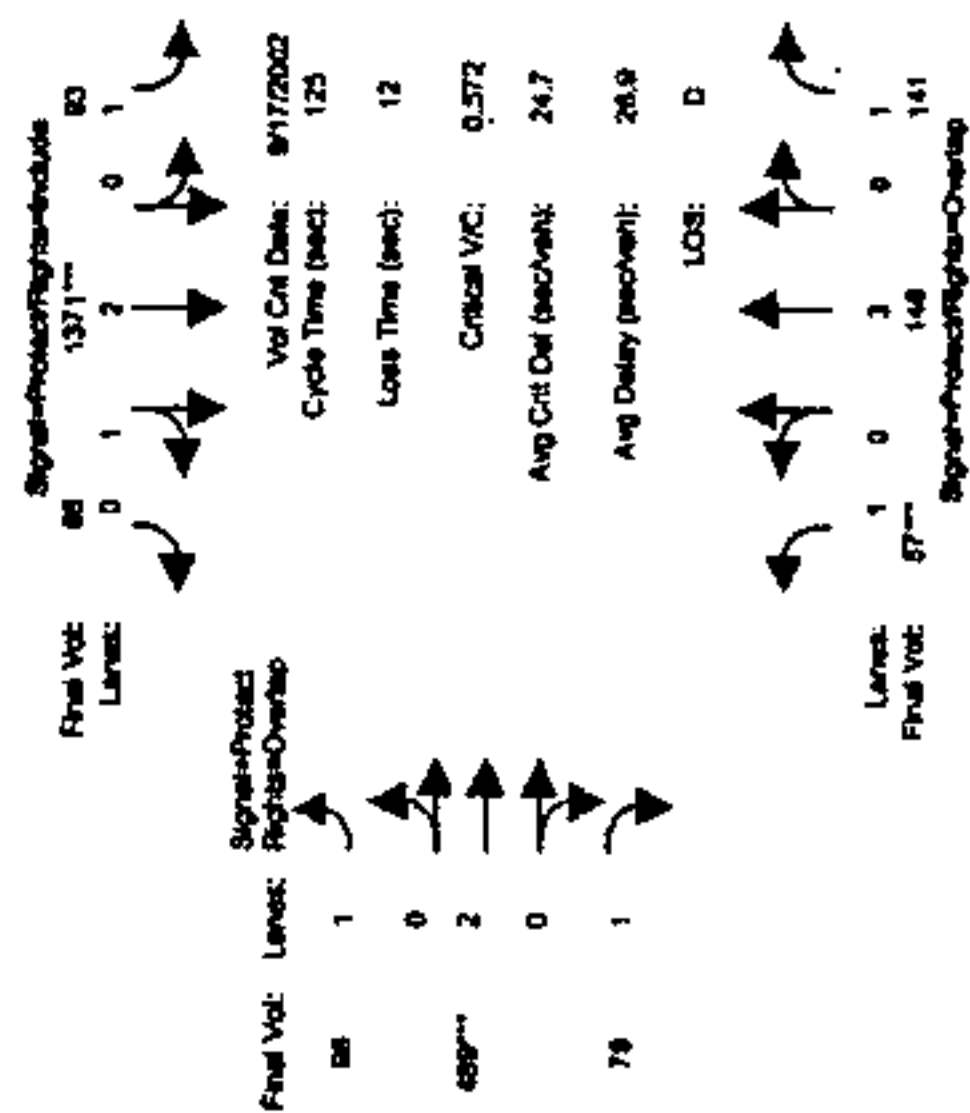


Table with columns: Final Vol, Signal-Protected Right-of-Way, North Bound (L-T-R), South Bound (L-T-R), East Bound (L-T-R), West Bound (L-T-R). Includes Volume Module data and Capacity Analysis Module data.

Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat, Capacity Analysis Module (Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, Delay Adj, ProgAdjPctr, AdjDel/Veh, DesignQueue).

1803 HCM Operations (Future Volume Alternative)
Background (PM)

Grandenburg Sta Residential TIA
1500 Apartment Units
Project Conditions

Level Of Service Computation Report
1803 HCM Operations (Future Volume Alternative)
Background (PM)

Intersection #3081: ALMADENISAN CARLOS

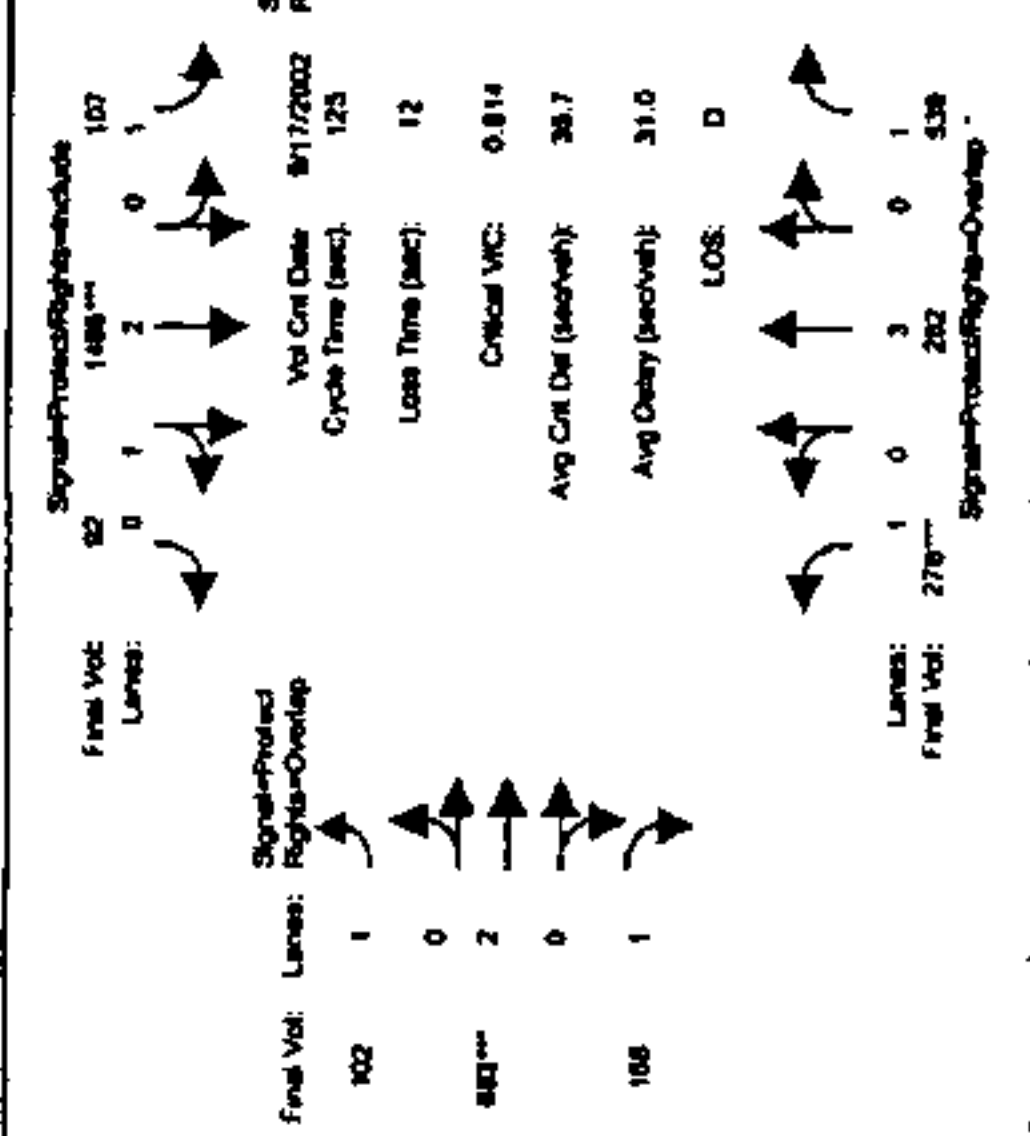


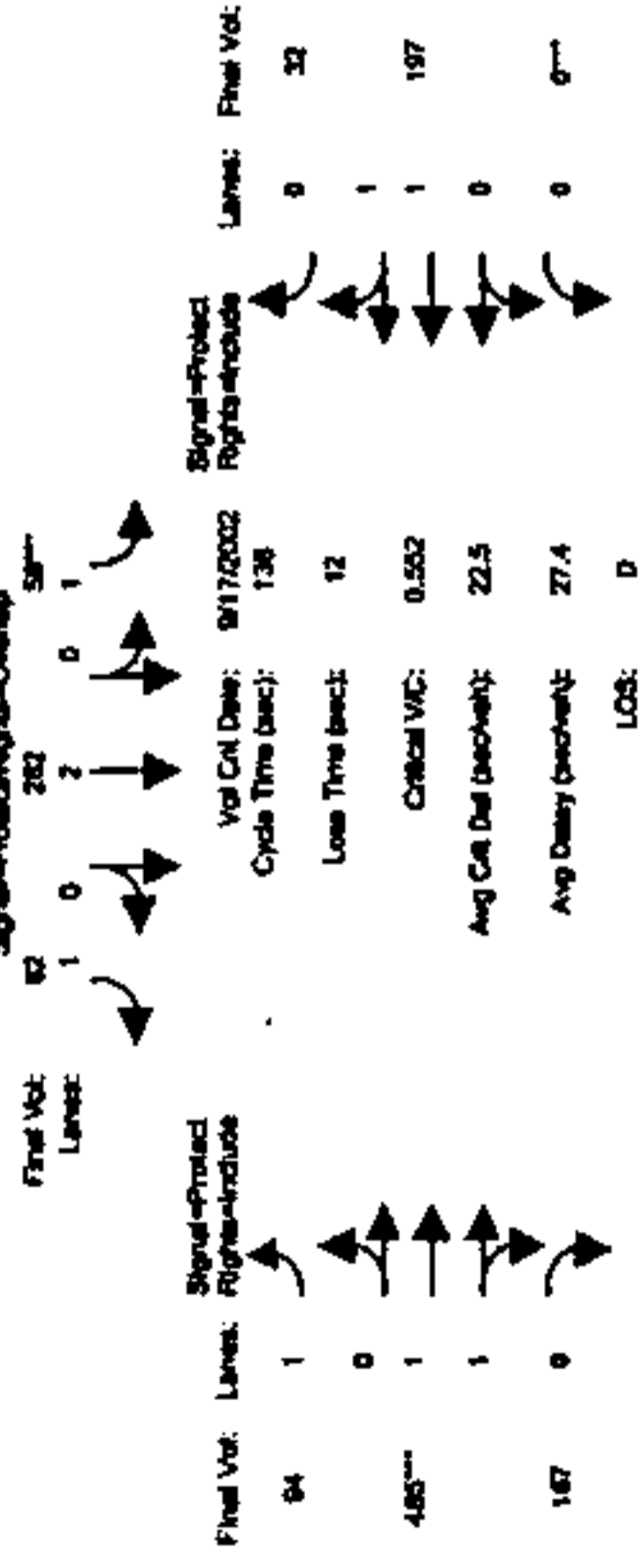
Table with columns: Final Vol, Signal-Protected Right-of-Way, North Bound (L-T-R), South Bound (L-T-R), East Bound (L-T-R), West Bound (L-T-R). Includes Volume Module data and Capacity Analysis Module data.

Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat, Capacity Analysis Module (Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, Delay Adj, ProgAdjPctr, AdjDel/Veh, DesignQueue).

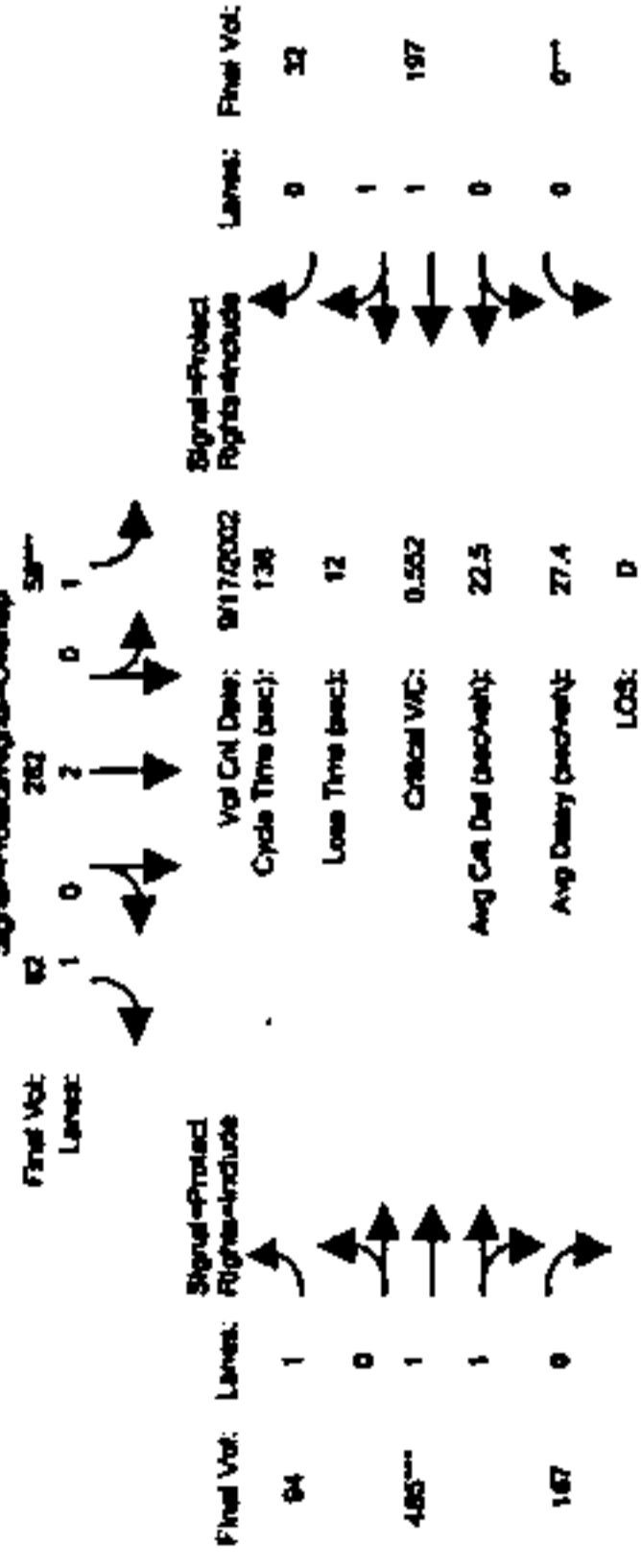
1803 HCM Operations (Future Volume Alternative)
Background (PM)

Predevelopment Site Residential TIA
1600 Acornwood Lane
Project Conditions
Level Of Service Computation Report
1983 HCM Operations (Future Volume Alternative)
Background (AM)

Intersection #3107: MARKET/SAN CARLOS



Final Vol: 94
Lanes: 1
Final Vol: 485
Lanes: 1
Final Vol: 167
Lanes: 0



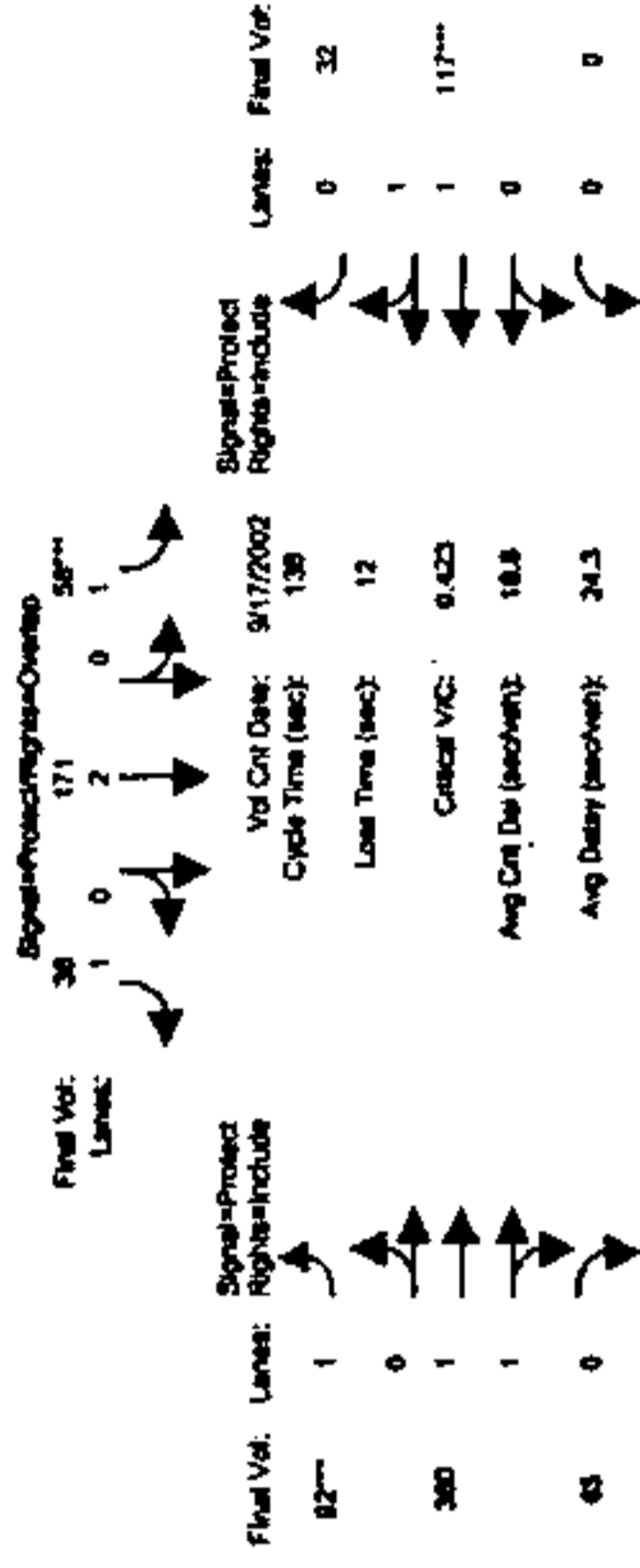
Final Vol: 94
Lanes: 1
Final Vol: 485
Lanes: 1
Final Vol: 167
Lanes: 0

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Min. Green: 7 10 10 7 10 10 7 10 10 0 10 10
Volume Module: >> Count Date: 17 Sep 2002 << 7:30-8:30AM
Base Vol: 185 936 26 58 171 36 92 360 65 0 117 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: 185 936 26 58 171 36 92 360 65 0 117 32
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
ATI: 42 116 11 0 111 46 2 125 102 0 80 0
Initial Put: 227 1052 37 58 282 82 94 485 167 0 197 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
PHP Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHP Volume: 227 1052 37 58 282 82 94 485 167 0 197 32
Reduc Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 227 1052 37 58 282 82 94 485 167 0 197 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.: 227 1052 37 58 282 82 94 485 167 0 197 32

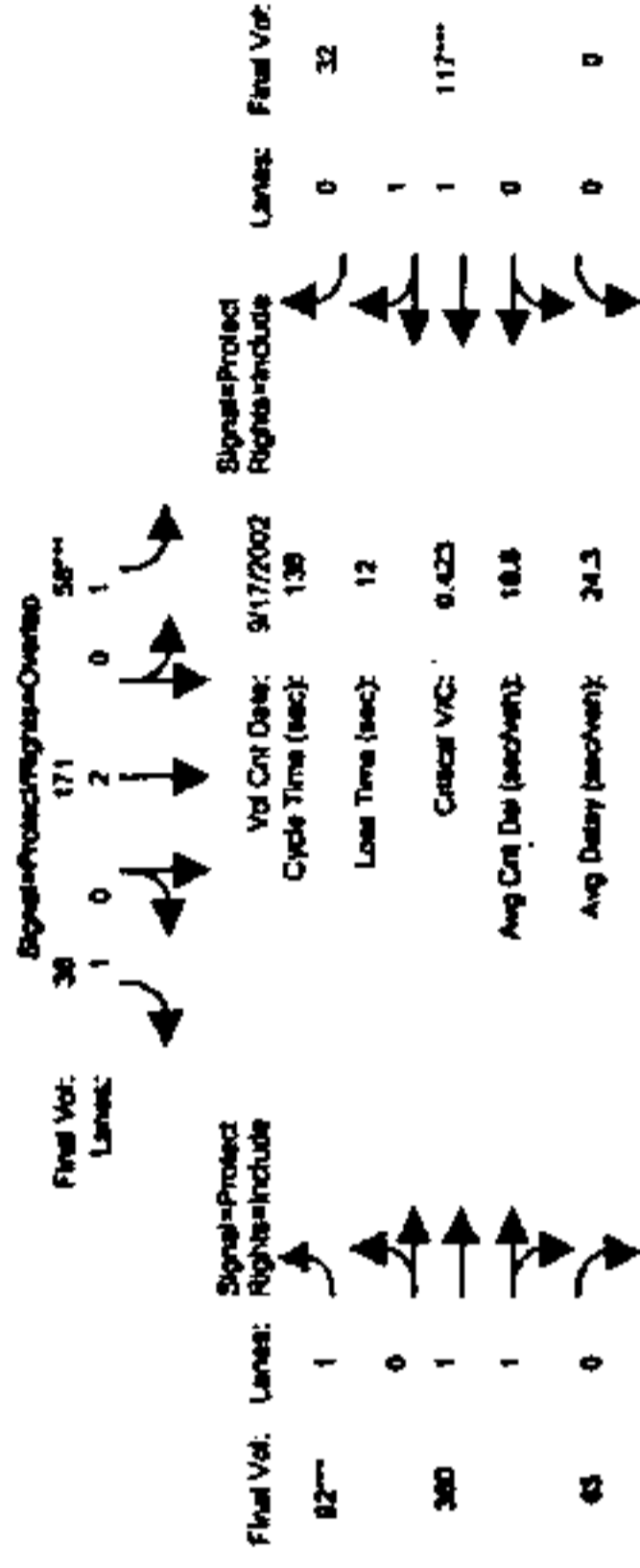
Saturation Flow Module:
Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800
Adjustment: 0.97 1.03 1.00 0.97 1.06 0.97 0.97 1.04 1.00 0.97 1.03 1.00
Lanes: 1.00 1.93 0.07 1.00 2.00 1.00 1.00 1.47 0.53 0.00 1.71 0.29
Final Sat.: 1750 3574 126 1750 3800 1750 1750 2752 947 0 3183 517
Capacity Analysis Module:
Vol/Sat: 0.13 0.29 0.29 0.03 0.07 0.05 0.05 0.18 0.18 0.00 0.06 0.06
Crit Moves: *****
Green Time: 52.1 73.6 73.6 8.3 29.8 63.9 34.1 44.1 44.1 0.0 10.0 10.0
Volume/Cap: 0.34 0.55 0.55 0.55 0.34 0.10 0.22 0.55 0.55 0.00 0.85 0.85
Delay/Veh: 23.5 16.4 16.4 52.4 34.9 15.9 31.5 29.9 29.9 0.0 63.6 63.6
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
ProgAdjPctr: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 23.5 16.4 16.4 52.4 34.9 15.9 31.5 29.9 29.9 0.0 63.6 63.6
DesignQueue: 11 41 1 4 17 3 5 27 9 0 14 2

Predevelopment Site Residential TIA
1600 Acornwood Lane
Project Conditions
Level Of Service Computation Report
1983 HCM Operations (Future Volume Alternative)
Background (AM)

Intersection #3107: MARKET/SAN CARLOS



Final Vol: 92
Lanes: 1
Final Vol: 360
Lanes: 1
Final Vol: 65
Lanes: 0



Final Vol: 92
Lanes: 1
Final Vol: 360
Lanes: 1
Final Vol: 65
Lanes: 0

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Min. Green: 7 10 10 7 10 10 7 10 10 0 10 10
Volume Module: >> Count Date: 17 Sep 2002 << 7:30-8:30AM
Base Vol: 185 936 26 58 171 36 92 360 65 0 117 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: 185 936 26 58 171 36 92 360 65 0 117 32
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Put: 185 936 26 58 171 36 92 360 65 0 117 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
PHP Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHP Volume: 185 936 26 58 171 36 92 360 65 0 117 32
Reduc Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 185 936 26 58 171 36 92 360 65 0 117 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.: 185 936 26 58 171 36 92 360 65 0 117 32

Saturation Flow Module:
Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800
Adjustment: 0.97 1.03 1.00 0.97 1.06 0.97 0.97 1.03 1.00 0.97 1.03 1.00
Lanes: 1.00 1.94 0.06 1.00 2.00 1.00 1.00 1.69 0.31 0.00 1.56 0.44
Final Sat.: 1750 3600 100 1750 3800 1750 1750 3134 566 0 2905 794
Capacity Analysis Module:
Vol/Sat: 0.11 0.26 0.26 0.03 0.04 0.02 0.05 0.11 0.11 0.00 0.04 0.04
Crit Moves: *****
Green Time: 85.7 84.9 84.9 10.8 10.0 27.2 17.2 30.3 30.3 0.0 13.1 13.1
Volume/Cap: 0.17 0.42 0.42 0.42 0.62 0.10 0.42 0.52 0.52 0.00 0.42 0.42
Delay/Veh: 8.4 10.6 10.6 47.3 50.2 34.5 43.3 36.6 36.6 0.0 45.2 45.2
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
ProgAdjPctr: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 8.4 10.6 10.6 47.3 50.2 34.5 43.3 36.6 36.6 0.0 45.2 45.2
DesignQueue: 6 30 1 4 12 2 6 22 4 0 8 2



Final Vol: 192
 Lanes: 1 0 2 0 1
 Signal-Protected Right-of-Way: 1 0 2 0 1
 Signal-Protected Right-of-Way-Overlap: 58
 Vol Cnt Date: n/a
 Cycle Time (sec): 138
 Loss Time (sec): 12
 Critical V/C: 0.658
 Avg Cnt Del (sec/veh): 28.2
 Avg Delay (sec/veh): 27.8
 LOS: D

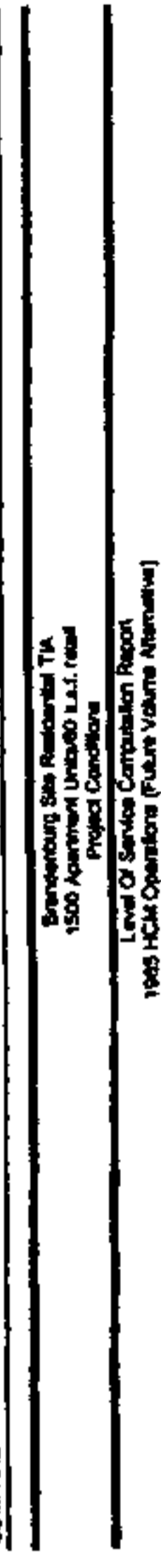


Lanes: 1 0 1 1 0
 Final Vol: 254
 Signal-Protected Right-of-Way: 1 0 1 1 0
 Signal-Protected Right-of-Way-Overlap: 37

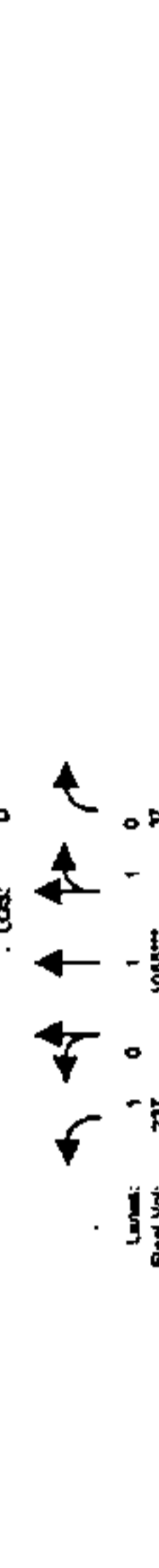
Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Min. Green: 7 10 10 7 10 10 7 10 10 7 10 10
 Volume Module:
 Base Vol: 254 1135 39 63 309 85 102 742 175 0 250 35
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 254 1135 39 63 309 85 102 742 175 0 250 35
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Potent Proj: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 254 1135 39 63 309 85 102 742 175 0 250 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: 254 1135 39 63 309 85 102 742 175 0 250 35
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 254 1135 39 63 309 85 102 742 175 0 250 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: 254 1135 39 63 309 85 102 742 175 0 250 35

Saturation Flow Module:
 Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800
 Adjustment: 0.97 1.03 1.00 0.97 1.06 0.97 0.97 1.03 1.00 0.97 1.03 1.00
 Lanes: 1.00 1.93 0.07 1.00 2.00 1.00 1.00 1.61 0.39 0.00 1.75 0.25
 Final Sat: 1750 3577 123 1750 3800 1750 1750 2993 706 0 3245 454

Capacity Analysis Module:
 Vol/Sat: 0.15 0.32 0.32 0.04 0.08 0.05 0.06 0.25 0.25 0.00 0.08 0.08
 Crit Moves: ****
 Green Time: 47.5 65.5 66.5 7.5 26.6 49.0 22.4 52.0 52.0 0.0 29.6 29.6
 Volume/Cap: 0.42 0.66 0.66 0.66 0.42 0.14 0.36 0.66 0.66 0.00 0.36 0.36
 Delay/Veh: 26.7 21.3 21.3 58.7 37.4 22.9 39.4 27.9 27.9 0.0 35.2 35.2
 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 ProgAdj/Fctr: 1.00 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 21.3 21.3 58.7 37.4 22.9 39.4 27.9 27.9 0.0 35.2 35.2
 DesignQueue: 13 49 2 5 20 4 7 38 9 0 15 2



Final Vol: 84
 Lanes: 1 0 2 0 1
 Signal-Protected Right-of-Way: 1 0 2 0 1
 Signal-Protected Right-of-Way-Overlap: 58
 Vol Cnt Date: n/a
 Cycle Time (sec): 138
 Loss Time (sec): 12
 Critical V/C: 0.353
 Avg Cnt Del (sec/veh): 22.5
 Avg Delay (sec/veh): 27.4
 LOS: D



Lanes: 1 0 1 1 0
 Final Vol: 227
 Signal-Protected Right-of-Way: 1 0 1 1 0
 Signal-Protected Right-of-Way-Overlap: 37

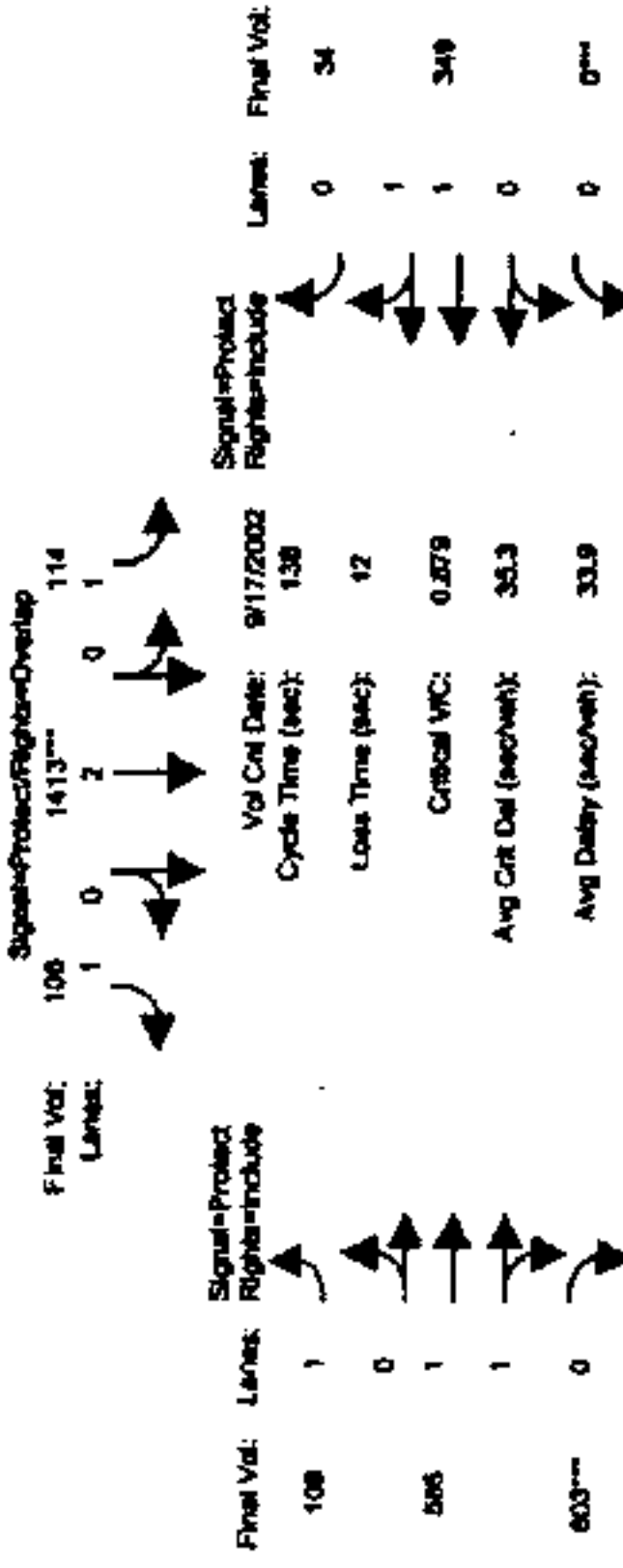
Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Min. Green: 7 10 10 7 10 10 7 10 10 7 10 10
 Volume Module:
 Base Vol: 227 1052 37 58 282 82 94 485 167 0 197 32
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 227 1052 37 58 282 82 94 485 167 0 197 32
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Potent Proj: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 227 1052 37 58 282 82 94 485 167 0 197 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: 227 1052 37 58 282 82 94 485 167 0 197 32
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 227 1052 37 58 282 82 94 485 167 0 197 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: 227 1052 37 58 282 82 94 485 167 0 197 32

Saturation Flow Module:
 Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800
 Adjustment: 0.97 1.03 1.00 0.97 1.06 0.97 0.97 1.03 1.00 0.97 1.03 1.00
 Lanes: 1.00 1.93 0.07 1.00 2.00 1.00 1.00 1.61 0.39 0.00 1.75 0.25
 Final Sat: 1750 3575 125 1750 3800 1750 1750 2752 947 0 3183 517

Capacity Analysis Module:
 Vol/Sat: 0.13 0.30 0.30 0.03 0.08 0.05 0.05 0.18 0.18 0.00 0.06 0.06
 Crit Moves: ****
 Green Time: 51.5 73.7 73.7 8.3 30.4 64.5 34.0 44.0 44.0 0.0 10.0 10.0
 Volume/Cap: 0.35 0.55 0.55 0.55 0.35 0.10 0.22 0.55 0.55 0.00 0.85 0.85
 Delay/Veh: 23.8 16.4 16.4 52.5 34.6 15.6 31.5 30.0 30.0 0.0 63.6 63.6
 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 ProgAdj/Fctr: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 23.8 16.4 16.4 52.5 34.6 15.6 31.5 30.0 30.0 0.0 63.6 63.6
 DesignQueue: 11 41 1 4 18 3 6 27 9 0 14 2

Brandenburg Site Residential TIA
 1500 Apartment Units
 Project Conditions
 Level of Service Computation Report
 1985 HCM Operations (Pulsar Volume Alternative)
 Background (PS)

Intersection #3107: MARKET/SAN CARLOS



Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Min. Green: 7 10 10 7 10 10 7 10 10 7 10 10 0 10 10

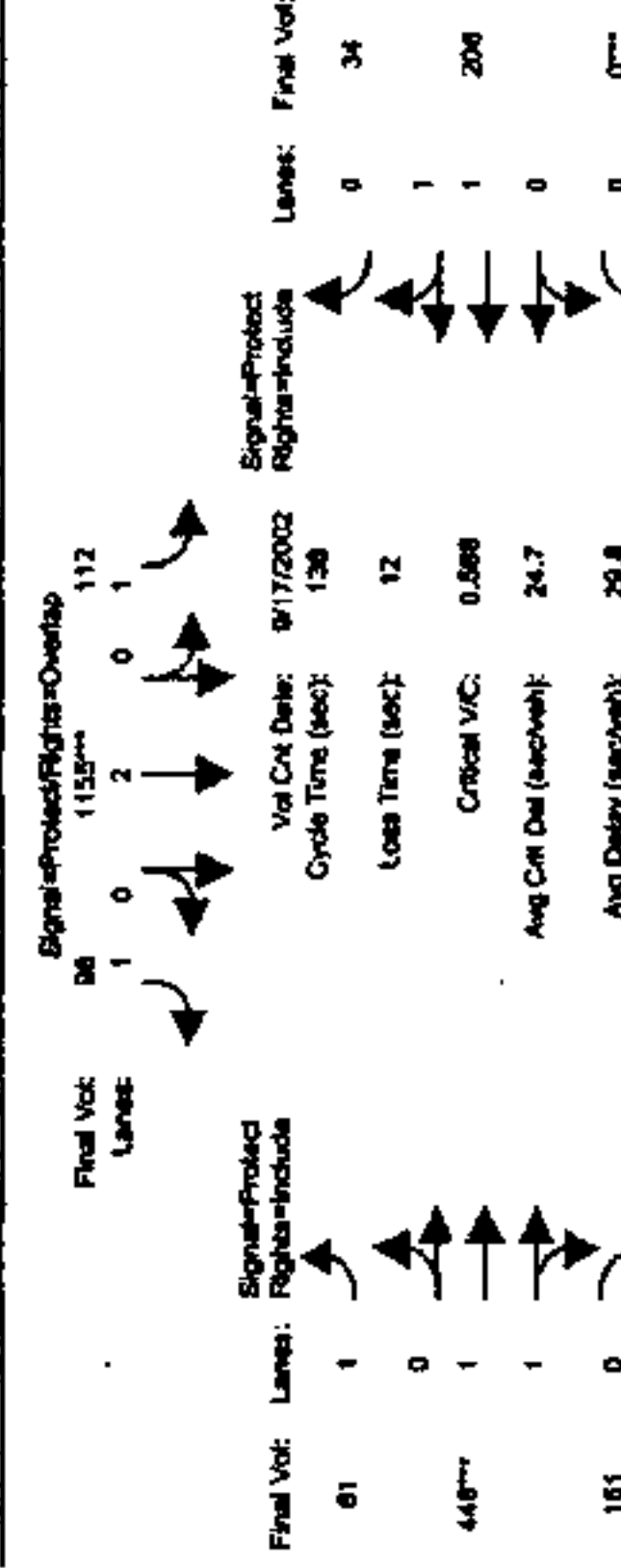
Volume Module: >> Count Date: 17 Sep 2002 << 5:00-6:00PM
 Base Vol: 120 225 20 112 1155 98 81 448 161 0 206 34
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 120 225 20 112 1155 98 81 448 161 0 206 34
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserbyVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 120 225 20 112 1155 98 81 448 161 0 206 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: 150 301 32 114 1413 106 108 585 603 0 349 34
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 150 301 32 114 1413 106 108 585 603 0 349 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
 MLP Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Final Vol.: 150 301 32 114 1413 106 108 585 603 0 349 34

Saturation Flow Module:
 Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800
 Adjustment: 0.97 1.03 1.00 0.97 1.06 0.97 0.97 1.06 0.97 0.97 1.03 1.00
 Lanes: 1.00 1.80 0.20 1.00 2.00 1.00 1.00 1.00 1.00 1.00 1.82 0.18
 Final Sat.: 1750 3344 356 1750 3800 1750 1750 1900 1750 0 3371 328

Capacity Analysis Module:
 Vol/Sat: 0.09 0.09 0.09 0.07 0.37 0.06 0.06 0.31 0.34 0.00 0.10 0.10
 Crit Moves: ****
 Green Time: 13.5 41.7 41.7 30.2 58.4 78.6 20.2 54.1 54.1 0.0 33.9 33.9
 Volume/Cap: 0.88 0.30 0.30 0.30 0.88 0.11 0.42 0.79 0.88 0.00 0.42 0.42
 Delay/Veh: 72.1 28.1 28.1 34.4 32.0 10.3 41.4 30.0 34.5 0.0 33.5 33.5
 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 ProgAdjPctr: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 72.1 28.1 28.1 34.4 32.0 10.3 41.4 30.0 34.5 0.0 33.5 33.5
 DesignQueue: 11 16 2 7 69 4 7 30 31 0 21 2

Brandenburg Site Residential TIA
 1500 Apartment Units
 Project Conditions
 Level of Service Computation Report
 1985 HCM Operations (Pulsar Volume Alternative)
 Background (PS)

Intersection #3107: MARKET/SAN CARLOS



Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Min. Green: 7 10 10 7 10 10 7 10 10 7 10 10 0 10 10

Volume Module: >> Count Date: 17 Sep 2002 << 5:00-6:00PM
 Base Vol: 120 225 20 112 1155 98 81 448 161 0 206 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: 120 225 20 112 1155 98 81 448 161 0 206 34
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserbyVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 120 225 20 112 1155 98 81 448 161 0 206 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: 120 225 20 112 1155 98 81 448 161 0 206 34
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 120 225 20 112 1155 98 81 448 161 0 206 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
 MLP Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Final Vol.: 120 225 20 112 1155 98 81 448 161 0 206 34

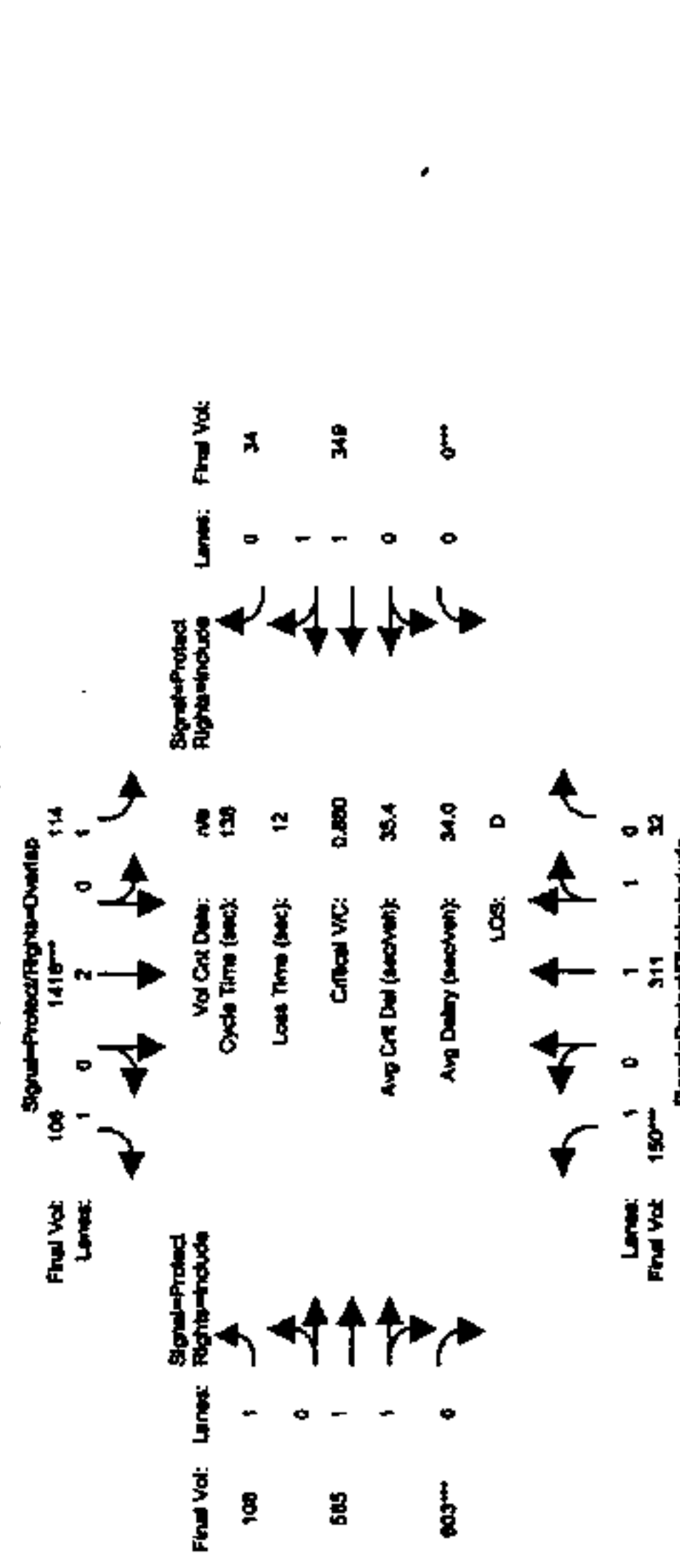
Saturation Flow Module:
 Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800
 Adjustment: 0.97 1.03 1.00 0.97 1.06 0.97 0.97 1.06 0.97 0.97 1.03 1.00
 Lanes: 1.00 1.83 0.17 1.00 2.00 1.00 1.00 1.00 1.00 1.00 1.71 0.29
 Final Sat.: 1750 3358 302 1750 3800 1750 1750 2721 978 0 3175 524

Capacity Analysis Module:
 Vol/Sat: 0.07 0.07 0.07 0.06 0.30 0.06 0.05 0.16 0.16 0.00 0.06 0.06
 Crit Moves: ****
 Green Time: 16.1 10.0 10.0 77.4 71.3 87.2 15.9 38.6 38.6 0.0 22.7 22.7
 Volume/Cap: 0.59 0.91 0.91 0.11 0.59 0.09 0.40 0.59 0.59 0.00 0.39 0.39
 Delay/Veh: 47.1 71.8 71.8 10.8 17.9 7.5 43.8 33.2 33.2 0.0 39.4 39.4
 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 ProgAdjPctr: 1.00 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 71.8 71.8 10.8 17.9 7.5 43.8 33.2 33.2 0.0 39.4 39.4
 DesignQueue: 9 16 1 4 47 3 6 26 9 0 13 2

Brandenburg Site Residential TA
1500 Apartment Units
Project Conditions

Level of Service Computation Report
1985 HCM Operations (Peak Volume Alternative)
Project (PM)

Intersection #3107: MARKET/SAN CARLOS



Final Vol: 118
Lanes: 1
Signal-Protect Right-Include
Vol Cnt Data: 418
Cycle Time (sec): 138
Loss Time (sec): 12
Critical VC: 0.943
Avg Cnt Del (sec/veh): 41.1
Avg Delay (sec/veh): 38.2
LOS: D

Final Vol: 108
Lanes: 1
Signal-Protect Right-Include
Vol Cnt Data: 418
Cycle Time (sec): 138
Loss Time (sec): 12
Critical VC: 0.880
Avg Cnt Del (sec/veh): 35.4
Avg Delay (sec/veh): 34.0
LOS: D

Final Vol: 150
Lanes: 1
Signal-Protect Right-Include
Vol Cnt Data: 418
Cycle Time (sec): 138
Loss Time (sec): 12
Critical VC: 0.880
Avg Cnt Del (sec/veh): 35.4
Avg Delay (sec/veh): 34.0
LOS: D

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Min. Green, Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, Potent Proj, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLP Adj, Final Vol, Sat/Lane, Adjustment, Lanes, Final Sat, Capacity Analysis Module, Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, Delay Adj, ProgAdjFctr, AdjDel/Veh, DesignQueue.

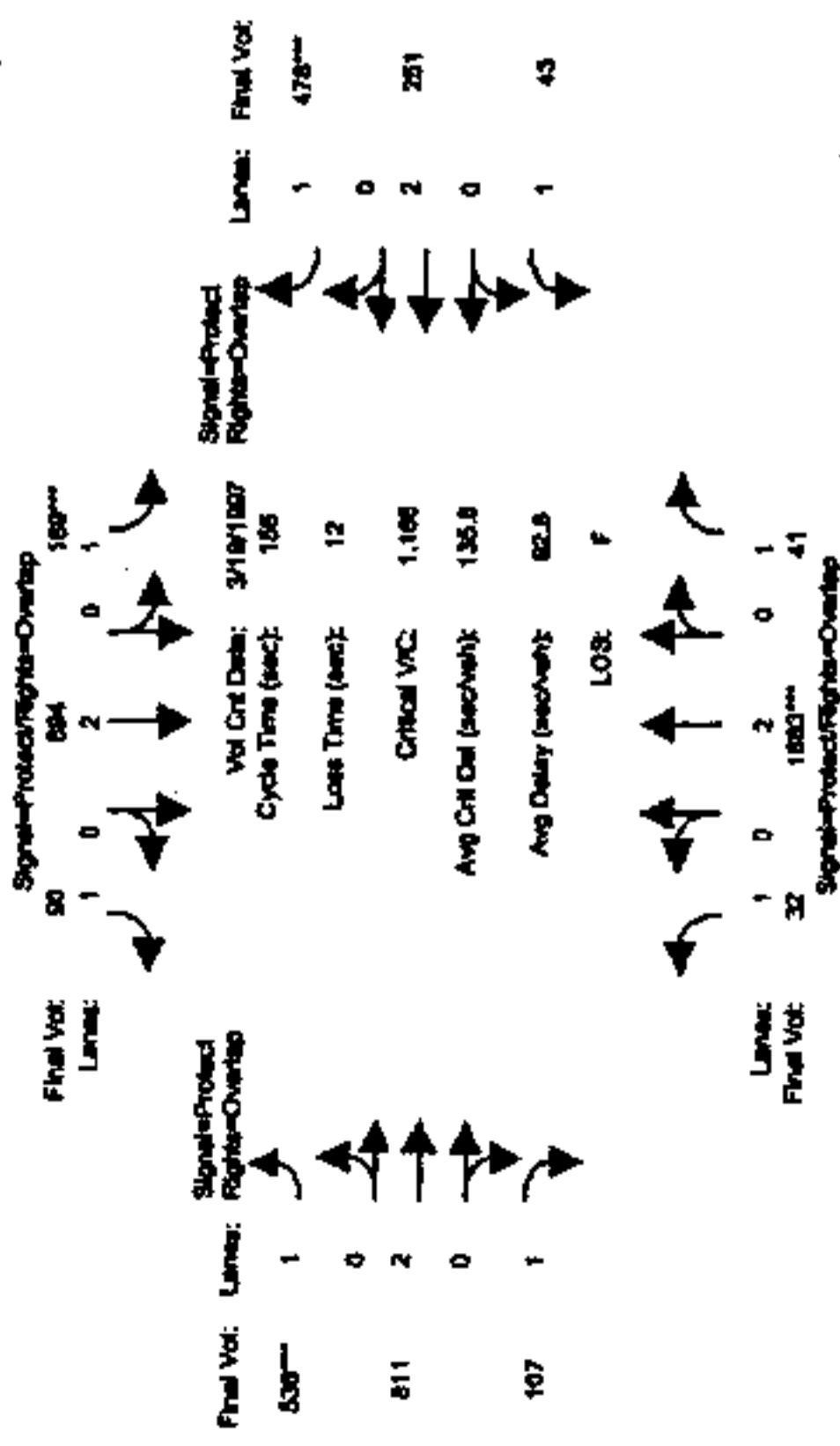
Volume Module: Base Vol: 164 333 34 123 1524 114 115 726 627 0 473 37
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 164 333 34 123 1524 114 115 726 627 0 473 37
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Potent Proj: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 164 333 34 123 1524 114 115 726 627 0 473 37
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 164 333 34 123 1524 114 115 726 627 0 473 37
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 164 333 34 123 1524 114 115 726 627 0 473 37
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLP Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol: 164 333 34 123 1524 114 115 726 627 0 473 37

Saturation Flow Module: Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800
Adjustment: 0.97 1.03 1.00 0.97 1.06 0.97 0.97 1.05 1.00 0.97 1.03 1.00
Lanes: 1.00 1.81 0.19 1.00 2.00 1.00 1.00 1.05 0.95 0.00 1.85 0.15
Final Sat: 1750 3357 343 1750 3800 1750 1750 1984 1714 0 3431 268

Capacity Analysis Module: Vol/Sat: 0.09 0.10 0.10 0.07 0.40 0.07 0.07 0.37 0.37 0.00 0.14 0.14
Crit Moves: ****
Green Time: 13.7 42.4 42.4 30.0 58.7 76.0 17.3 53.6 53.6 0.0 36.3 36.3
Volume/Cap: 0.94 0.32 0.32 0.32 0.94 0.12 0.52 0.94 0.94 0.00 0.52 0.52
Delay/Veh: 84.2 28.0 28.0 34.7 37.4 11.3 44.8 40.2 40.2 0.0 33.5 33.5
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
ProgAdjFctr: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 84.2 28.0 28.0 34.7 37.4 11.3 44.8 40.2 40.2 0.0 33.5 33.5
DesignQueue: 12 18 2 8 75 4 8 38 32 0 28 2

Brandenburg Bldg Residential TIA
 1500 Apartment Units/60 L.S.L. retail
 Project Conditions
 Level Of Service Computation Report
 1997 HCM Operations (Future Volume Alternative)
 Existing (AM)

Intersection #3413: COLEMAN/HEDDING



Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

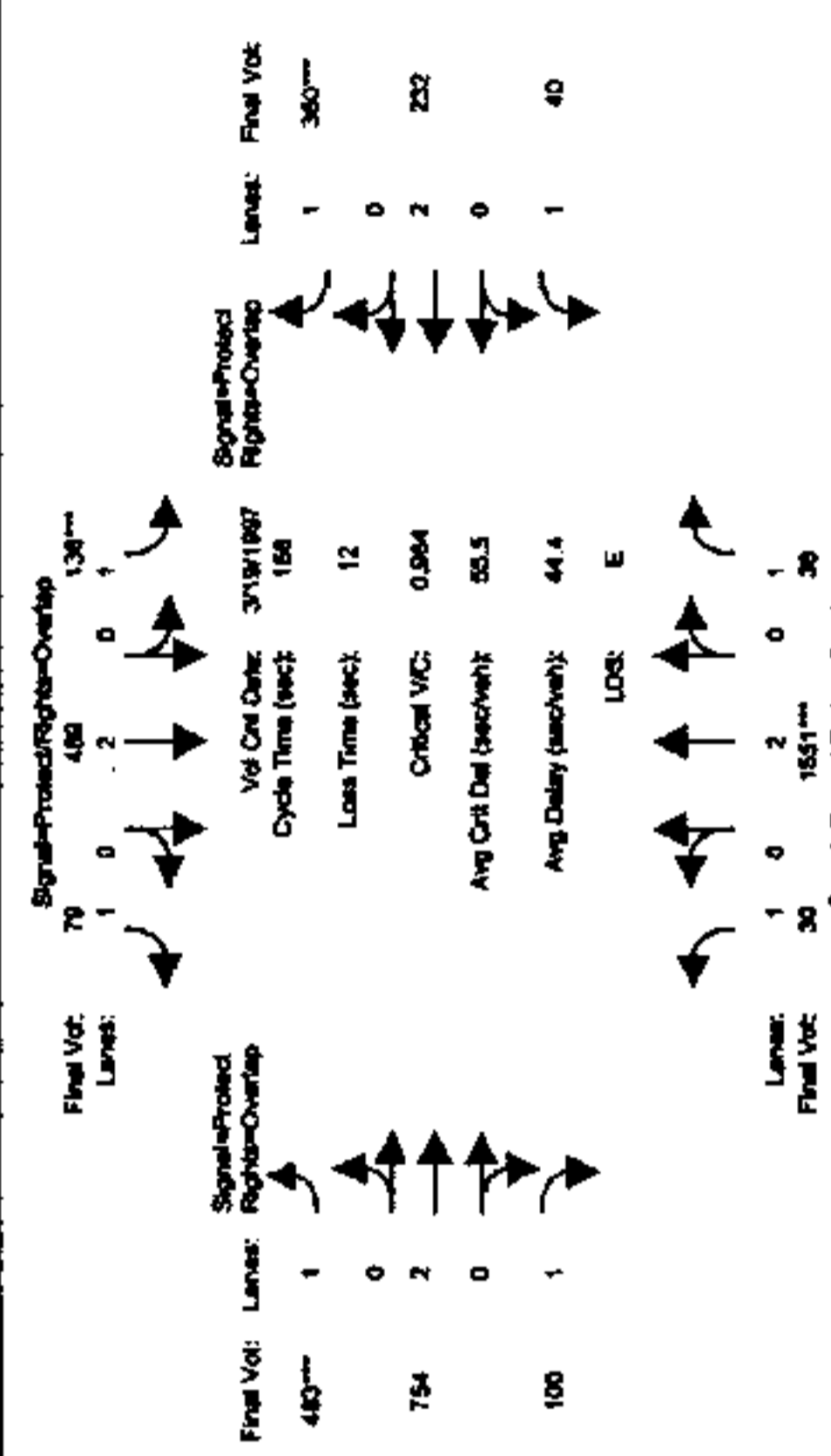
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 19 Mar 1997 <<												
Base Vol:	30	1551	38	136	489	79	483	754	100	40	232	360
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	32	1664	41	146	525	85	518	809	107	43	249	386
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	219	0	43	169	5	20	2	0	0	2	92
Initial Fut:	32	1883	41	189	694	90	538	811	107	43	251	478
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1883	41	189	694	90	538	811	107	43	251	478
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	1883	41	189	694	90	538	811	107	43	251	478
PCR Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MUF Adj:	1.00	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	1883	41	189	694	90	538	811	107	43	251	478

Saturation Flow Module:
 Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800
 Adjustment: 0.97 1.06 0.97 0.97 1.06 0.97 0.97 1.06 0.97 0.97 1.06 0.97 0.97
 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 1.00
 Final Sat.: 1750 3800 1750 1750 3800 1750 1750 3800 1750 1750 3800 1750 1750

Capacity Analysis Module:
 Vol/Sat: 0.02 0.50 0.02 0.11 0.18 0.05 0.31 0.21 0.06 0.02 0.07 0.27
 Crit Moves: ****
 Green Time: 7.0 66.3 73.3 14.5 73.8 114.9 41.1 56.2 61.2 7.0 22.1 36.6
 Volume/Cap: 0.41 1.17 0.05 1.17 0.39 0.07 1.17 0.59 0.15 0.55 0.47 1.17
 Delay/Veh: 57.0 124 17.1 182.5 20.2 4.3 146.6 31.3 22.3 61.1 47.2 150.3
 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 ProgAdjPctr: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 57.0 124 17.1 182.5 20.2 4.3 146.6 31.3 22.3 61.1 47.2 150.3
 DesignQueue: 3 108 2 15 33 2 37 48 6 4 19 34

Brandenburg Bldg Residential TIA
 1500 Apartment Units/60 L.S.L. retail
 Project Conditions
 Level Of Service Computation Report
 1997 HCM Operations (Future Volume Alternative)
 Existing (AM)

Intersection #3413: COLEMAN/HEDDING



Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

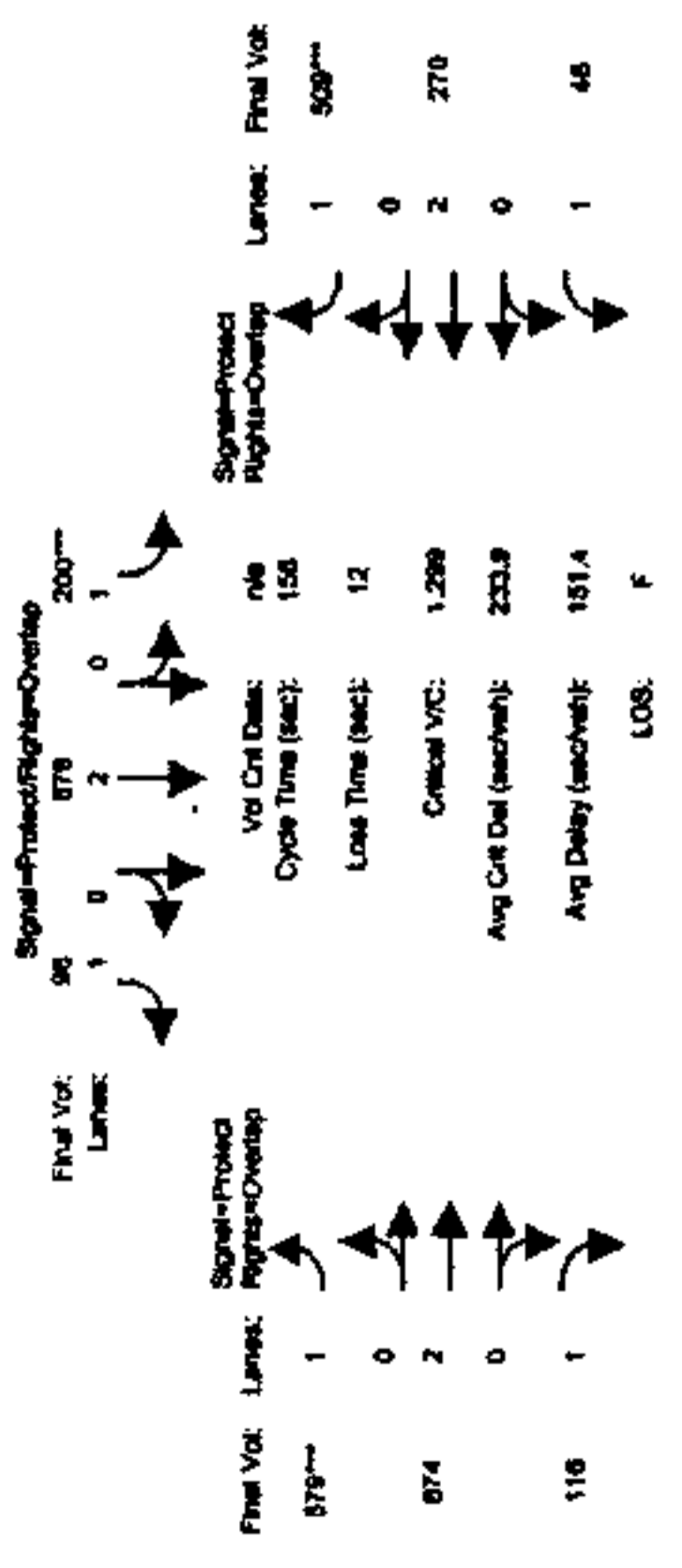
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 19 Mar 1997 <<												
Base Vol:	30	1551	38	136	489	79	483	754	100	40	232	360
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	1551	38	136	489	79	483	754	100	40	232	360
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	1551	38	136	489	79	483	754	100	40	232	360
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1551	38	136	489	79	483	754	100	40	232	360
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	1551	38	136	489	79	483	754	100	40	232	360
PCR Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MUF Adj:	1.00	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	1551	38	136	489	79	483	754	100	40	232	360

Saturation Flow Module:
 Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800
 Adjustment: 0.97 1.06 0.97 0.97 1.06 0.97 0.97 1.06 0.97 0.97 1.06 0.97 0.97
 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 1.00
 Final Sat.: 1750 3800 1750 1750 3800 1750 1750 3800 1750 1750 3800 1750 1750

Capacity Analysis Module:
 Vol/Sat: 0.02 0.41 0.02 0.08 0.13 0.05 0.28 0.20 0.06 0.02 0.06 0.21
 Crit Moves: ****
 Green Time: 7.0 66.0 73.0 12.6 71.6 116.3 44.7 58.4 65.4 7.0 20.7 33.3
 Volume/Cap: 0.38 0.96 0.05 0.96 0.28 0.06 0.96 0.53 0.14 0.51 0.46 0.96
 Delay/Veh: 56.5 44.3 17.1 102.0 19.9 4.0 64.7 29.3 21.2 59.7 48.0 73.6
 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 ProgAdjPctr: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 56.5 44.3 17.1 102.0 19.9 4.0 64.7 29.3 21.2 59.7 48.0 73.6
 DesignQueue: 2 87 2 11 24 2 32 43 5 3 18 26

Brandenburg Site Residential TIA
1500 Apartment Units/60 L.S.I. retail
Project Conditions
Level of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Project (AM)

Intersection #3413: COLEMAN/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:

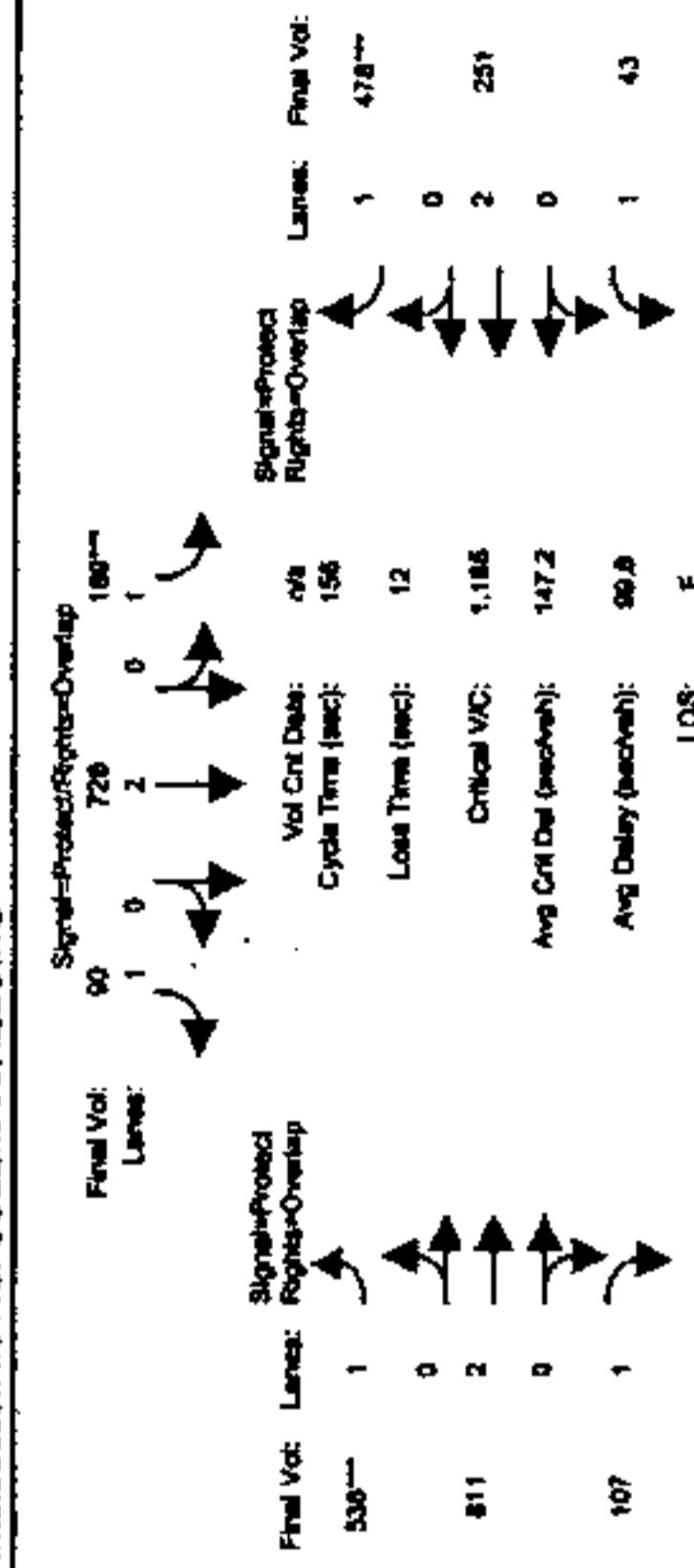
Base Vol:	35 2194	44 200 876	96 579 874	116 46 270 509
Growth Adj:	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00 1.00
Initial Bse:	35 2194	44 200 876	96 579 874	116 46 270 509
Added Vol:	0 0	0 0	0 0	0 0
PotentProj.:	0 0	0 0	0 0	0 0
Initial Fut:	35 2194	44 200 876	96 579 874	116 46 270 509
User Adj:	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00 1.00
PRF Adj:	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00 1.00
PRF Volume:	35 2194	44 200 876	96 579 874	116 46 270 509
Reduct Vol:	0 0	0 0	0 0	0 0
Reduced Vol:	35 2194	44 200 876	96 579 874	116 46 270 509
PCE Adj:	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00 1.00
MUF Adj:	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00 1.00
Final Vol.:	35 2194	44 200 876	96 579 874	116 46 270 509

Saturation Flow Module:
Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800
Adjustment: 0.97 1.06 0.97 0.97 1.06 0.97 0.97 1.06 0.97 0.97 1.06 0.97
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: 0.02 0.58 0.03 0.11 0.23 0.05 0.33 0.23 0.07 0.03 0.07 0.29
Crit Moves: ****
Green Time: 7.0 69.3 76.3 13.7 76.1 115.8 39.7 53.9 60.9 7.0 21.2 34.9
Volume/Cap: 0.45 1.30 0.05 1.30 0.47 0.07 1.30 0.67 0.17 0.59 0.52 1.30
Delay/Veh: 57.8 224 15.9 281.2 20.4 4.2 244.2 33.9 23.6 63.0 48.4 247.8
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
ProgAdjPctr: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 57.8 224 15.9 281.2 20.4 4.2 244.2 33.9 23.6 63.0 48.4 247.8
DesignQueue: 3 125 2 16 41 2 41 53 6 4 21 37

Brandenburg Site Residential TIA
1500 Apartment Units/60 L.S.I. retail
Project Conditions
Level of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Project (AM)

Intersection #3413: COLEMAN/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:

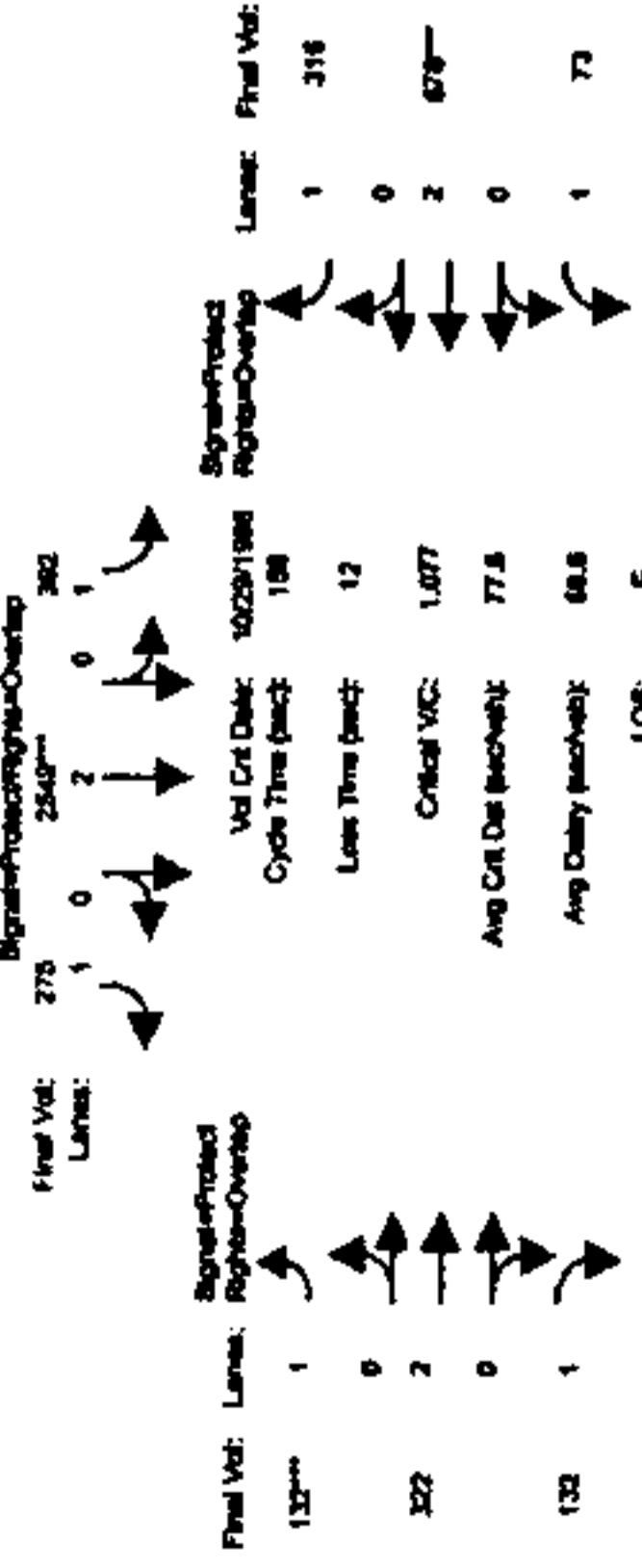
Base Vol:	32 1883	41 189 694	90 538 811	107 43 251 478
Growth Adj:	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00 1.00
Initial Bse:	32 1883	41 189 694	90 538 811	107 43 251 478
Added Vol:	0 0	0 0	0 0	0 0
PotentProj.:	0 0	0 0	0 0	0 0
Initial Fut:	32 1883	41 189 694	90 538 811	107 43 251 478
User Adj:	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00 1.00
PRF Adj:	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00 1.00
PRF Volume:	32 1883	41 189 694	90 538 811	107 43 251 478
Reduct Vol:	0 0	0 0	0 0	0 0
Reduced Vol:	32 1883	41 189 694	90 538 811	107 43 251 478
PCE Adj:	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00 1.00
MUF Adj:	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00 1.00
Final Vol.:	32 1883	41 189 694	90 538 811	107 43 251 478

Saturation Flow Module:
Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800
Adjustment: 0.97 1.06 0.97 0.97 1.06 0.97 0.97 1.06 0.97 0.97 1.06 0.97
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: 0.02 0.51 0.02 0.11 0.19 0.05 0.31 0.21 0.06 0.02 0.07 0.27
Crit Moves: ****
Green Time: 7.0 67.5 74.5 14.2 74.8 115.3 40.5 55.2 62.2 7.0 21.7 36.0
Volume/Cap: 0.41 1.18 0.05 1.18 0.40 0.07 1.18 0.60 0.15 0.55 0.47 1.18
Delay/Veh: 57.0 136 16.6 194.6 20.0 4.3 158.6 32.0 22.8 61.1 47.5 162.2
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
ProgAdjPctr: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 57.0 136 16.6 194.6 20.0 4.3 158.6 32.0 22.8 61.1 47.5 162.2
DesignQueue: 3 111 2 15 35 2 37 48 6 4 19 34

Branchburg Site Residential TIA
1800 Apartment Units
Project Conditions
Level of Service Computation Report
1995 HCM Operations (Future Volume Alternative)
Background (PM)

Intersection #3413: COLEMAN/HEDDING



Final Vol: 121
Lanes: 1 0 2 0 1
Signal-Protected Right-Turn-Overlap

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - 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 Oct 1996 <<

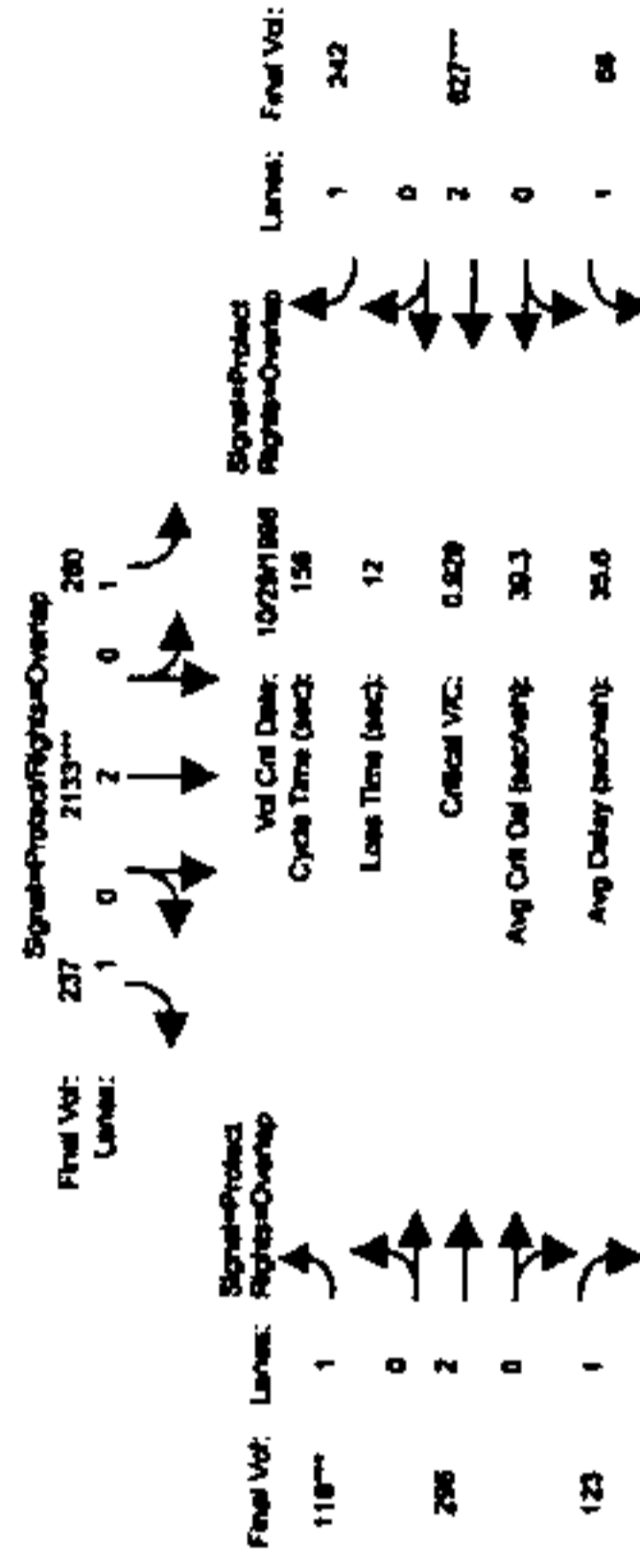
Base Vol: 112 799 29 280 2133 237 116 296 123 68 627 242
 Growth Adj: 1.08 1.08 1.08 1.08 1.08 1.08 1.08 1.08 1.08 1.08 1.08 1.08
 Initial Base: 121 861 31 302 2297 255 125 319 132 73 675 261
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 ATIS: 0 186 0 90 252 20 7 3 0 0 0 3 55
 Initial Pct: 121 1047 31 392 2549 275 132 322 132 73 678 316
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 121 1047 31 392 2549 275 132 322 132 73 678 316
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 121 1047 31 392 2549 275 132 322 132 73 678 316
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Final Vol: 121 1047 31 392 2549 275 132 322 132 73 678 316

Saturation Flow Module:
 Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800
 Adjustment: 0.97 1.06 0.97 0.97 1.06 0.97 0.97 1.06 0.97 0.97 1.06 0.97
 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 0.28 0.02 0.22 0.67 0.16 0.06 0.08 0.08 0.04 0.18 0.18
 Crit Moves: ****
 Green Time: 10.0 59.1 65.1 48.1 97.2 108.1 10.9 29.8 39.8 7.0 25.9 73.9
 Volume/Cap: 1.08 0.73 0.04 0.73 1.08 0.23 1.08 0.44 0.30 0.93 1.08 0.38
 Delay/Veh: 151.1 32.9 20.0 39.9 63.9 6.6 147.5 42.7 35.7 111.8 102 20.2
 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 ProgAdjPctr: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 151.1 32.9 20.0 39.9 63.9 6.6 147.5 42.7 35.7 111.8 102 20.2
 DesignQueue: 10 61 2 25 101 8 11 23 9 6 51 15

Branchburg Site Residential TIA
1800 Apartment Units
Project Conditions
Level of Service Computation Report
1995 HCM Operations (Future Volume Alternative)
Background (PM)

Intersection #3413: COLEMAN/HEDDING



Final Vol: 112
Lanes: 1 0 2 0 1
Signal-Protected Right-Turn-Overlap

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - 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 Oct 1996 <<

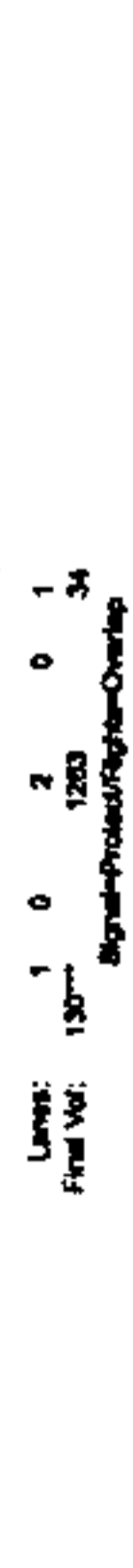
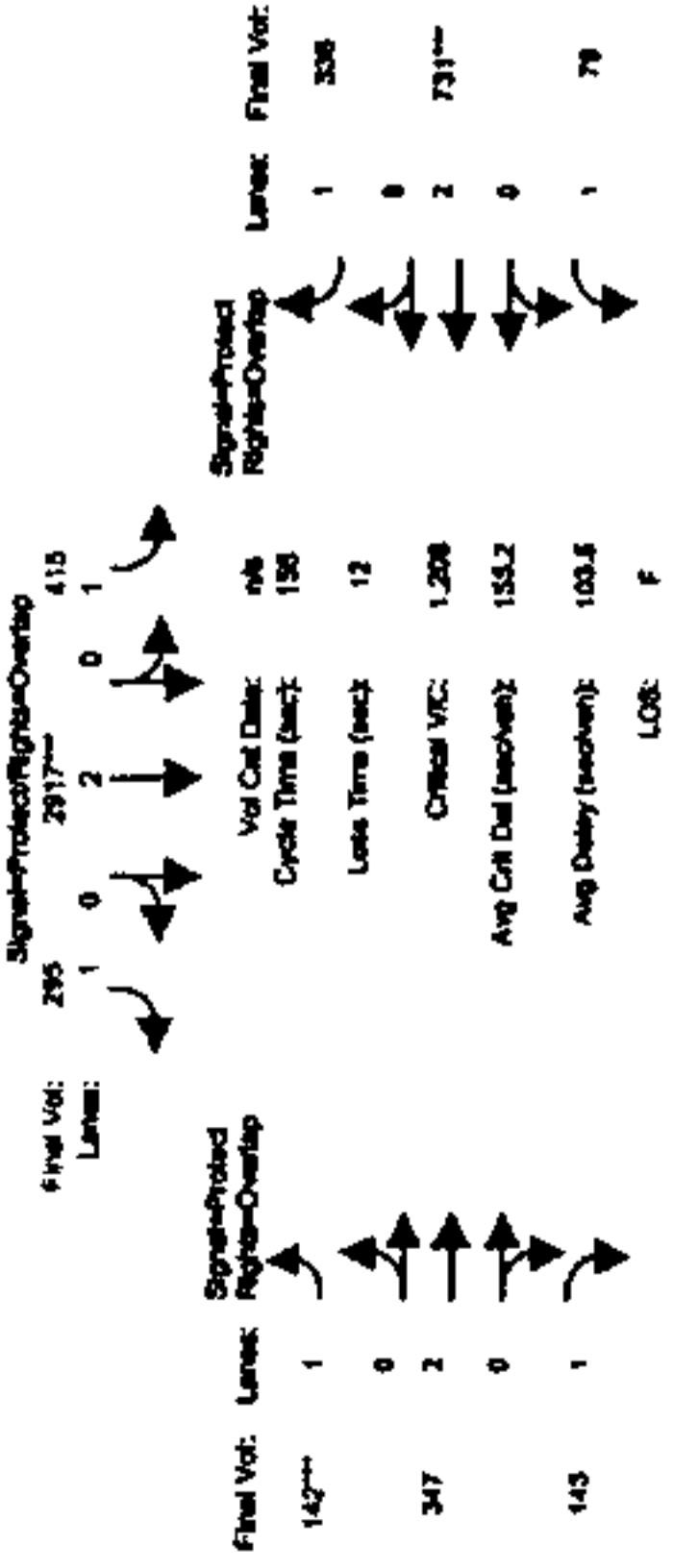
Base Vol: 112 799 29 280 2133 237 116 296 123 68 627 242
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Base: 112 799 29 280 2133 237 116 296 123 68 627 242
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserbyVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Pct: 112 799 29 280 2133 237 116 296 123 68 627 242
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 112 799 29 280 2133 237 116 296 123 68 627 242
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 112 799 29 280 2133 237 116 296 123 68 627 242
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Final Vol: 112 799 29 280 2133 237 116 296 123 68 627 242

Saturation Flow Module:
 Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800
 Adjustment: 0.97 1.06 0.97 0.97 1.06 0.97 0.97 1.06 0.97 0.97 1.06 0.97
 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 0.21 0.02 0.16 0.56 0.14 0.07 0.08 0.07 0.04 0.16 0.14
 Crit Moves: ****
 Green Time: 10.8 59.7 66.7 45.4 94.4 105.5 11.1 31.9 42.6 7.0 27.7 73.2
 Volume/Cap: 0.93 0.55 0.04 0.55 0.93 0.20 0.93 0.38 0.26 0.97 0.93 0.29
 Delay/Veh: 97.5 29.0 19.8 36.4 26.4 7.2 96.5 40.9 33.7 96.1 61.8 19.5
 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 ProgAdjPctr: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 97.5 29.0 19.8 36.4 26.4 7.2 96.5 40.9 33.7 96.1 61.8 19.5
 DesignQueue: 9 45 1 18 86 7 9 21 8 6 47 12

Branford Site Remedial TIA
1500 Agreement Units
Level of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Project ID#

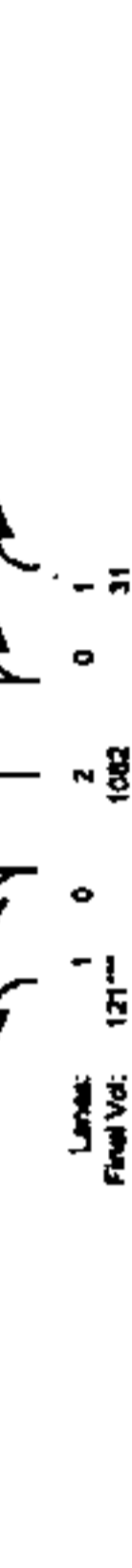
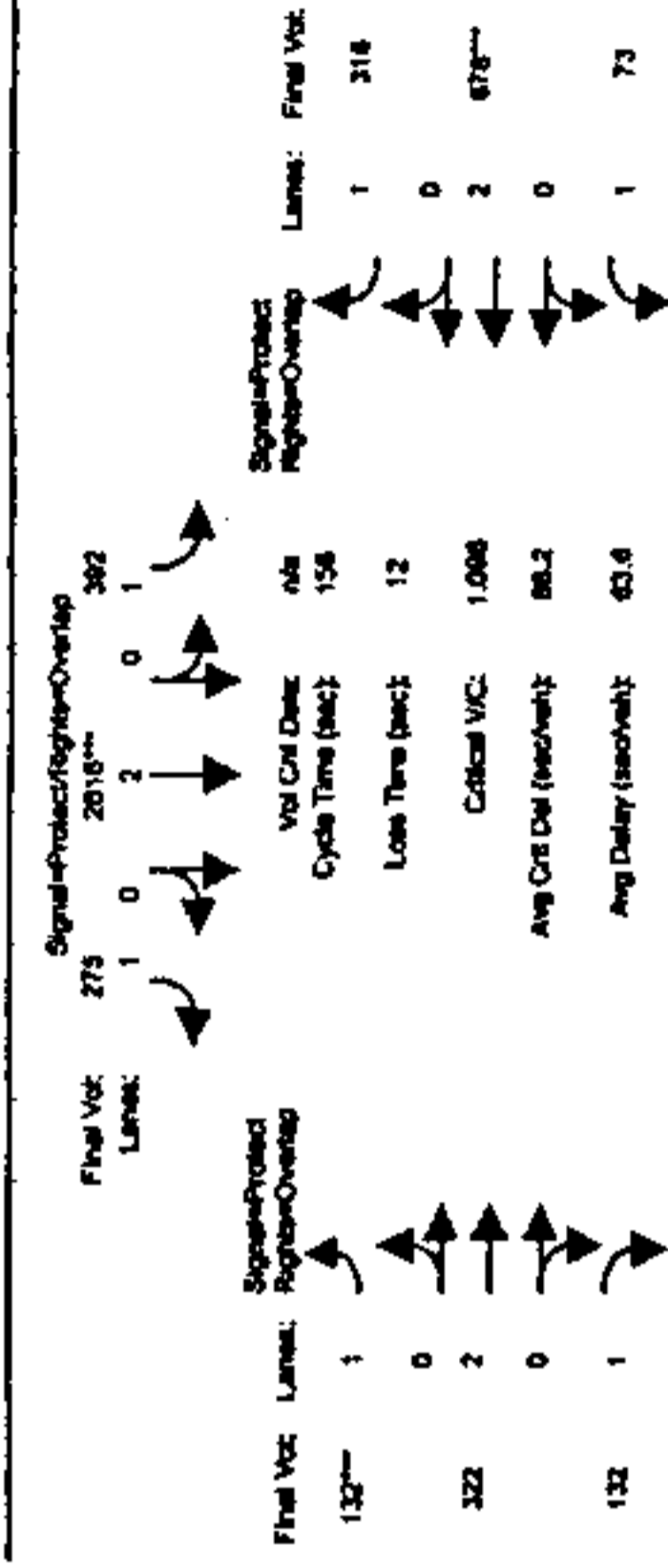
Intersection #3413: COLEMAN/HEDDING



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:
Base Vol: 130 1263 34 415 2917 295 142 347 143 79 731 336
Growth Adj: 1.00 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 1263 34 415 2917 295 142 347 143 79 731 336
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Potential Proj: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 130 1263 34 415 2917 295 142 347 143 79 731 336
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 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 1263 34 415 2917 295 142 347 143 79 731 336
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PCB Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 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 1263 34 415 2917 295 142 347 143 79 731 336
Saturation Flow Module:
Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800
Adjustment: 0.97 1.06 0.97 0.97 1.06 0.97 0.97 1.06 0.97 0.97 1.06 0.97
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/Bat: 0.07 0.33 0.02 0.24 0.77 0.17 0.08 0.09 0.08 0.05 0.19 0.19
Crit Moves: 9.6 63.4 75.1 45.3 99.1 109.6 10.5 23.6 33.2 11.7 24.8 70.1
Green Time: 1.21 0.82 0.04 0.82 1.21 0.24 1.21 0.60 0.38 0.60 1.21 0.43
Volume/Cap: 228.4 33.8 16.3 46.2 144 6.3 224.0 48.3 40.3 58.4 174 22.5
Delay/Veh: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
ProgAdjPctr: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 228.4 33.8 16.3 46.2 144 6.3 224.0 48.3 40.3 58.4 174 22.5
DesignQueue: 11 71 2 27 116 8 12 26 10 6 56 17

Branford Site Remedial TIA
1500 Agreement Units
Level of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Project ID#

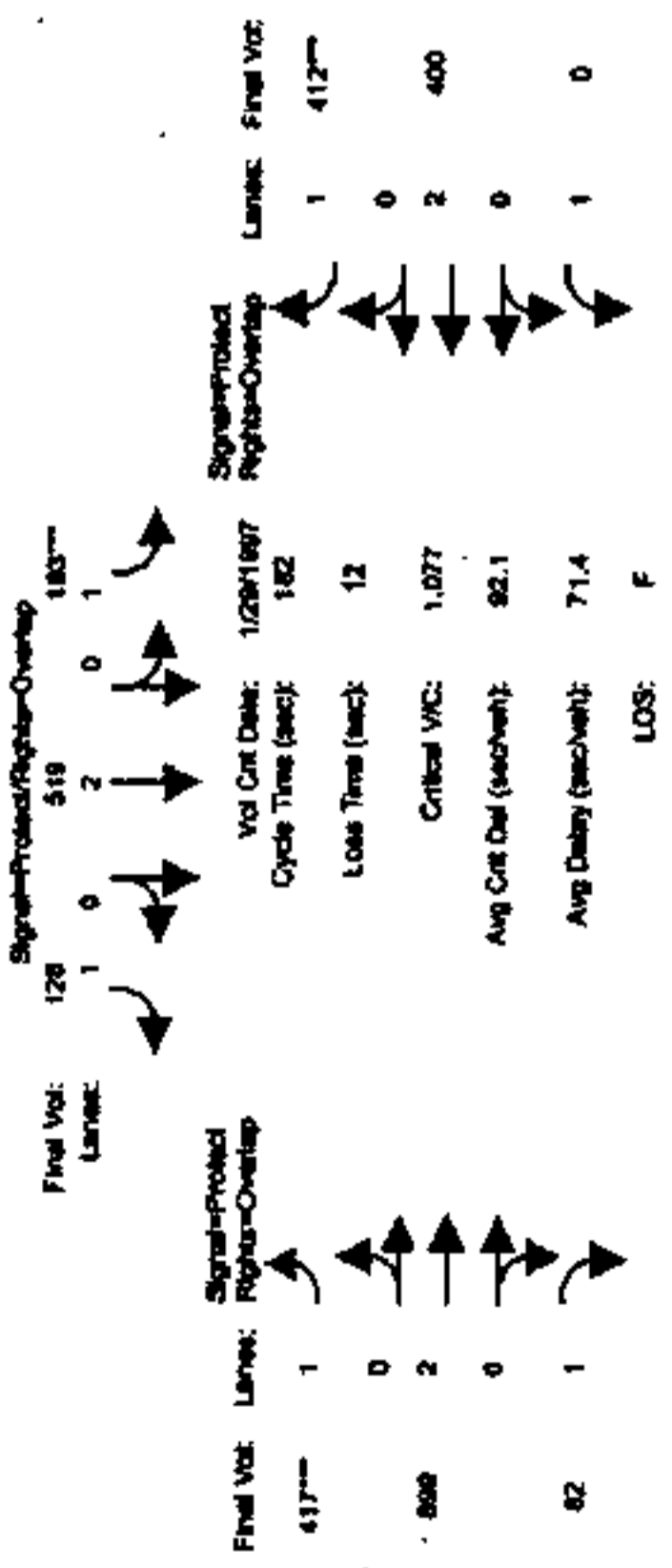
Intersection #3413: COLEMAN/HEDDING



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:
Base Vol: 121 1047 31 392 2549 275 132 322 132 73 678 316
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 121 1047 31 392 2549 275 132 322 132 73 678 316
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Potential Proj: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 121 1047 31 392 2549 275 132 322 132 73 678 316
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 121 1047 31 392 2549 275 132 322 132 73 678 316
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PCB Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol: 121 1047 31 392 2549 275 132 322 132 73 678 316
Saturation Flow Module:
Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800
Adjustment: 0.97 1.06 0.97 0.97 1.06 0.97 0.97 1.06 0.97 0.97 1.06 0.97
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/Bat: 0.07 0.28 0.02 0.22 0.69 0.16 0.08 0.08 0.08 0.04 0.18 0.18
Crit Moves: 9.6 63.4 75.1 45.3 99.1 109.6 10.5 23.6 33.2 11.7 24.8 70.1
Green Time: 1.21 0.82 0.04 0.82 1.21 0.24 1.21 0.60 0.38 0.60 1.21 0.43
Volume/Cap: 228.4 33.8 16.3 46.2 144 6.3 224.0 48.3 40.3 58.4 174 22.5
Delay/Veh: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
ProgAdjPctr: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 228.4 33.8 16.3 46.2 144 6.3 224.0 48.3 40.3 58.4 174 22.5
DesignQueue: 10 62 2 25 103 8 11 23 9 6 52 15

Brandsburg Bld Residential TIA
1800 Apartment Unit#01 S.A.I. road
Project Conditions
Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Background (AM)

Intersection #3417: COLEMAN/TAYLOR



LOS: F
Lanes: 1 0 2 0 1
Final Vol: 211 2021 33

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green: 7 10 10 7 10 10 7 10 10 7 10 10

Volume Module: >> Count Date: 29 Jan 1997 <<

Base Vol:	193 1781	31 156 359 108	369 832	74 0 358 299
Growth Adj:	1.07 1.07	1.07 1.07 1.07 1.07	1.07 1.07	1.07 1.07 1.07 1.07
Initial Bse:	207 1915	33 168 386 116	397 894	80 0 385 321
Added Vol:	0 0	0 0 0 0	0 0	0 0 0 0
ATV:	4 106	0 25 133 12	20 5 2 0 15 91	
Initial Put:	211 2021	33 193 519 128	417 899	82 0 400 412
User Adj:	1.00 1.00	1.00 1.00 1.00 1.00	1.00 1.00	1.00 1.00 1.00 1.00
PHF Adj:	1.00 1.00	1.00 1.00 1.00 1.00	1.00 1.00	1.00 1.00 1.00 1.00
PHF Volume:	211 2021	33 193 519 128	417 899	82 0 400 412
Reduced Vol:	0 0	0 0 0 0	0 0	0 0 0 0
Reduced Vol:	211 2021	33 193 519 128	417 899	82 0 400 412
PCE Adj:	1.00 1.00	1.00 1.00 1.00 1.00	1.00 1.00	1.00 1.00 1.00 1.00
MUF Adj:	1.00 1.00	1.00 1.00 1.00 1.00	1.00 1.00	1.00 1.00 1.00 1.00
Final Vol:	211 2021	33 193 519 128	417 899	82 0 400 412

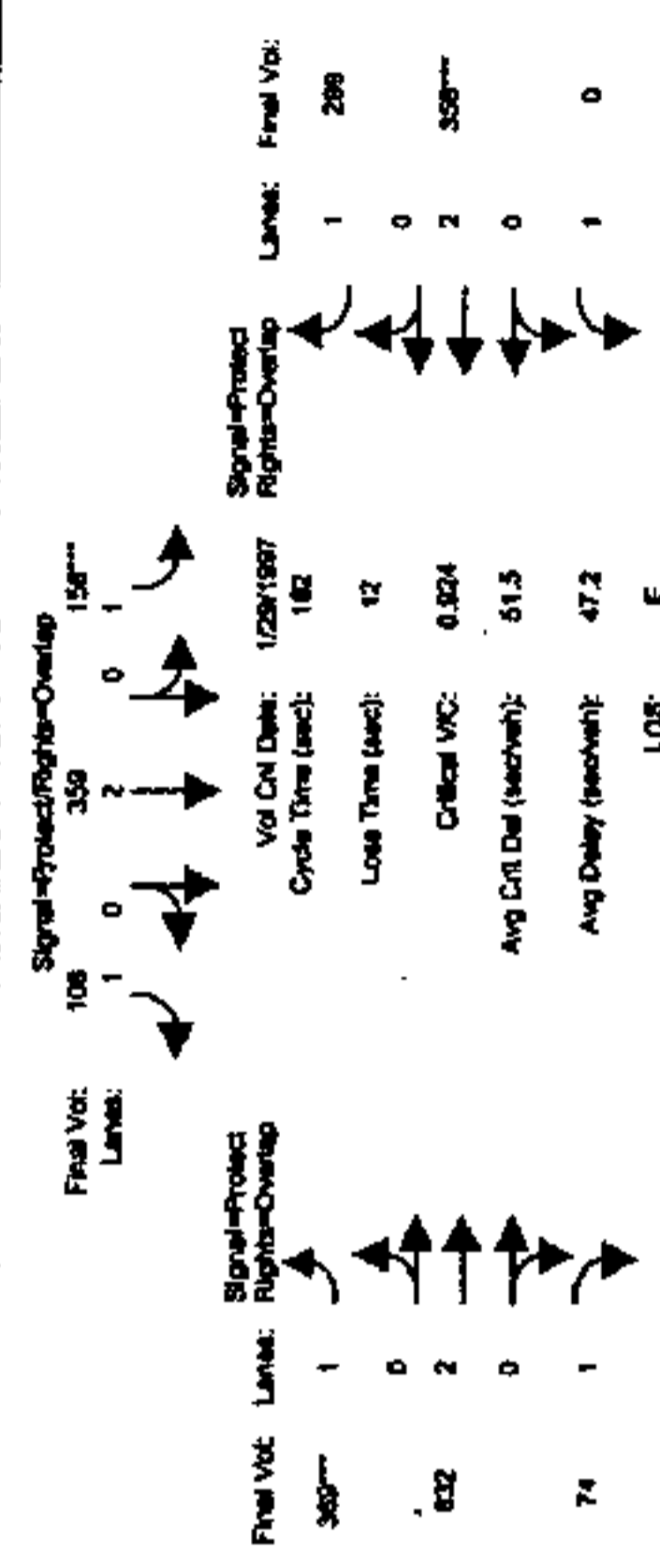
Saturation Flow Module:
Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800
Adjustment: 0.97 1.06 0.97 1.06 0.97 1.06 0.97 1.06 0.97 1.06 0.97 1.06
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 1750 3800 1750 1750 3800 1750 1750 3800 1750 1750 3800 1750

Capacity Analysis Module:

Vol/Sat:	0.12 0.53	0.02 0.11 0.14 0.07	0.24 0.24 0.05 0.00 0.11 0.24
Crit Moves:	****	****	****
Green Time:	50.9 89.9	89.9 18.6 57.7 97.9	40.3 61.4 112.3 0.0 21.2 39.8
Volume/Cap:	0.43 1.08	0.04 1.08 0.43 0.14	1.08 0.70 0.08 0.00 0.91 1.08
Delay/Veh:	41.2 77.7	18.0 142.0 37.5 15.9	115.4 41.0 10.6 0.0 75.9 115.8
Delay Adj:	1.00 1.00	1.00 1.00 1.00 1.00	1.00 1.00 1.00 1.00 1.00 1.00
ProgAdjPctr:	1.00 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 77.7	18.0 142.0 37.5 15.9	115.4 41.0 10.6 0.0 75.9 115.8
DesignQueue:	16 120	2 18 37 6	35 64 3 0 37 35

Brandsburg Bld Residential TIA
1800 Apartment Unit#01 S.A.I. road
Project Conditions
Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Background (AM)

Intersection #3417: COLEMAN/TAYLOR



LOS: E
Lanes: 1 0 2 0 1
Final Vol: 193 1781 31

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green: 7 10 10 7 10 10 7 10 10 7 10 10

Volume Module: >> Count Date: 29 Jan 1997 <<

Base Vol:	193 1781	31 156 359 108	369 832	74 0 358 299
Growth Adj:	1.00 1.00	1.00 1.00 1.00 1.00	1.00 1.00	1.00 1.00 1.00 1.00
Initial Bse:	193 1781	31 156 359 108	369 832	74 0 358 299
Added Vol:	0 0	0 0 0 0	0 0	0 0 0 0
PasserBYVol:	0 0	0 0 0 0	0 0	0 0 0 0
Initial Put:	193 1781	31 156 359 108	369 832	74 0 358 299
User Adj:	1.00 1.00	1.00 1.00 1.00 1.00	1.00 1.00	1.00 1.00 1.00 1.00
PHF Adj:	1.00 1.00	1.00 1.00 1.00 1.00	1.00 1.00	1.00 1.00 1.00 1.00
PHF Volume:	193 1781	31 156 359 108	369 832	74 0 358 299
Reduced Vol:	0 0	0 0 0 0	0 0	0 0 0 0
Reduced Vol:	193 1781	31 156 359 108	369 832	74 0 358 299
PCE Adj:	1.00 1.00	1.00 1.00 1.00 1.00	1.00 1.00	1.00 1.00 1.00 1.00
MUF Adj:	1.00 1.00	1.00 1.00 1.00 1.00	1.00 1.00	1.00 1.00 1.00 1.00
Final Vol:	193 1781	31 156 359 108	369 832	74 0 358 299

Saturation Flow Module:
Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800
Adjustment: 0.97 1.06 0.97 1.06 0.97 1.06 0.97 1.06 0.97 1.06 0.97 1.06
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

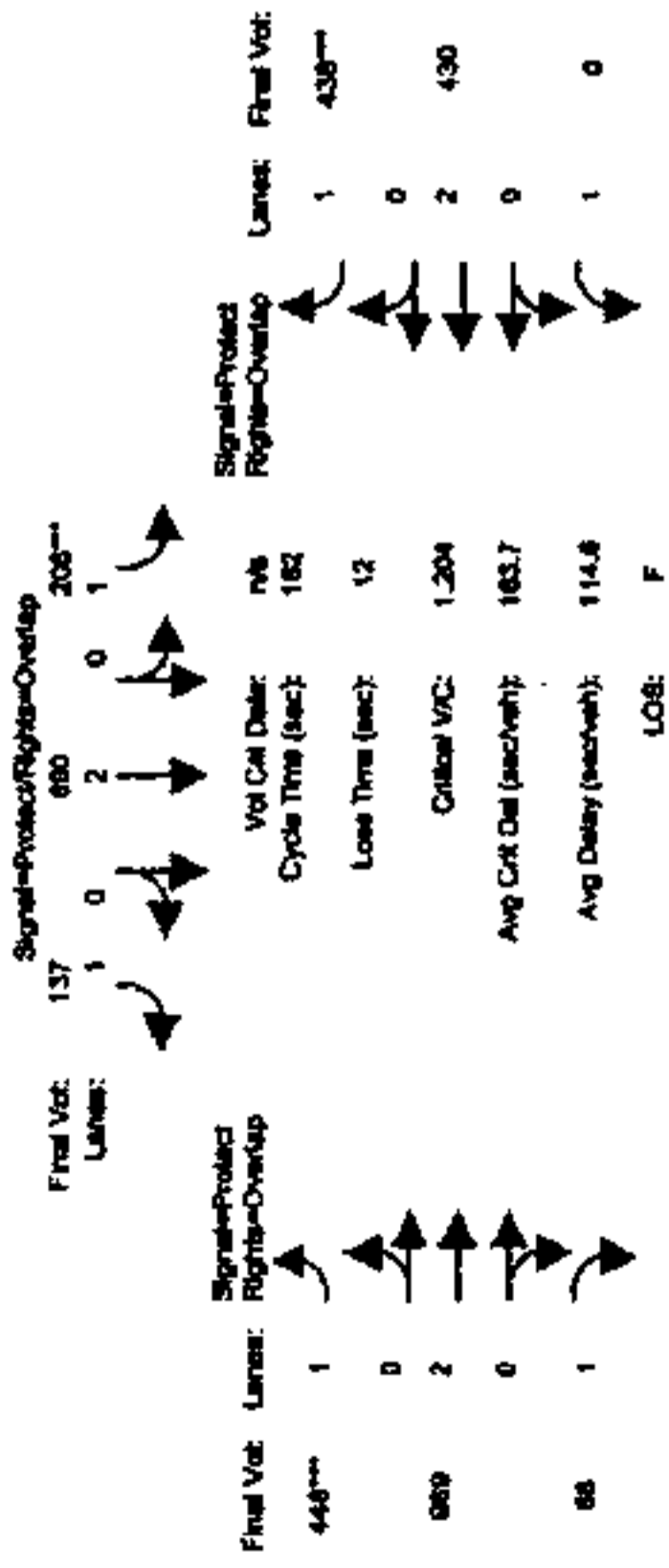
Capacity Analysis Module:

Vol/Sat:	0.11 0.47	0.02 0.09 0.09 0.06	0.21 0.22 0.04 0.00 0.09 0.17
Crit Moves:	****	****	****
Green Time:	59.2 92.3	92.3 17.6 50.7 92.2	41.5 60.1 119.3 0.0 18.6 36.1
Volume/Cap:	0.34 0.92	0.03 0.92 0.34 0.12	0.92 0.66 0.06 0.00 0.92 0.86
Delay/Veh:	35.5 37.5	17.1 95.8 39.8 17.9	71.5 40.7 8.6 0.0 81.3 66.9
Delay Adj:	1.00 1.00	1.00 1.00 1.00 1.00	1.00 1.00 1.00 1.00 1.00 1.00
ProgAdjPctr:	1.00 1.00	1.00 1.00 1.00 1.00	1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:	35.5 37.5	17.1 95.8 39.8 17.9	71.5 40.7 8.6 0.0 81.3 66.9
DesignQueue:	14 101	2 15 27 5	30 60 3 0 33 25

Brandsburg Site Residential TIA
1800 Apartment Unimob I.L.J. rehab
Project Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Fishes (AM)

Intersection #3417: COLEMAN/TAYLOR



Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - 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:
 Base Vol: 228 2350 36 206 690 137 448 969 88 0 430 438
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 228 2350 36 206 690 137 448 969 88 0 430 438
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Potent Proj: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 228 2350 36 206 690 137 448 969 88 0 430 438
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 228 2350 36 206 690 137 448 969 88 0 430 438
 Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 228 2350 36 206 690 137 448 969 88 0 430 438
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLP Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Final Vol: 228 2350 36 206 690 137 448 969 88 0 430 438

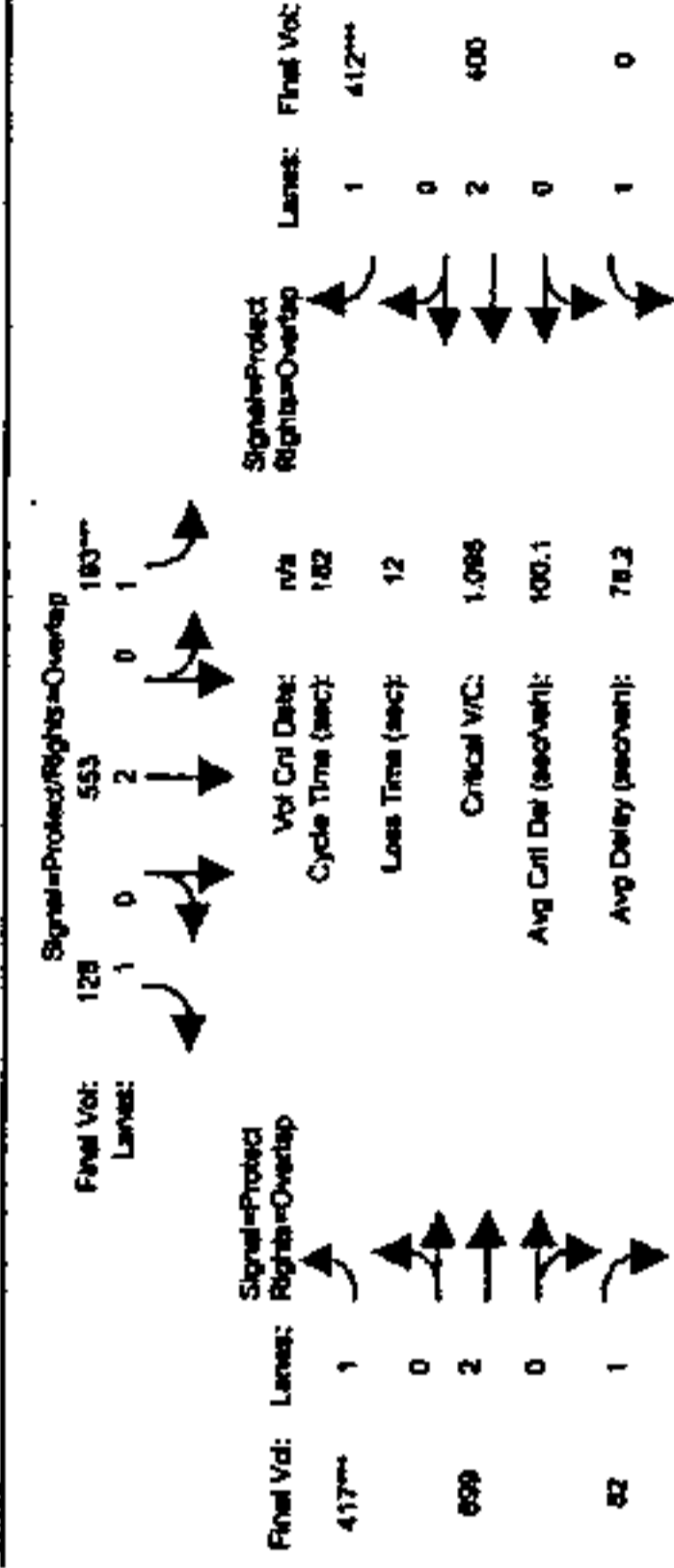
Saturation Flow Module:
 Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800
 Adjustment: 0.97 1.06 0.97 0.97 1.06 0.97 0.97 1.06 0.97 0.97 1.06 0.97
 Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00
 Final Sat: 1750 3800 1750 1750 3800 1750 1750 3800 1750 1750 3800 1750

Capacity Analysis Module:
 Vol/Sat: 0.13 0.62 0.02 0.12 0.18 0.08 0.26 0.25 0.05 0.00 0.11 0.25
 Crit Moves: ****
 Green Time: 46.5 93.5 93.5 17.8 64.8 103.5 38.7 58.7 105.2 0.0 20.0 37.8
 Volume/Cap: 0.51 1.20 0.04 1.20 0.51 0.14 1.20 0.79 0.09 0.00 1.03 1.20
 Delay/Veh: 44.9 151 16.7 213.5 35.3 14.0 185.5 45.1 13.0 0.0 103 186.2
 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 ProgAdjPctr: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 44.9 151 16.7 213.5 35.3 14.0 185.5 45.1 13.0 0.0 103 186.2
 DesignQueue: 18 138 2 19 47 6 38 71 4 0 40 37

Brandsburg Site Residential TIA
1800 Apartment Unimob I.L.J. rehab
Project Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Project (AM)

Intersection #3417: COLEMAN/TAYLOR



Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green: 7 10 10 7 10 10 7 10 10 7 10 10

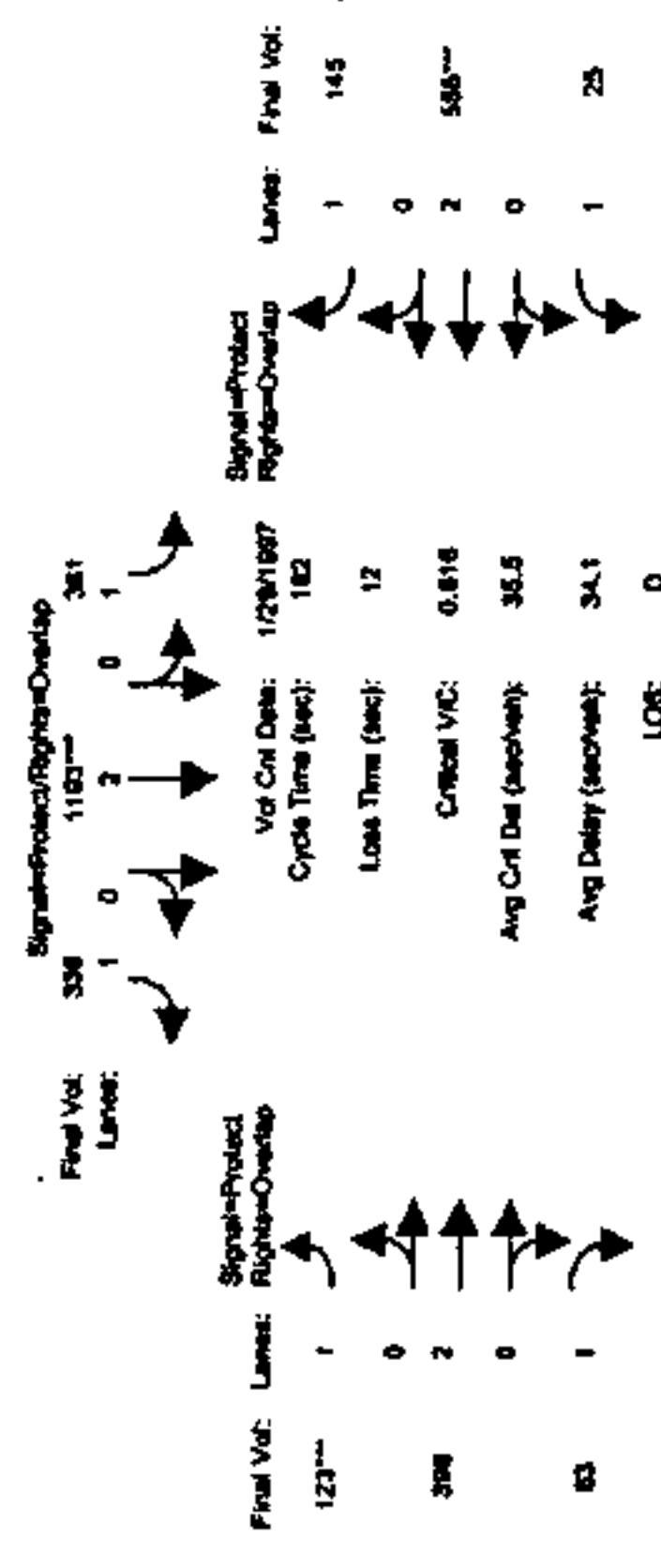
Volume Module:
 Base Vol: 211 2021 33 193 519 128 417 899 82 0 400 412
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 211 2021 33 193 519 128 417 899 82 0 400 412
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Potent Proj: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 211 2021 33 193 519 128 417 899 82 0 400 412
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 211 2021 33 193 519 128 417 899 82 0 400 412
 Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 211 2021 33 193 519 128 417 899 82 0 400 412
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLP Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Final Vol: 211 2021 33 193 519 128 417 899 82 0 400 412

Saturation Flow Module:
 Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800
 Adjustment: 0.97 1.06 0.97 0.97 1.06 0.97 0.97 1.06 0.97 0.97 1.06 0.97
 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: 0.12 0.55 0.02 0.11 0.15 0.07 0.24 0.24 0.05 0.00 0.11 0.24
 Crit Moves: ****
 Green Time: 49.7 91.3 91.3 18.3 59.9 99.5 39.6 60.4 110.1 0.0 20.8 39.1
 Volume/Cap: 0.44 1.10 0.04 1.10 0.44 0.13 1.10 0.71 0.08 0.00 0.92 1.10
 Delay/Veh: 42.0 85.9 17.5 150.9 36.6 15.3 124.0 41.8 11.3 0.0 78.5 124.4
 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 ProgAdjPctr: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 42.0 85.9 17.5 150.9 36.6 15.3 124.0 41.8 11.3 0.0 78.5 124.4
 DesignQueue: 16 123 2 18 39 6 35 65 3 0 37 35

Level Of Service Computation Report
1900 HCM Operations (Future Volume Alternative)
Estimating (PM)

Intersection #3417: COLEMAN/TAYLOR



Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green: 7 10 10 7 10 10 7 10 10 7 10 10

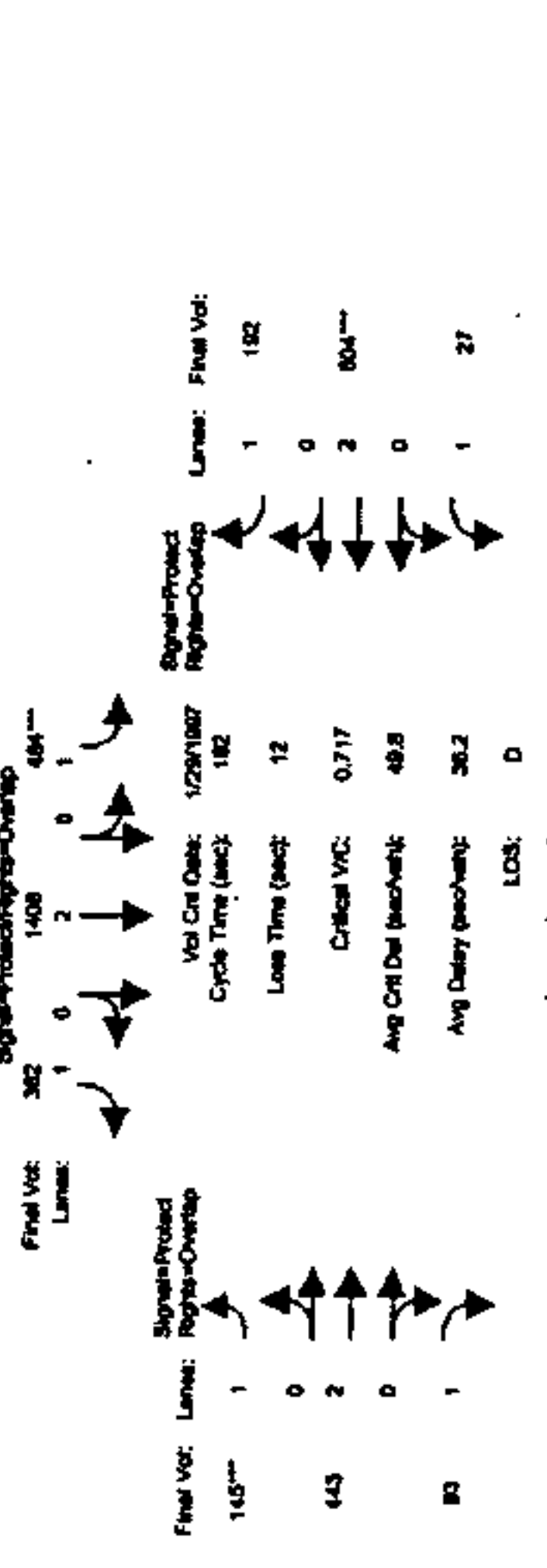
Volume Module: >> Count Date: 29 Jan 1997 <<
 Base Vol: 79 410 22 361 1193 336 123 398 83 25 555 145
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 79 410 22 361 1193 336 123 398 83 25 555 145
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserbyVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 79 410 22 361 1193 336 123 398 83 25 555 145
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 79 410 22 361 1193 336 123 398 83 25 555 145
 Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 79 410 22 361 1193 336 123 398 83 25 555 145
 PCF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Final Vol.: 79 410 22 361 1193 336 123 398 83 25 555 145

Saturation Flow Module:
 Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800
 Adjustment: 0.97 1.06 0.97 0.97 1.06 0.97 0.97 1.06 0.97 0.97 1.06 0.97
 Lane: 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: 0.05 0.11 0.01 0.01 0.21 0.31 0.19 0.07 0.10 0.05 0.01 0.15 0.08
 Crit Moves: ****
 Green Time: 13.3 36.4 43.4 69.7 97.8 113.5 20.8 56.9 70.2 7.0 43.1 112.8
 Volume/Cap: 0.62 0.54 0.05 0.54 0.62 0.31 0.62 0.33 0.12 0.37 0.62 0.13
 Delay/Veh: 68.1 50.2 40.6 33.9 24.7 12.2 62.3 36.6 27.4 66.5 48.1 10.9
 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 ProgAdjPctr: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 68.1 50.2 40.6 33.9 24.7 12.2 62.3 36.6 27.4 66.5 48.1 10.9
 DesignQueue: 7 34 2 24 64 13 11 28 5 2 45

Level Of Service Computation Report
1900 HCM Operations (Future Volume Alternative)
Background (PM)

Intersection #3417: COLEMAN/TAYLOR



Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - 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 Jan 1997 <<
 Base Vol: 79 410 22 361 1193 336 123 398 83 25 555 145
 Growth Adj: 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07
 Initial Bse: 85 441 24 388 1282 361 132 428 89 27 597 156
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 ATI: 2 135 0 96 126 21 13 15 4 0 7 36
 Initial Fut: 87 576 24 484 1408 382 145 443 93 27 604 192
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 87 576 24 484 1408 382 145 443 93 27 604 192
 Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 87 576 24 484 1408 382 145 443 93 27 604 192
 PCF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Final Vol.: 87 576 24 484 1408 382 145 443 93 27 604 192

Saturation Flow Module:
 Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800
 Adjustment: 0.97 1.06 0.97 0.97 1.06 0.97 0.97 1.06 0.97 0.97 1.06 0.97
 Lane: 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

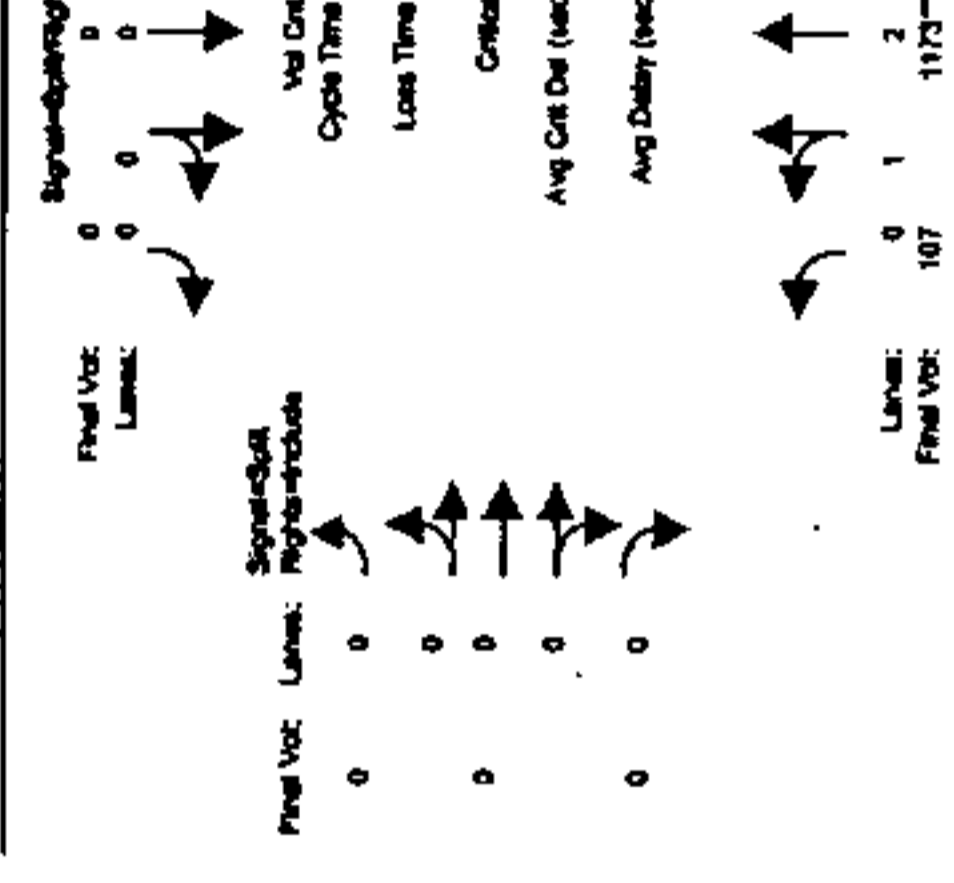
Capacity Analysis Module:
 Vol/Sat: 0.05 0.15 0.01 0.28 0.37 0.22 0.08 0.12 0.05 0.02 0.16 0.11
 Crit Moves: ****
 Green Time: 12.9 38.5 45.5 70.2 95.8 116.8 21.0 54.4 67.2 7.0 40.3 110.5
 Volume/Cap: 0.70 0.72 0.05 0.72 0.70 0.34 0.72 0.39 0.14 0.40 0.72 0.18
 Delay/Veh: 73.7 52.9 39.5 38.6 25.5 11.4 66.7 38.6 29.1 67.0 51.9 12.0
 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 ProgAdjPctr: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 73.7 52.9 39.5 38.6 25.5 11.4 66.7 38.6 29.1 67.0 51.9 12.0
 DesignQueue: 8 48 2 32 75 15 13 32 6 3 50 8

COMPARE
Mon May 05 11:26:31 2003

Stoughton St, Needham Heights
1500 Agreement (Signal) L.L.F. red
Project Conditions

Level Of Service Comparison Report
1865 HCM Operations (Phase Volume Alternative)
Background (AM)

Intersection #3471: 11TH/JULIAN



Final Vc: 0
Lanes: 0

Final Vc: 107
Lanes: 0

Final Vc: 0
Lanes: 0

Final Vc: 0
Lanes: 0

Final Vc: 0
Lanes: 0

Final Vc: 0
Lanes: 0

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green:	10	10	0	0	0	0	0	0	0	0	0	0	10	10	
Volume Module:	>> Count Date: 31 Oct 2002 <<														
Base Vol:	107	1173	0	0	0	0	0	0	0	0	0	0	0	717	98
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	107	1173	0	0	0	0	0	0	0	0	0	0	0	717	98
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Pct:	107	1173	0	0	0	0	0	0	0	0	0	0	0	717	98
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	107	1173	0	0	0	0	0	0	0	0	0	0	0	717	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	1173	0	0	0	0	0	0	0	0	0	0	0	717	98
PCB Adj:	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
Final Vol:	107	1173	0	0	0	0	0	0	0	0	0	0	0	717	98

Saturation Flow Module:
Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800
Adj: 1.00 1.04 0.97 0.97 1.06 0.97 0.97 1.06 0.97 0.97 1.06 0.97 0.97 1.03 1.03 1.00
Lanes: 0.26 2.74 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 1.77 0.23 0.23
Final Sat.: 468 5133 0 0 0 0 0 0 0 0 0 0 0 3288 412

Capacity Analysis Module:
Vol/Sat: 0.23 0.23 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.24 0.24 0.24
Crit Moves: ****
Green Time: 29.0 29.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 30.0 30.0 30.0
Volume/Cap: 0.52 0.52 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.52 0.52 0.52
Delay/Veh: 10.0 10.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 9.6 9.6 9.6
Delay Adj: 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
ProgAdjFctr: 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
AdjDel/Veh: 10.0 10.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 9.6 9.6 9.6
DesignQueue: 2 25 0 0 0 0 0 0 0 0 0 0 0 0 0 16 2

COMPARE
Mon May 05 11:26:31 2003

Stoughton St, Needham Heights
1500 Agreement (Signal) L.L.F. red
Project Conditions

Level Of Service Comparison Report
1865 HCM Operations (Phase Volume Alternative)
Background (AM)

Intersection #3471: 11TH/JULIAN

Final Vc: 0
Lanes: 0

Final Vc: 107
Lanes: 0

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green:	10	10	0	0	0	0	0	0	0	0	0	0	10	10	
Volume Module:	>> Count Date: 31 Oct 2002 <<														
Base Vol:	107	1173	0	0	0	0	0	0	0	0	0	0	0	717	98
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	107	1173	0	0	0	0	0	0	0	0	0	0	0	717	98
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Pct:	107	1173	0	0	0	0	0	0	0	0	0	0	0	717	98
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	107	1173	0	0	0	0	0	0	0	0	0	0	0	717	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	1173	0	0	0	0	0	0	0	0	0	0	0	717	98
PCB Adj:	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
Final Vol:	107	1173	0	0	0	0	0	0	0	0	0	0	0	717	98

Saturation Flow Module:
Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800
Adj: 1.00 1.04 0.97 0.97 1.06 0.97 0.97 1.06 0.97 0.97 1.06 0.97 0.97 1.03 1.03 1.00
Lanes: 0.26 2.74 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 1.77 0.23 0.23
Final Sat.: 468 5133 0 0 0 0 0 0 0 0 0 0 0 3288 412

Capacity Analysis Module:
Vol/Sat: 0.23 0.23 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.24 0.24 0.24
Crit Moves: ****
Green Time: 29.0 29.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 30.0 30.0 30.0
Volume/Cap: 0.52 0.52 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.52 0.52 0.52
Delay/Veh: 10.0 10.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 9.6 9.6 9.6
Delay Adj: 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
ProgAdjFctr: 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
AdjDel/Veh: 10.0 10.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 9.6 9.6 9.6
DesignQueue: 2 25 0 0 0 0 0 0 0 0 0 0 0 0 0 16 2

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Brandenburg Blvd Residential TA
1500 Apartment Units(80 R.L.T. field
Project Conditions
Level Of Service Computation Report
1983 HCM Operations (Future Volume Alternative)
FV(3) (AM)

Intersection #3471: 11TH/JULIAN

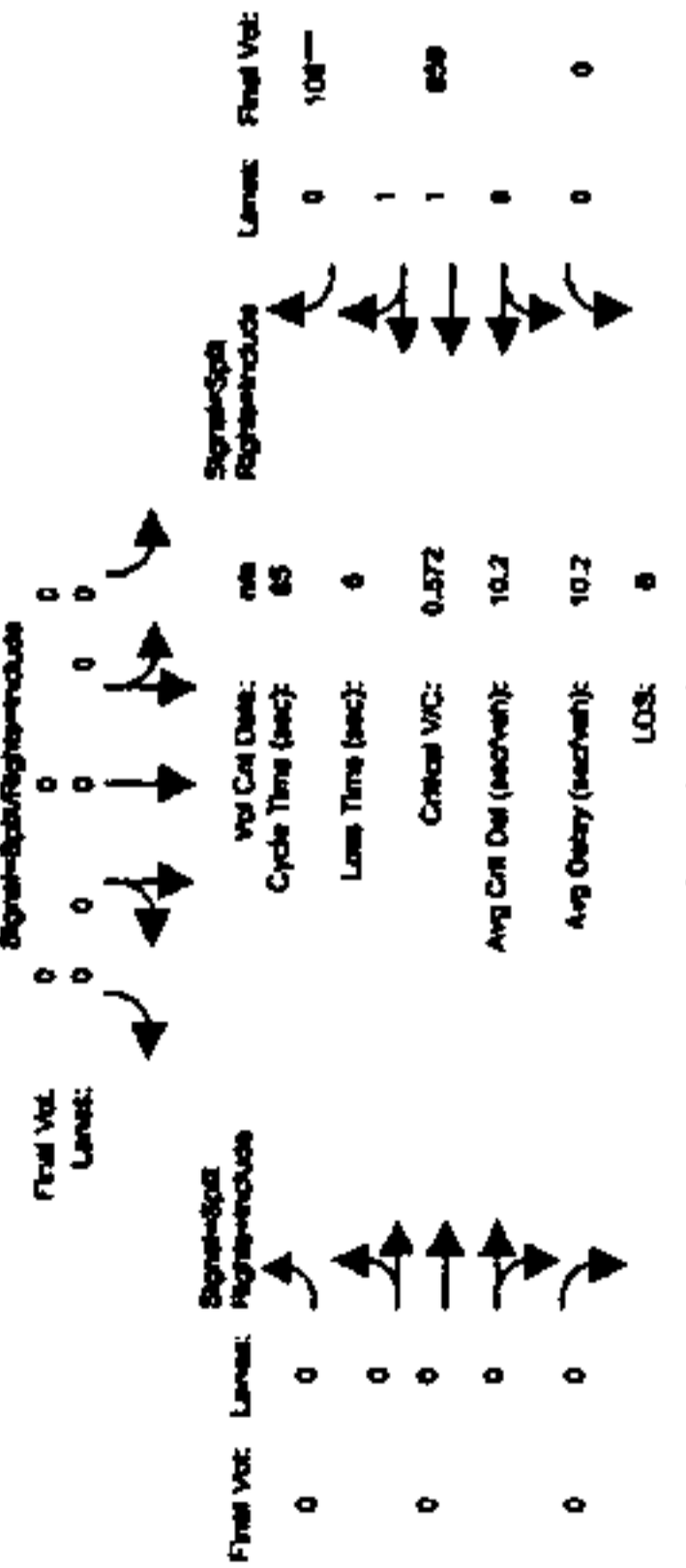


Table with columns for Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), and various traffic volume and saturation metrics. Includes sections for Volume Module and Saturation Flow Module.

Brandenburg Blvd Residential TA
1500 Apartment Units(80 R.L.T. field
Project Conditions
Level Of Service Computation Report
1983 HCM Operations (Future Volume Alternative)
FV(3) (AM)

Intersection #3471: 11TH/JULIAN

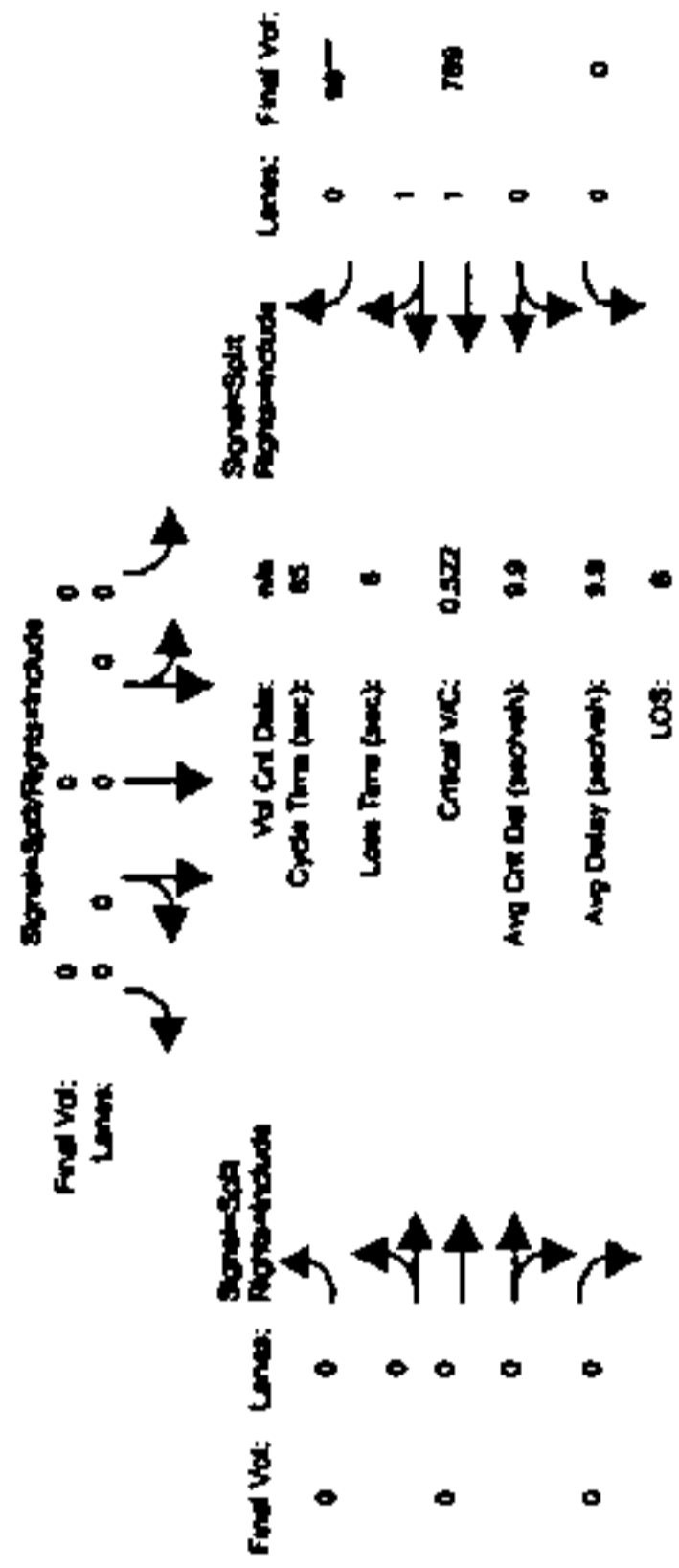
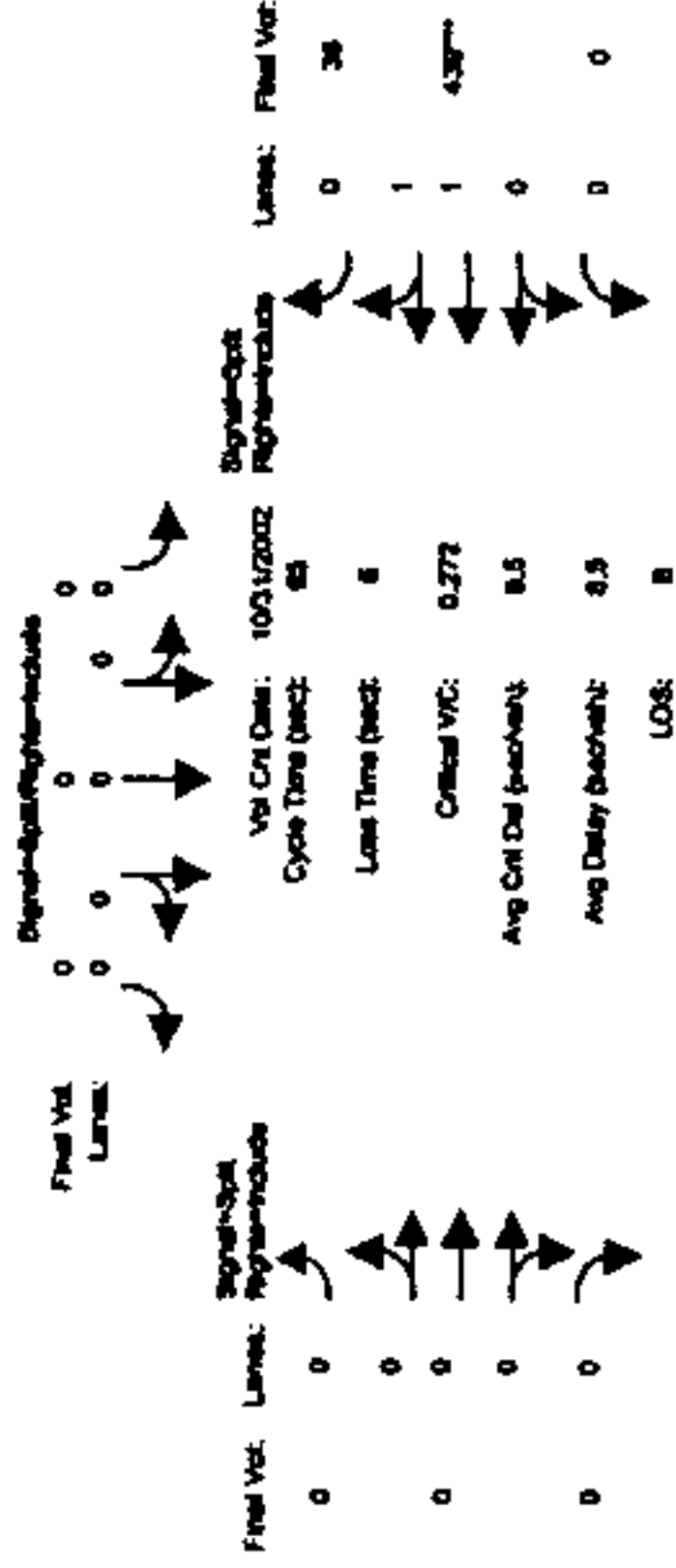


Table with columns for Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), and various traffic volume and saturation metrics. Includes sections for Volume Module and Saturation Flow Module.

Brandenburg Site Residential TA
1500 Apartment Units
Project Conditions
Level Of Service Computation Report
1980 HCM Operations (Future Volume Alternative)
Background (FM)

Intersection #3471: 11TH/JULIAN



Final Vol: 0 0 0 0
Lane: 0 1 2 0 0 0

Volume Module: >> Count Date: 31 Oct 2002 <<

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Min. Green:	10 10 0	0 0 0	0 0 0	0 10 10
Base Vol:	109 509 0	0 0 0	0 0 0	0 420 36
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bas:	109 509 0	0 0 0	0 0 0	0 420 36
Added Vol:	0 0 0	0 0 0	0 0 0	0 0 0
ATL:	0 45 0	0 0 0	0 0 0	0 19 0
Initial Fut:	109 554 0	0 0 0	0 0 0	0 439 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:	109 554 0	0 0 0	0 0 0	0 439 36
Reduced Vol:	0 0 0	0 0 0	0 0 0	0 0 0
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MUF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Final Vol:	109 554 0	0 0 0	0 0 0	0 439 36

Saturation Flow Module:

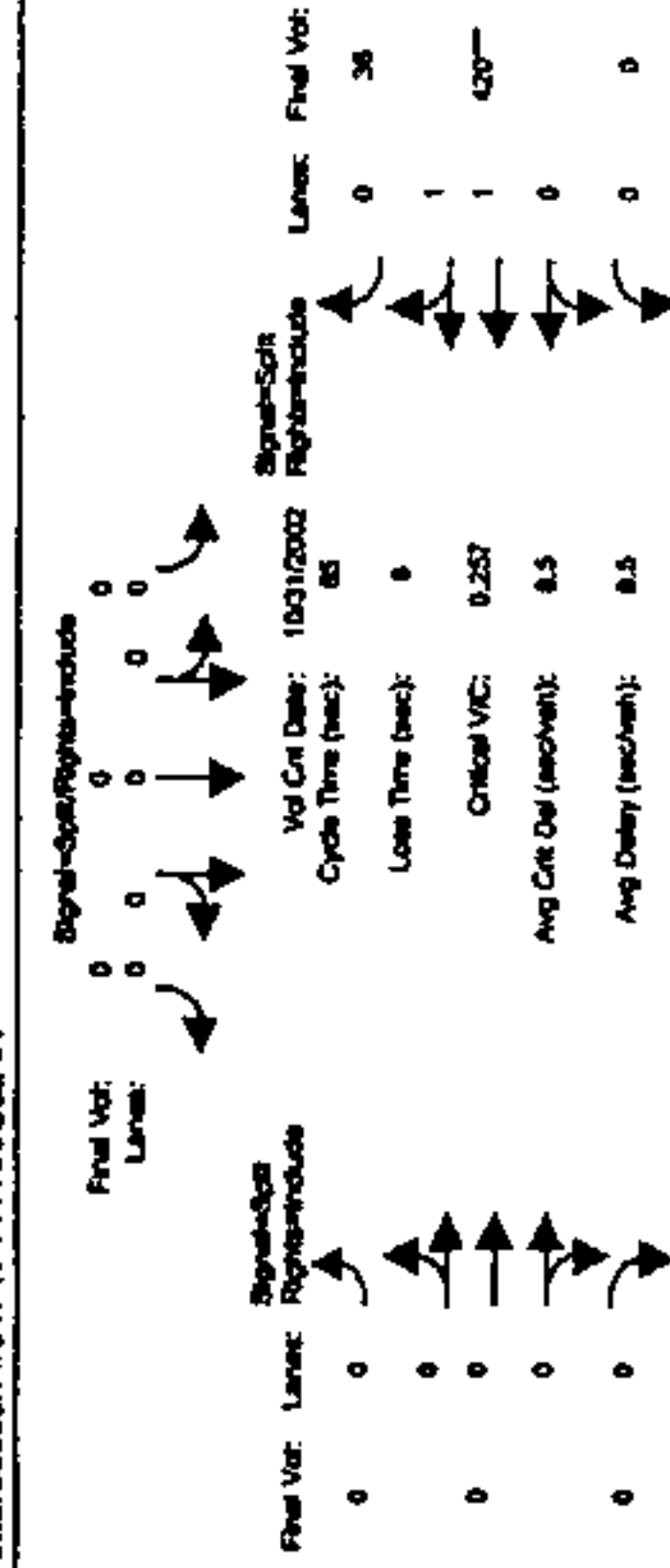
Sat/Lane:	1800 1800	1800 1800	1800 1800	1800 1800
Adjustment:	1.00 1.04	0.97 0.97	0.97 0.97	0.97 1.03
Lanes:	0.51 2.49	0.00 0.00	0.00 0.00	0.00 1.84
Final Sat:	920 4678	0 0	0 0	0 3419

Capacity Analysis Module:

Vol/Sat:	0.12 0.12	0.00 0.00	0.00 0.00	0.00 0.13
Crit Moves:	***			***
Green Time:	28.3 28.3	0.0 0.0	0.0 0.0	0.0 30.7
Volume/Cap:	0.27 0.27	0.00 0.00	0.00 0.00	0.00 0.27
Delay/Veh:	8.9 8.9	0.0 0.0	0.0 0.0	0.0 7.9
Delay Adj:	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00
ProgAdjPctr:	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00
AdjDel/Veh:	8.9 8.9	0.0 0.0	0.0 0.0	0.0 7.9
DesignQueue:	2 12	0 0	0 0	0 9

Brandenburg Site Residential TA
1500 Apartment Units
Project Conditions
Level Of Service Computation Report
1980 HCM Operations (Future Volume Alternative)
Existing (FM)

Intersection #3471: 11TH/JULIAN



Final Vol: 0 0 0 0
Lane: 0 1 2 0 0 0

Volume Module: >> Count Date: 31 Oct 2002 <<

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Min. Green:	10 10 0	0 0 0	0 0 0	0 10 10
Base Vol:	109 509 0	0 0 0	0 0 0	0 420 36
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bas:	109 509 0	0 0 0	0 0 0	0 420 36
Added Vol:	0 0 0	0 0 0	0 0 0	0 0 0
PasserbyVol:	0 0 0	0 0 0	0 0 0	0 0 0
Initial Fut:	109 509 0	0 0 0	0 0 0	0 420 36
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	109 509 0	0 0 0	0 0 0	0 420 36
Reduced Vol:	0 0 0	0 0 0	0 0 0	0 0 0
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MUF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Final Vol:	109 509 0	0 0 0	0 0 0	0 420 36

Saturation Flow Module:

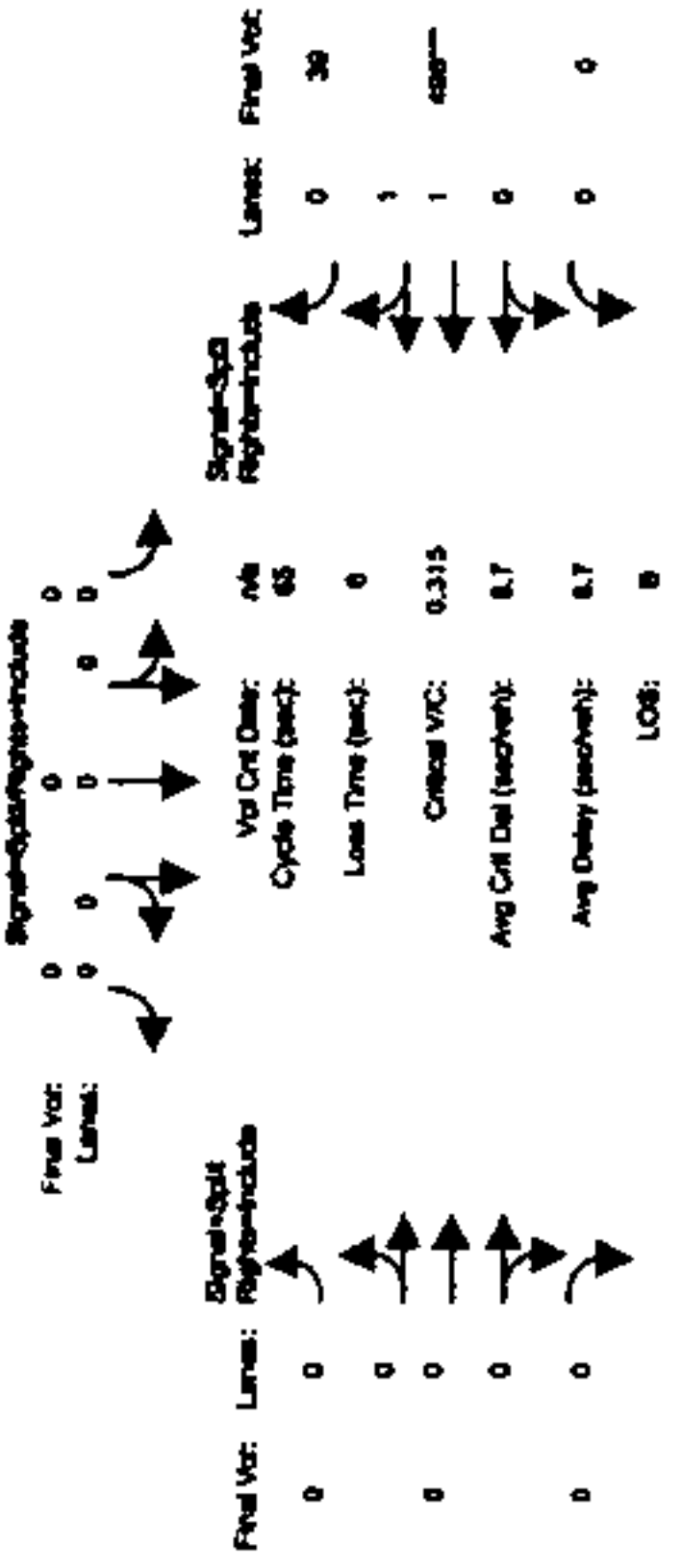
Sat/Lane:	1800 1800	1800 1800	1800 1800	1800 1800
Adjustment:	1.00 1.04	0.97 0.97	0.97 0.97	0.97 1.03
Lanes:	0.55 2.45	0.00 0.00	0.00 0.00	0.00 1.84
Final Sat:	987 4611	0 0	0 0	0 3408

Capacity Analysis Module:

Vol/Sat:	0.11 0.11	0.00 0.00	0.00 0.00	0.00 0.12
Crit Moves:	***			***
Green Time:	27.9 27.9	0.0 0.0	0.0 0.0	0.0 31.1
Volume/Cap:	0.26 0.26	0.00 0.00	0.00 0.00	0.00 0.26
Delay/Veh:	9.1 9.1	0.0 0.0	0.0 0.0	0.0 7.7
Delay Adj:	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00
ProgAdjPctr:	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00
AdjDel/Veh:	9.1 9.1	0.0 0.0	0.0 0.0	0.0 7.7
DesignQueue:	2 11	0 0	0 0	0 8

Brandenburg Site Residential TIA
 1500 Apartment Units
 Project Conditions
 Level Of Service Computation Report
 1985 HCM Operations (Future Volume Alternative)
 Future (PM)

Intersection #3471: 11TH/JULIAN



Lanes: 0 1 2 0 0
 Final Vol: 118 670 0 0
 Signal: Signal/Right/Left/Through

Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

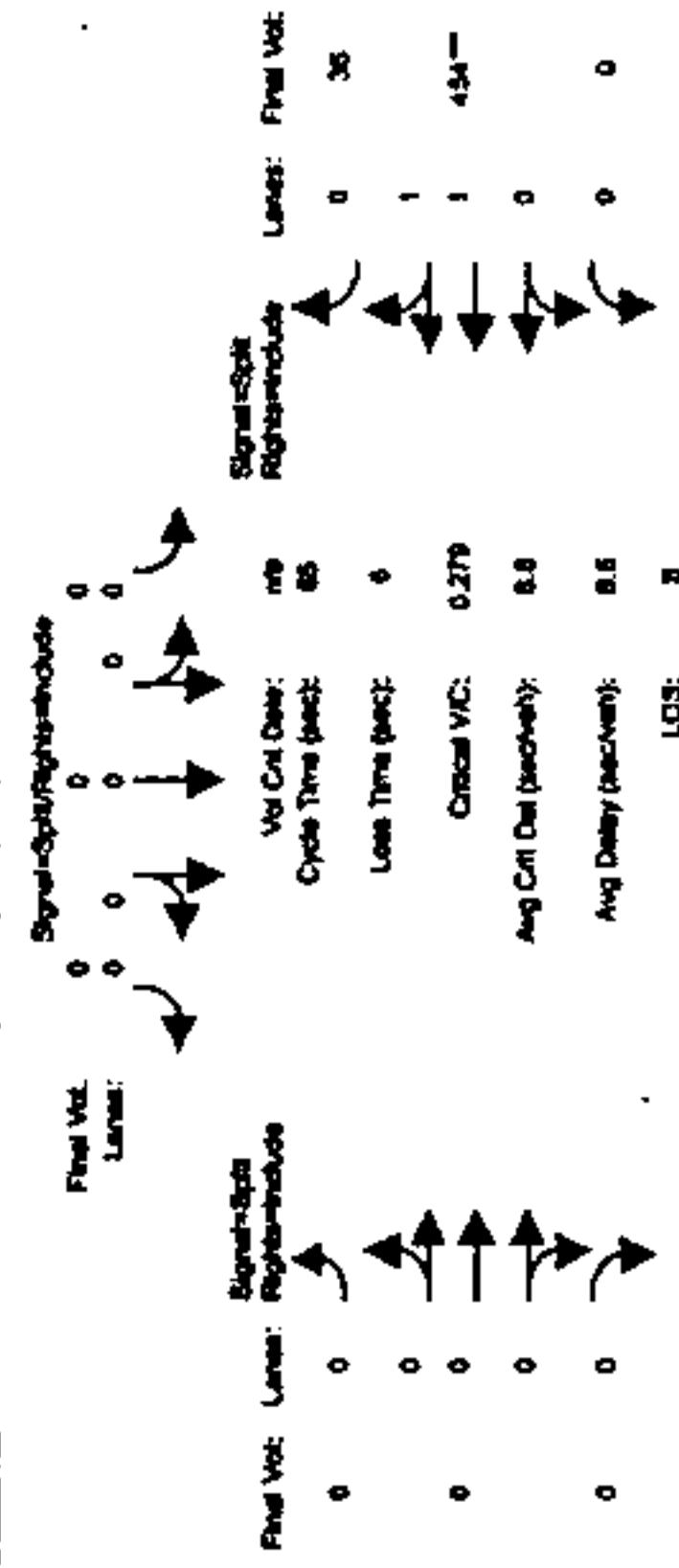
Min. Green:	10	10	0	0	0	0	0	0	0	10	10
Volume Module:	118	670	0	0	0	0	0	0	0	498	39
Base Vol:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	118	670	0	0	0	0	0	0	0	498	39
Added Vol:	0	0	0	0	0	0	0	0	0	0	0
Potent Proj.:	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	118	670	0	0	0	0	0	0	0	498	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
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:	118	670	0	0	0	0	0	0	0	498	39
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	670	0	0	0	0	0	0	0	498	39
PCB Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLP 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.:	118	670	0	0	0	0	0	0	0	498	39

Saturation Flow Module:
 Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800
 Adjustment: 1.00 1.04 0.97 0.97 1.06 0.97 0.97 1.06 0.97 0.97 1.03 1.00
 Lanes: 0.47 2.53 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 1.85 0.15
 Final Sat.: 838 4760 0 0 0 0 0 0 0 0 3431 269

Capacity Analysis Module:
 Vol/Sat: 0.14 0.14 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.15 0.15
 Crit Moves: ****
 Green Time: 29.0 29.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 30.0 30.0
 Volume/Cap: 0.31 0.31 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.31 0.31
 Delay/Veh: 8.8 8.8 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 8.4 8.4
 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 ProgAdjPctr: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 8.8 8.8 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 8.4 8.4
 DesignQueue: 2 14 0 0 0 0 0 0 0 0 0 1

Brandenburg Site Residential TIA
 1500 Apartment Units
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 1985 HCM Operations (Future Volume Alternative)
 Future (PM)

Intersection #3471: 11TH/JULIAN



Lanes: 0 1 2 0 0
 Final Vol: 108 567 0 0
 Signal: Signal/Right/Left/Through

Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

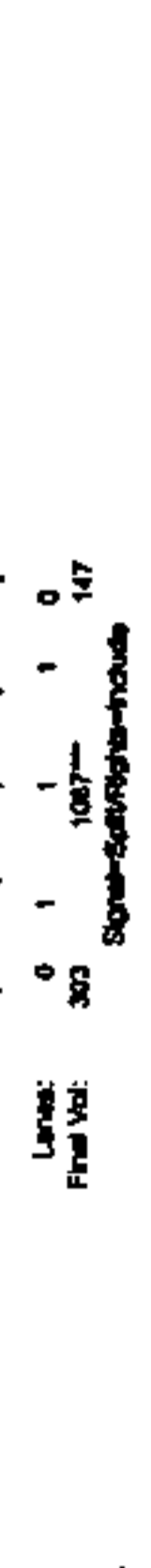
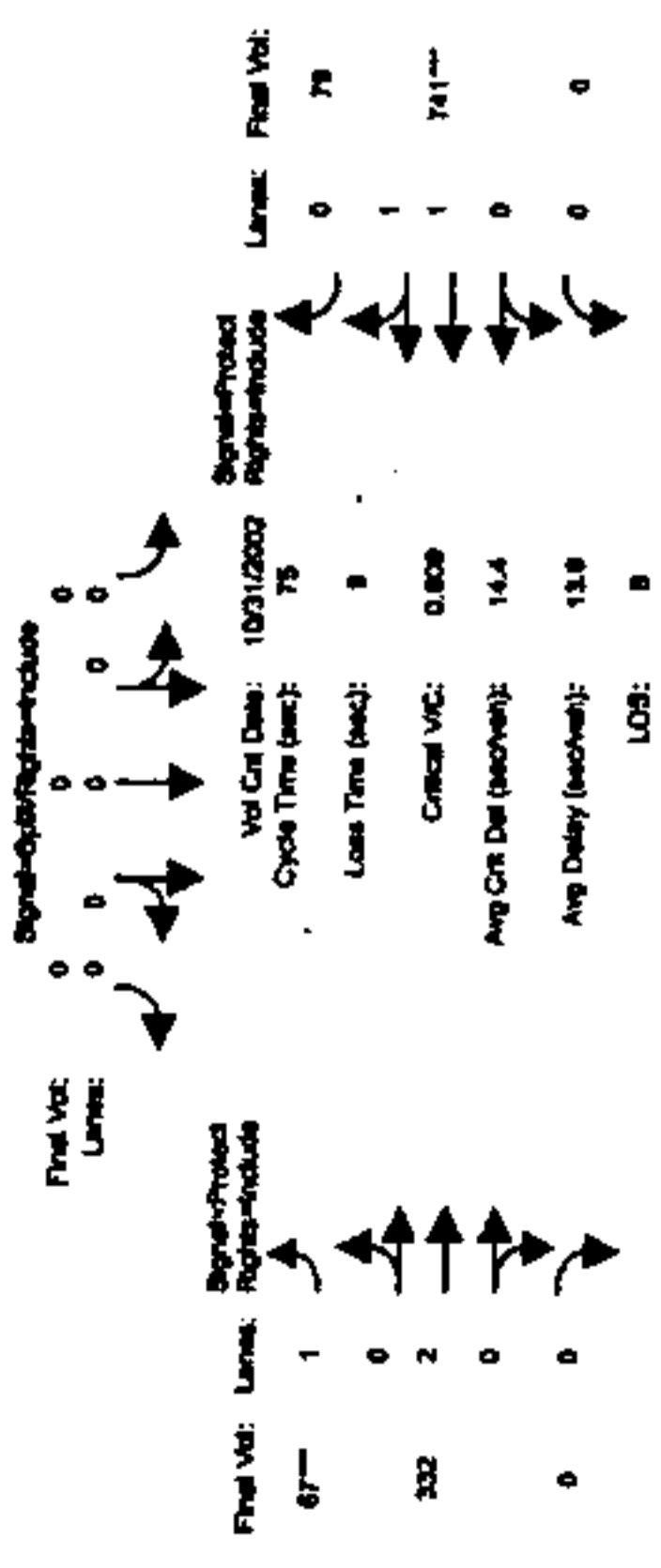
Min. Green:	10	10	0	0	0	0	0	0	0	10	10
Volume Module:	109	554	0	0	0	0	0	0	0	439	36
Base Vol:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	109	554	0	0	0	0	0	0	0	439	36
Added Vol:	0	0	0	0	0	0	0	0	0	0	0
Potent Proj.:	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	109	567	0	0	0	0	0	0	0	454	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
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:	109	567	0	0	0	0	0	0	0	454	36
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	109	567	0	0	0	0	0	0	0	454	36
PCB Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLP 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.:	109	567	0	0	0	0	0	0	0	454	36

Saturation Flow Module:
 Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800
 Adjustment: 1.00 1.04 0.97 0.97 1.06 0.97 0.97 1.06 0.97 0.97 1.03 1.00
 Lanes: 0.50 2.50 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 1.85 0.15
 Final Sat.: 903 4696 0 0 0 0 0 0 0 0 3428 272

Capacity Analysis Module:
 Vol/Sat: 0.12 0.12 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.13 0.13
 Crit Moves: ****
 Green Time: 28.1 28.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 30.9 30.9
 Volume/Cap: 0.28 0.28 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.28 0.28
 Delay/Veh: 9.1 9.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 7.9 7.9
 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 ProgAdjPctr: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 9.1 9.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 7.9 7.9
 DesignQueue: 2 12 0 0 0 0 0 0 0 0 0 1

Brandenburg Site Residential TIA
 1500 Apartment Units(0) L.A.I. retail
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 Level Of Service Computation Report
 1985 HCM Operations (Planned Volumes Alternative)
 Progress(AJ)

Intersection #3477: 11TH-SANTA CLARA



Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green: 10 10 10 0 0 0 7 10 0 0 10 10

Volume Module: >> Count Date: 31 Oct 2002 << 7:30-8:30AM

Base Vol:	186 1063 142 0 0 0 67 317 0 0 653 79
Growth Adj:	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Base:	186 1063 142 0 0 0 67 317 0 0 653 79
Added Vol:	0 0 0 0 0 0 0 0 0 0 0 0
ATI:	117 4 5 0 0 0 0 15 0 0 88 0
Initial Fut:	303 1067 147 0 0 0 67 332 0 0 741 79
User Adj:	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:	303 1067 147 0 0 0 67 332 0 0 741 79
Reduct Vol:	0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:	303 1067 147 0 0 0 67 332 0 0 741 79
PCE Adj:	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:	303 1067 147 0 0 0 67 332 0 0 741 79

Saturation Flow Module:

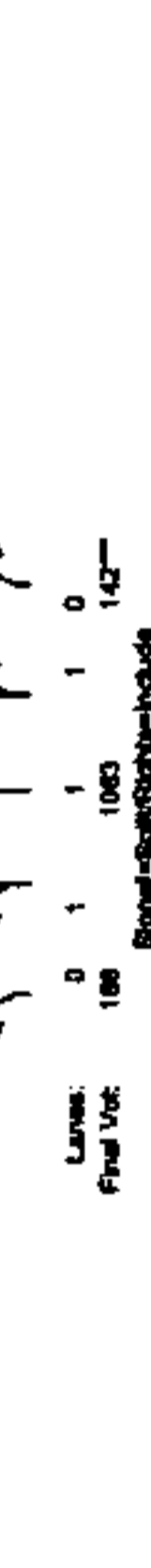
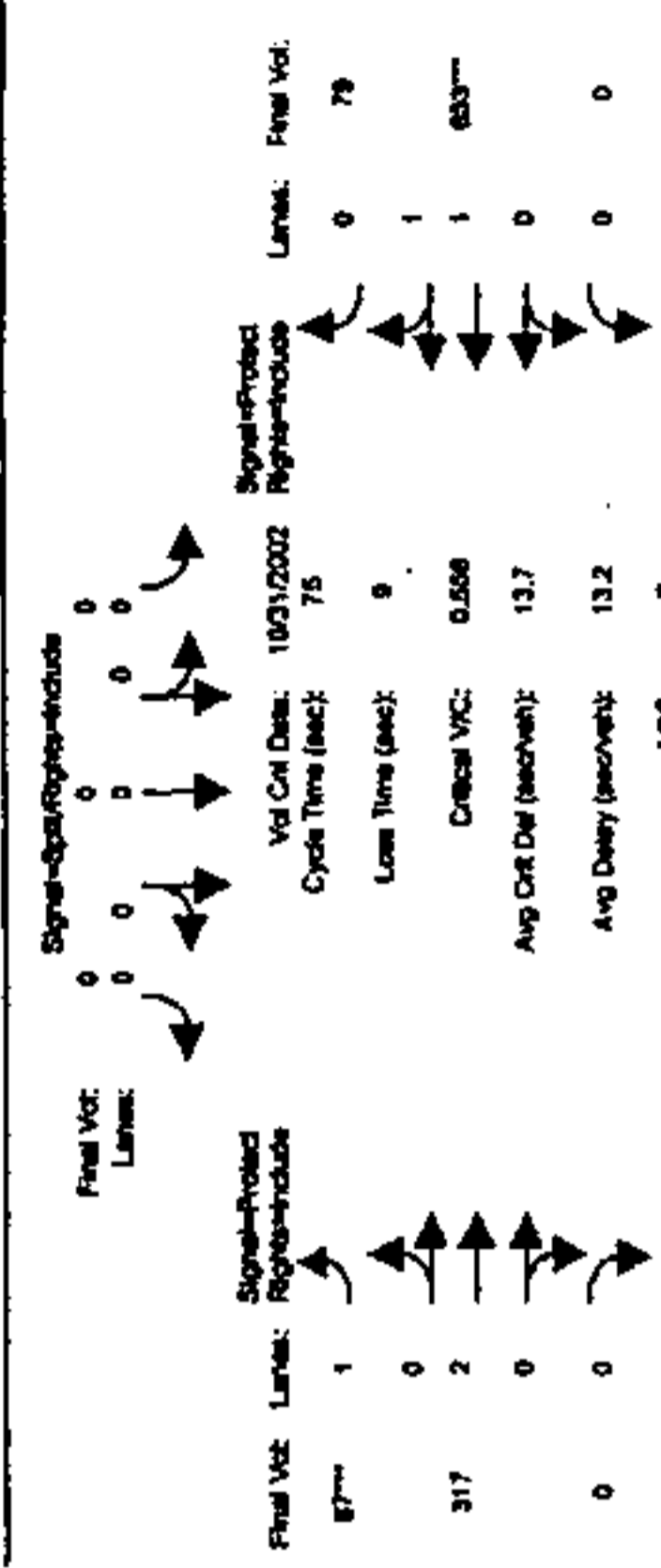
Sat/Lane:	1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800
Adjustment:	1.00 1.03 1.00 0.97 1.06 0.97 0.97 1.06 0.97 0.97 1.03 1.00
Lanes:	0.61 2.09 0.30 0.00 0.00 0.00 1.00 2.00 0.00 0.00 1.80 0.20
Final Sat.:	1098 1868 533 0 0 0 1750 3800 0 0 3343 356

Capacity Analysis Module:

Vol/Sat:	0.28 0.28 0.28 0.00 0.00 0.00 0.04 0.09 0.00 0.00 0.22 0.22
Crit Moves:	32.7 32.7 32.7 0.0 0.0 0.0 7.0 33.3 0.0 0.0 26.3 26.3
Green Time:	0.63 0.63 0.63 0.00 0.00 0.00 0.41 0.20 0.00 0.00 0.63 0.63
Volume/Cap:	12.9 12.9 12.9 0.0 0.0 0.0 25.3 9.7 0.0 0.0 16.2 16.2
Delay/Veh:	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Delay Adj:	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
ProgAdjPctr:	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:	12.9 12.9 12.9 0.0 0.0 0.0 25.3 9.7 0.0 0.0 16.2 16.2
DesignQueue:	0 27 4 0 0 0 3 8 0 0 0 21

Brandenburg Site Residential TIA
 1500 Apartment Units(0) L.A.I. retail
 Project Conditions
 Level Of Service Computation Report
 1985 HCM Operations (Planned Volumes Alternative)
 Existing(AJ)

Intersection #3477: 11TH-SANTA CLARA



Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green: 10 10 10 0 0 0 7 10 0 0 10 10

Volume Module: >> Count Date: 31 Oct 2002 <<

Base Vol:	186 1063 142 0 0 0 67 317 0 0 653 79
Growth Adj:	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Base:	186 1063 142 0 0 0 67 317 0 0 653 79
Added Vol:	0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol:	0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:	186 1063 142 0 0 0 67 317 0 0 653 79
User Adj:	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:	186 1063 142 0 0 0 67 317 0 0 653 79
Reduct Vol:	0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:	186 1063 142 0 0 0 67 317 0 0 653 79
PCE Adj:	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.:	186 1063 142 0 0 0 67 317 0 0 653 79

Saturation Flow Module:

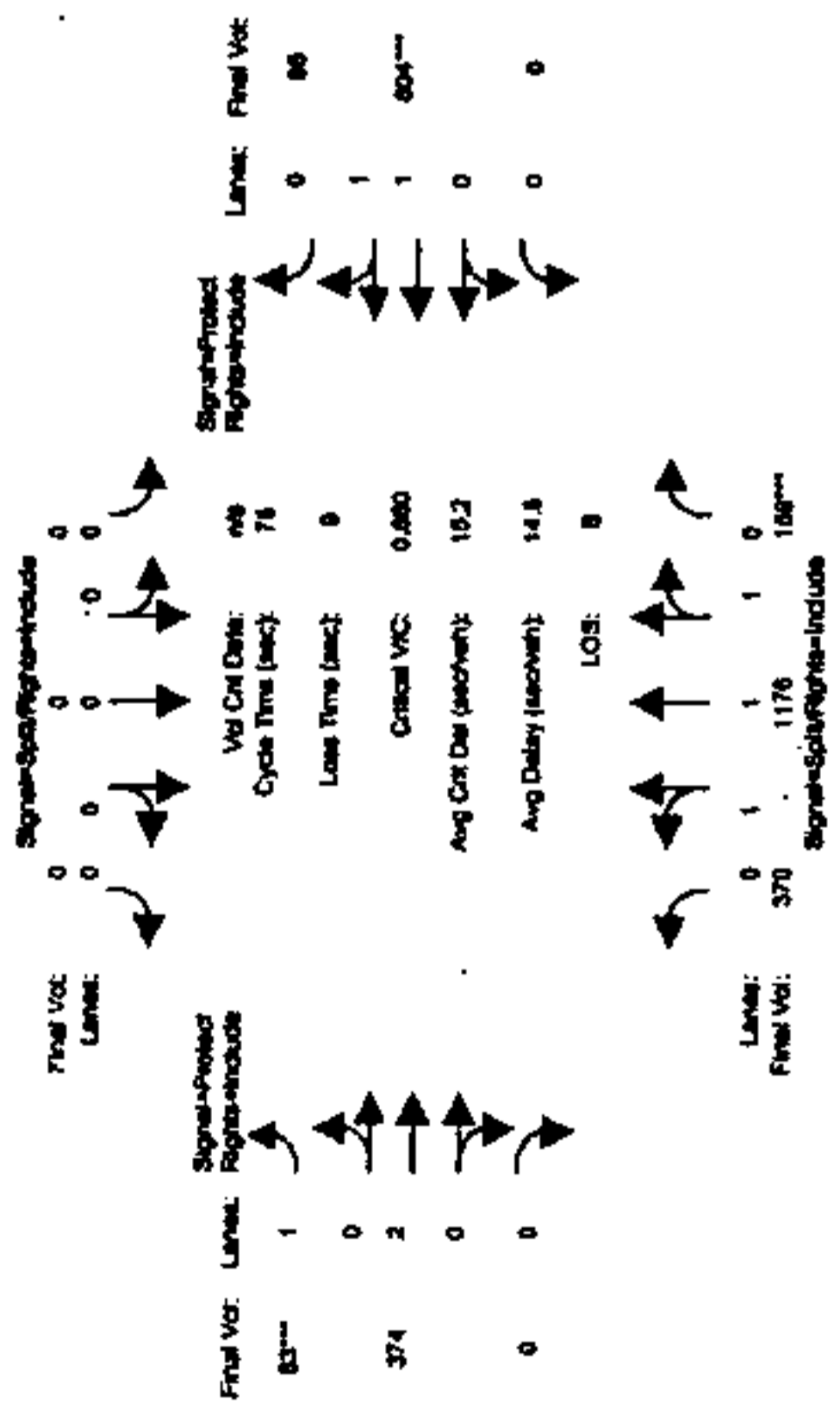
Sat/Lane:	1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800
Adjustment:	1.00 1.02 1.00 0.97 1.06 0.97 0.97 1.06 0.97 0.97 1.03 1.00
Lanes:	0.41 2.28 0.31 0.00 0.00 0.00 1.00 2.00 0.00 0.00 1.78 0.22
Final Sat.:	735 4203 561 0 0 0 1750 3800 0 0 3300 399

Capacity Analysis Module:

Vol/Sat:	0.25 0.25 0.25 0.00 0.00 0.00 0.04 0.08 0.00 0.00 0.20 0.20
Crit Moves:	33.1 33.1 33.1 0.0 0.0 0.0 7.0 32.9 0.0 0.0 25.9 25.9
Green Time:	0.57 0.57 0.57 0.00 0.00 0.00 0.41 0.19 0.00 0.00 0.57 0.57
Volume/Cap:	12.2 12.2 12.2 0.0 0.0 0.0 25.3 9.8 0.0 0.0 15.7 15.7
Delay/Veh:	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Delay Adj:	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
ProgAdjPctr:	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:	12.2 12.2 12.2 0.0 0.0 0.0 25.3 9.8 0.0 0.0 15.7 15.7
DesignQueue:	5 26 4 0 0 0 3 8 0 0 0 19

Brandenburg Bm Residential TA
 1500 Apartment Units(8) L.A.I. retail
 Project Conditions
 Level Of Service Computation Report
 1983 HCM Operations (Phase Volume Alternative)
 PMU (AM)

Intersection #3477: 11TH/SANTA CLARA



Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green:	10	10	0	0	7	10	0	0	10	10
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Volume Module:

Base Vol:	370	1176	159	0	0	83	374	0	804	86
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	370	1176	159	0	0	83	374	0	804	86
Added Vol:	0	0	0	0	0	0	0	0	0	0
Potential Proj:	0	0	0	0	0	0	0	0	0	0
Initial Fut:	370	1176	159	0	0	83	374	0	804	86
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	370	1176	159	0	0	83	374	0	804	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	370	1176	159	0	0	83	374	0	804	86
PCB Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol:	370	1176	159	0	0	83	374	0	804	86

Saturation Flow Module:

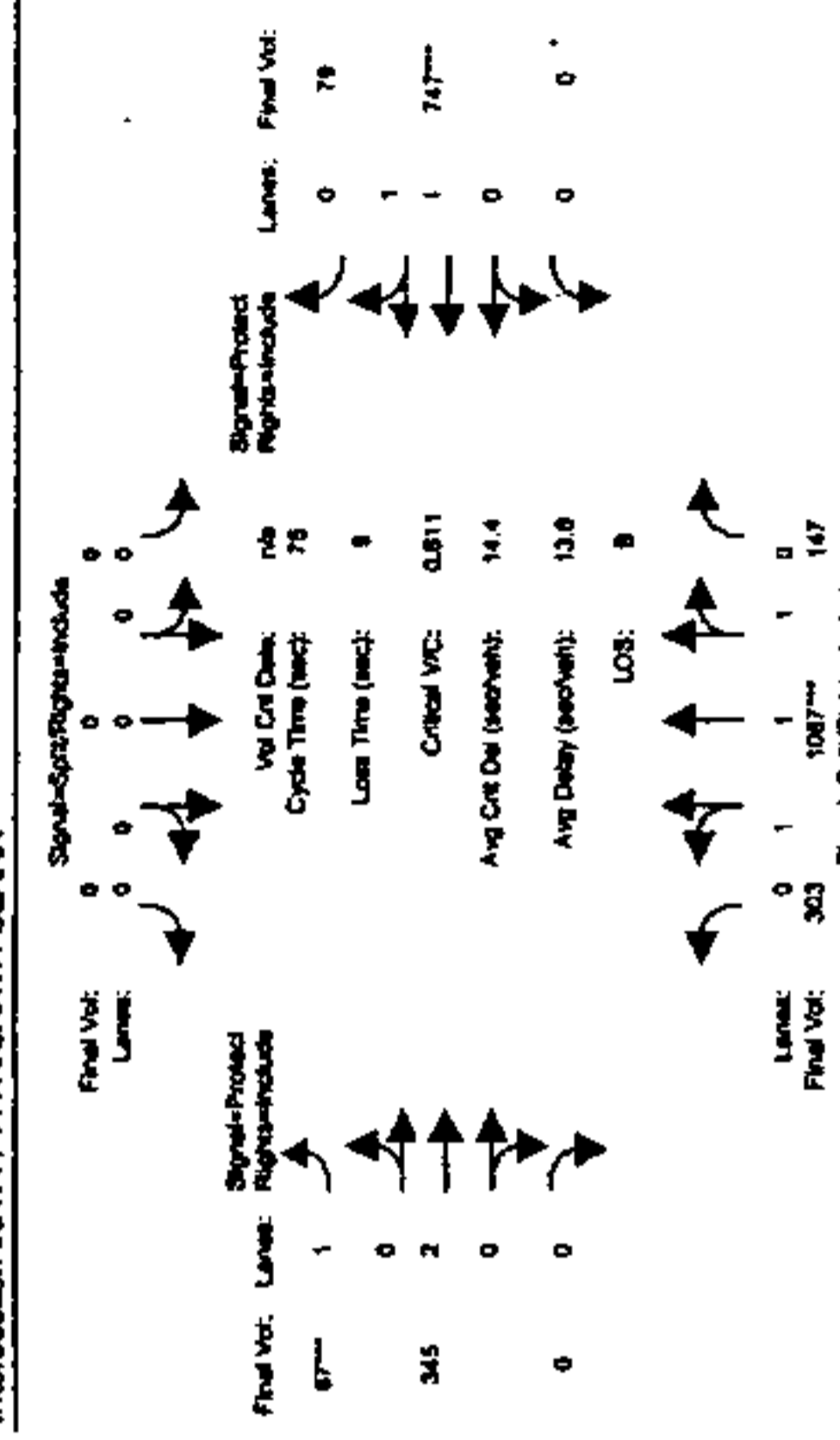
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.03	1.00	0.97	1.06	0.97	1.06	0.97	1.03	1.00
Lanes:	0.66	2.06	0.28	0.00	0.00	1.00	2.00	0.00	1.00	0.20
Final Sat:	1193	3793	513	0	0	1750	3800	0	3342	357

Capacity Analysis Module:

Vol/Sat:	0.31	0.31	0.31	0.00	0.00	0.05	0.10	0.00	0.00	0.24
Crit Moves:	33.2	13.2	33.2	0.0	0.0	7.0	32.8	0.0	0.0	25.8
Green Time:	0.70	0.70	0.70	0.00	0.00	0.51	0.23	0.00	0.00	0.70
Volume/Cap:	13.5	13.5	13.5	0.0	0.0	26.7	10.0	0.0	0.0	17.4
Delay/Veh:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjPctr:	13.5	13.5	13.5	0.0	0.0	26.7	10.0	0.0	0.0	17.4
AdjDel/Veh:	9	30	4	0	0	3	9	0	0	23
DesignQueue:	9	30	4	0	0	3	9	0	0	23

Brandenburg Bm Residential TA
 1500 Apartment Units(8) L.A.I. retail
 Project Conditions
 Level Of Service Computation Report
 1983 HCM Operations (Phase Volume Alternative)
 PMU (AM)

Intersection #3477: 11TH/SANTA CLARA



Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green:	10	10	0	0	7	10	0	0	10	10
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Volume Module:

Base Vol:	303	1067	147	0	0	67	332	0	741	79
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	303	1067	147	0	0	67	332	0	741	79
Added Vol:	0	0	0	0	0	0	0	0	0	0
Potential Proj:	0	0	0	0	0	0	0	0	0	0
Initial Fut:	303	1067	147	0	0	67	332	0	741	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	303	1067	147	0	0	67	332	0	741	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	303	1067	147	0	0	67	332	0	741	79
PCB Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol:	303	1067	147	0	0	67	332	0	741	79

Saturation Flow Module:

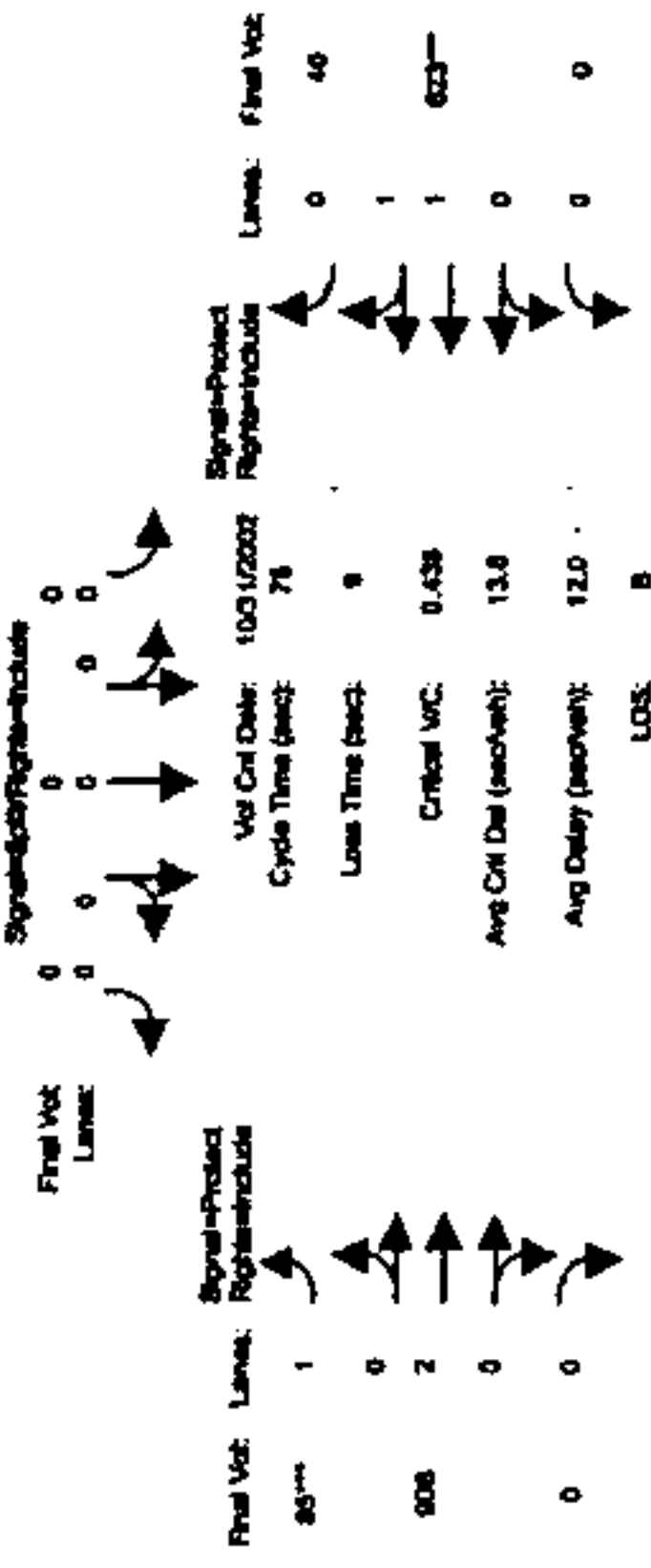
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.03	1.00	0.97	1.06	0.97	1.06	0.97	1.03	1.00
Lanes:	0.61	2.09	0.30	0.00	0.00	1.00	2.00	0.00	1.00	0.20
Final Sat:	1098	3868	533	0	0	1750	3800	0	3346	354

Capacity Analysis Module:

Vol/Sat:	0.28	0.28	0.28	0.00	0.00	0.04	0.09	0.00	0.00	0.22
Crit Moves:	32.6	32.6	32.6	0.0	0.0	7.0	33.4	0.0	0.0	26.4
Green Time:	0.63	0.63	0.63	0.00	0.00	0.41	0.20	0.00	0.00	0.63
Volume/Cap:	13.0	13.0	13.0	0.0	0.0	25.3	9.7	0.0	0.0	16.1
Delay/Veh:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjPctr:	13.0	13.0	13.0	0.0	0.0	25.3	9.7	0.0	0.0	16.1
AdjDel/Veh:	8	27	4	0	0	3	8	0	0	21
DesignQueue:	8	27	4	0	0	3	8	0	0	21

Brandsburg Site Residential TIA
 1500 Apartment Units
 Project Conditions
 Level of Service Computation Report
 1985 HCM Operations (Planned Volume Alternative)
 Background (PM)

Intersection #3477: 11TH/SANTA CLARA



Final Vol: 1800
 Lanes: 1800
 Sat/Lane: 1.00
 Adjustment: 1.00
 Lanes: 1800
 Final Sat: 1.00

Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green: 10 10 10 0 0 0 7 10 0 0 10 10

Volume Module: >> Count Date: 31 Oct 2002 << 5:00-6:00PM

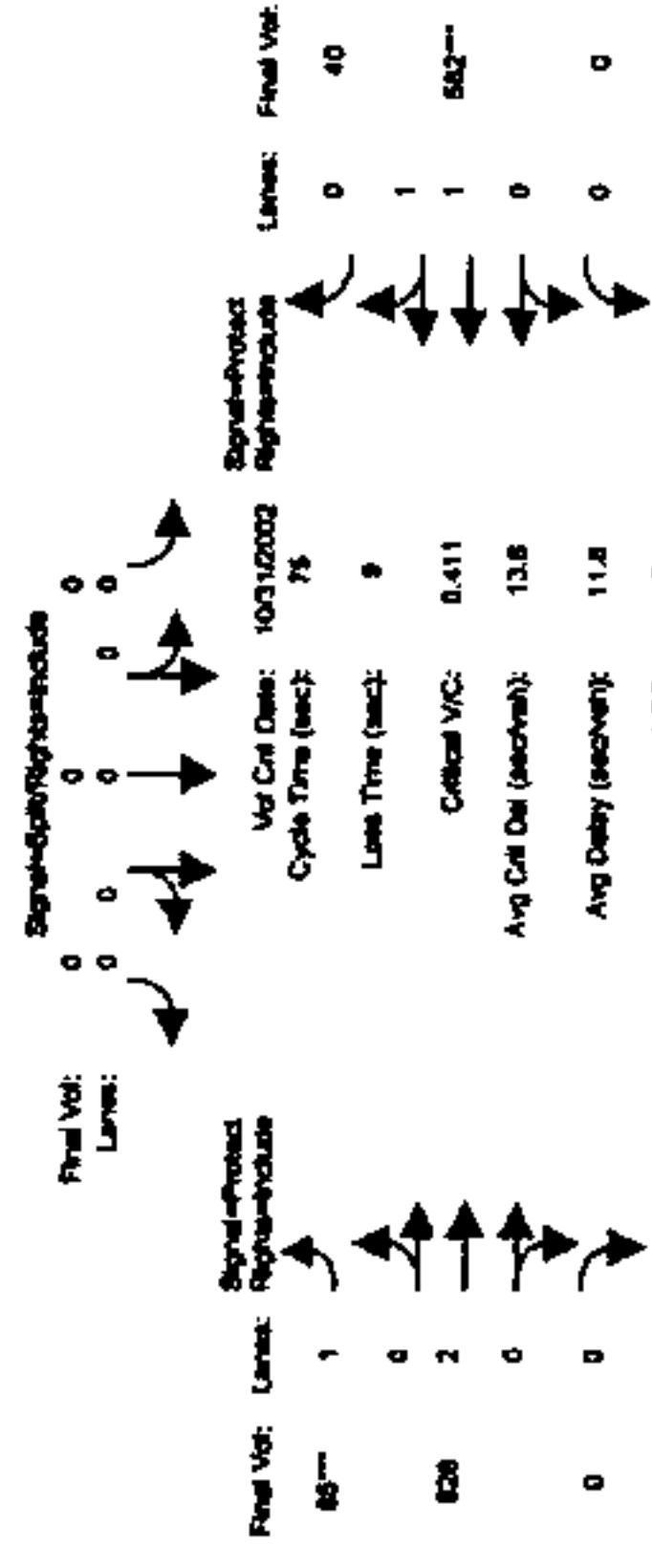
Base Vol: 165 471 159 0 0 0 85 826 0 0 582 40
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Base: 165 471 159 0 0 0 85 826 0 0 582 40
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 ATI: 55 7 9 0 0 0 0 82 0 0 41 0
 Initial Fut: 220 478 168 0 0 0 85 908 0 0 623 40
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 220 478 168 0 0 0 85 908 0 0 623 40
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 220 478 168 0 0 0 85 908 0 0 623 40
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Final Vol.: 220 478 168 0 0 0 85 908 0 0 623 40

Saturation Flow Module:
 Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800
 Adjustment: 1.00 1.03 1.00 0.97 1.06 0.97 0.97 1.06 0.97 0.97 1.03 1.00
 Lanes: 0.78 1.63 0.59 0.90 0.00 0.00 1.00 2.00 0.00 0.00 1.88 0.12
 Final Sat.: 1397 3035 1067 0 0 0 1750 3800 0 0 3477 223

Capacity Analysis Module:
 Vol/Sat: 0.16 0.16 0.16 0.00 0.00 0.00 0.05 0.24 0.00 0.00 0.18 0.18
 Crit Moves: ****
 Green Time: 27.0 27.0 27.0 0.0 0.0 0.0 8.3 39.0 0.0 0.0 30.7 30.7
 Volume/Cap: 0.44 0.44 0.44 0.00 0.00 0.00 0.44 0.46 0.00 0.00 0.44 0.44
 Delay/Veh: 14.0 14.0 14.0 0.0 0.0 0.0 24.7 8.7 0.0 0.0 12.3 12.3
 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 ProgAdjFctr: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 14.0 14.0 14.0 0.0 0.0 0.0 24.7 8.7 0.0 0.0 12.3 12.3
 DesignQueue: 6 13 5 0 0 0 3 19 0 0 0 16

Brandsburg Site Residential TIA
 1500 Apartment Units
 Project Conditions
 Level of Service Computation Report
 1985 HCM Operations (Planned Volume Alternative)
 Background (PM)

Intersection #3477: 11TH/SANTA CLARA



Final Vol: 1800
 Lanes: 1800
 Sat/Lane: 1.00
 Adjustment: 1.00
 Lanes: 1800
 Final Sat: 1.00

Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green: 10 10 10 0 0 0 7 10 0 0 10 10

Volume Module: >> Count Date: 31 Oct 2002 <<

Base Vol: 165 471 159 0 0 0 85 826 0 0 582 40
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Base: 165 471 159 0 0 0 85 826 0 0 582 40
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 165 471 159 0 0 0 85 826 0 0 582 40
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 165 471 159 0 0 0 85 826 0 0 582 40
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 165 471 159 0 0 0 85 826 0 0 582 40
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Final Vol.: 165 471 159 0 0 0 85 826 0 0 582 40

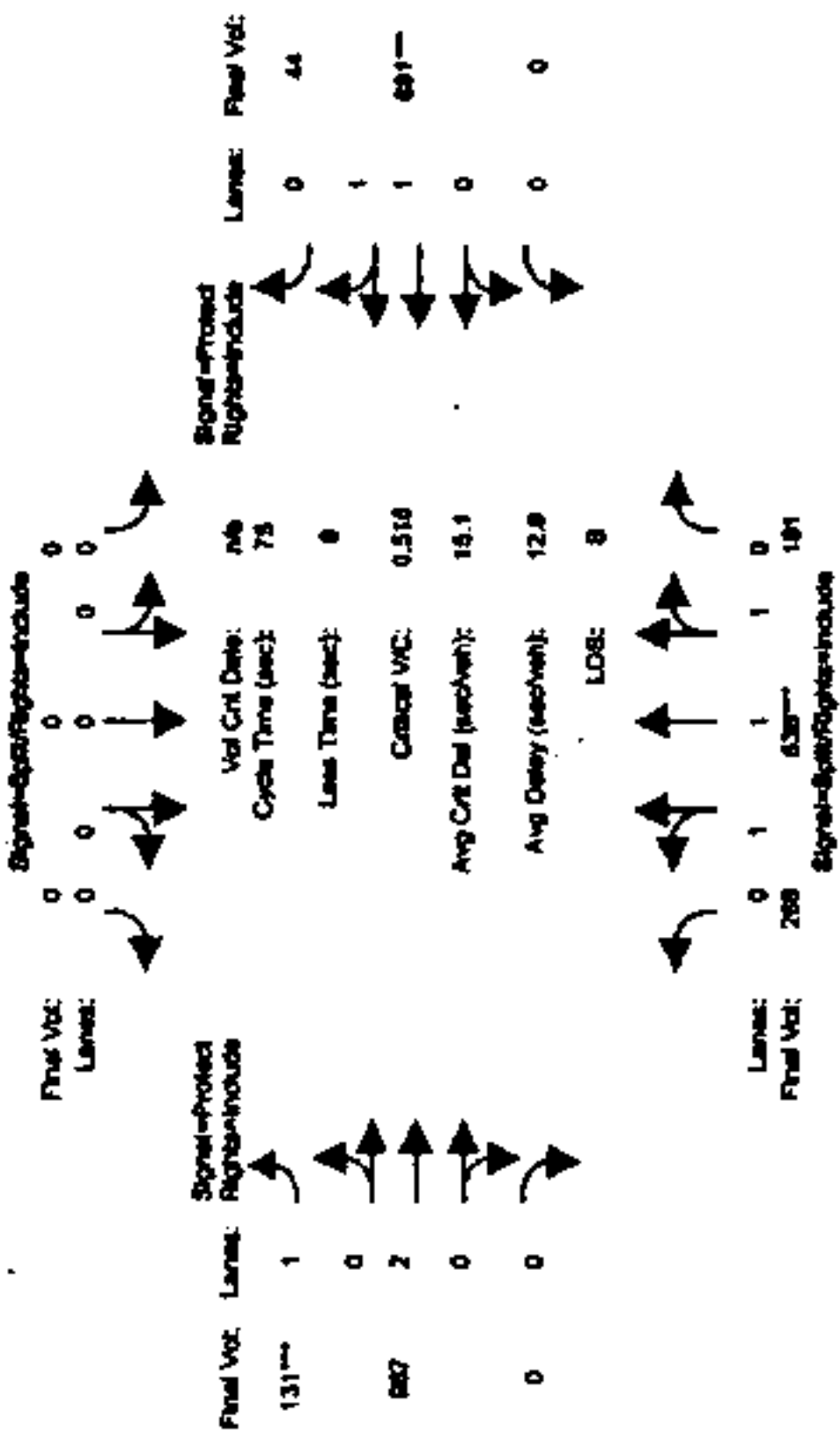
Saturation Flow Module:
 Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800
 Adjustment: 1.00 1.03 1.00 0.97 1.06 0.97 0.97 1.06 0.97 0.97 1.03 1.00
 Lanes: 0.63 1.76 0.61 0.00 0.00 0.00 1.00 2.00 0.00 0.00 1.87 0.13
 Final Sat.: 1141 3258 1100 0 0 0 1750 3800 0 0 3462 238

Capacity Analysis Module:
 Vol/Sat: 0.14 0.14 0.14 0.00 0.00 0.00 0.05 0.22 0.00 0.00 0.17 0.17
 Crit Moves: ****
 Green Time: 26.4 26.4 26.4 0.0 0.0 0.0 8.9 39.6 0.0 0.0 30.7 30.7
 Volume/Cap: 0.41 0.41 0.41 0.00 0.00 0.00 0.41 0.41 0.00 0.00 0.41 0.41
 Delay/Veh: 14.1 14.1 14.1 0.0 0.0 0.0 24.1 8.2 0.0 0.0 12.1 12.1
 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 ProgAdjFctr: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 14.1 14.1 14.1 0.0 0.0 0.0 24.1 8.2 0.0 0.0 12.1 12.1
 DesignQueue: 5 13 4 0 0 0 3 17 0 0 0 15

Brandenburg Bld Residential TIA
1500 Apartment Units
Project Conditions

Level of Service Computation Report
1985 HCM Operations (Planned Volume Alternative)
Ftbl.3 (P&I)

Intersection #3477: 11TH/SANTA CLARA



Approach: North Bound South Bound East Bound West Bound

Movement: L T R L T R L T R L T R

Min. Green: 10 10 10 0 0 0 7 10 0 0 10 10

Volume Module:

Base Vol: 268 538 181 0 0 0 131 987 0 0 691 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 Base: 268 538 181 0 0 0 131 987 0 0 691 44

Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Potential Proj: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 268 538 181 0 0 0 131 987 0 0 691 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: 268 538 181 0 0 0 131 987 0 0 691 44

Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 268 538 181 0 0 0 131 987 0 0 691 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.: 268 538 181 0 0 0 131 987 0 0 691 44

Saturation Flow Module:

Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800

Adjustment: 1.00 1.03 1.06 0.97 0.97 1.06 0.97 0.97 1.06 0.97 0.97 1.03

Lanes: 0.83 1.61 0.56 0.00 0.00 0.00 1.00 2.00 0.00 0.00 1.88 0.12

Final Sat.: 1493 2997 1008 0 0 0 1750 3800 0 0 3478 221

Capacity Analysis Module:

Vol/Sat: 0.18 0.18 0.18 0.00 0.00 0.00 0.07 0.26 0.00 0.00 0.20 0.20

Crit Moves: ****

Green Time: 26.2 26.2 26.2 0.0 0.0 0.0 10.9 39.8 0.0 0.0 28.9 28.9

Volume/Cap: 0.51 0.51 0.51 0.00 0.00 0.00 0.51 0.49 0.00 0.00 0.51 0.51

Delay/Veh: 14.9 14.9 14.9 0.0 0.0 0.0 24.0 8.6 0.0 0.0 13.7 13.7

Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

ProgAdjFctr: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

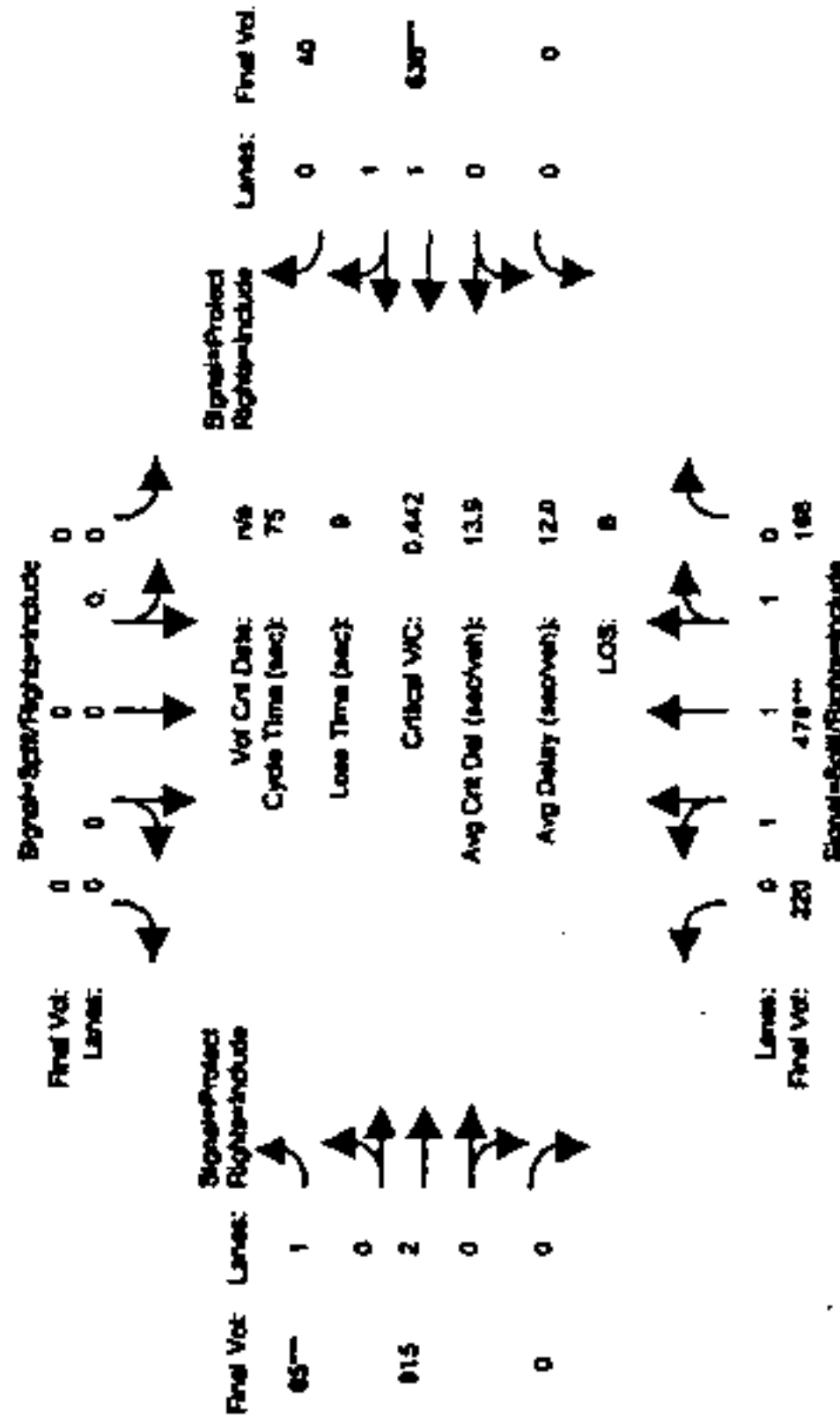
AdjDel/Veh: 14.9 14.9 14.9 0.0 0.0 0.0 24.0 8.6 0.0 0.0 13.7 13.7

DesignQueue: 6 15 5 0 0 0 5 21 0 0 0 19

Brandenburg Bld Residential TIA
1500 Apartment Units
Project Conditions

Level of Service Computation Report
1985 HCM Operations (Planned Volume Alternative)
Ftbl.3 (P&I)

Intersection #3477: 11TH/SANTA CLARA



Approach: North Bound South Bound East Bound West Bound

Movement: L T R L T R L T R L T R

Min. Green: 10 10 10 0 0 0 7 10 0 0 10 10

Volume Module:

Base Vol: 220 478 168 0 0 0 85 908 0 0 623 40

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Base: 220 478 168 0 0 0 85 908 0 0 623 40

Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Potential Proj: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 220 478 168 0 0 0 85 915 0 0 638 40

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 220 478 168 0 0 0 85 915 0 0 638 40

Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 220 478 168 0 0 0 85 915 0 0 638 40

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Final Vol.: 220 478 168 0 0 0 85 915 0 0 638 40

Saturation Flow Module:

Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800

Adjustment: 1.00 1.03 1.06 0.97 0.97 1.06 0.97 0.97 1.06 0.97 0.97 1.03

Lanes: 0.78 1.63 0.59 0.00 0.00 0.00 1.00 2.00 0.00 0.00 1.88 0.12

Final Sat.: 1397 3035 1067 0 0 0 1750 3800 0 0 3482 218

Capacity Analysis Module:

Vol/Sat: 0.16 0.16 0.16 0.00 0.00 0.00 0.05 0.24 0.00 0.00 0.18 0.18

Crit Moves: ****

Green Time: 26.7 26.7 26.7 0.0 0.0 0.0 8.2 39.3 0.0 0.0 31.1 31.1

Volume/Cap: 0.44 0.44 0.44 0.00 0.00 0.00 0.44 0.46 0.00 0.00 0.44 0.44

Delay/Veh: 14.1 14.1 14.1 0.0 0.0 0.0 24.8 8.6 0.0 0.0 12.1 12.1

Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

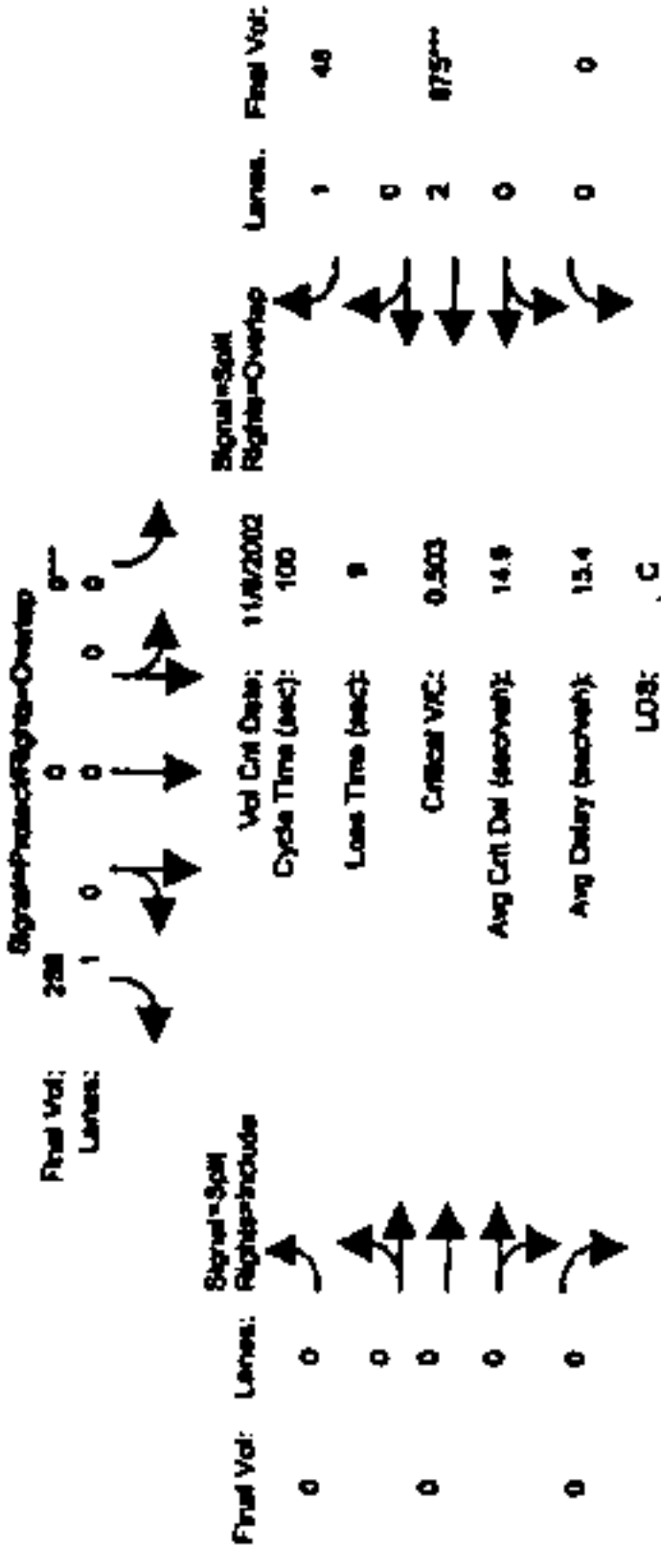
ProgAdjFctr: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

AdjDel/Veh: 14.1 14.1 14.1 0.0 0.0 0.0 24.8 8.6 0.0 0.0 12.1 12.1

DesignQueue: 6 13 5 0 0 0 3 19 0 0 0 16

1500 Apartment Units (R) L.S.I. retail
 Level Of Service Computation Report
 1985 HCM Operations (Future Volume Alternative)
 Background (AM)

Intersection #3499: FIRST/JULIAN



Final Vol: 288
 Lanes: 1 0 0 0 0 0 0 0
 Signal-Sat Right-Turn
 Vol Cut Date: 11/8/2002
 Cycle Time (sec): 100
 Lane Time (sec): 9
 Critical VC: 0.503
 Avg Cut Del (sec/veh): 14.9
 Avg Delay (sec/veh): 15.4
 LOS: C

Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

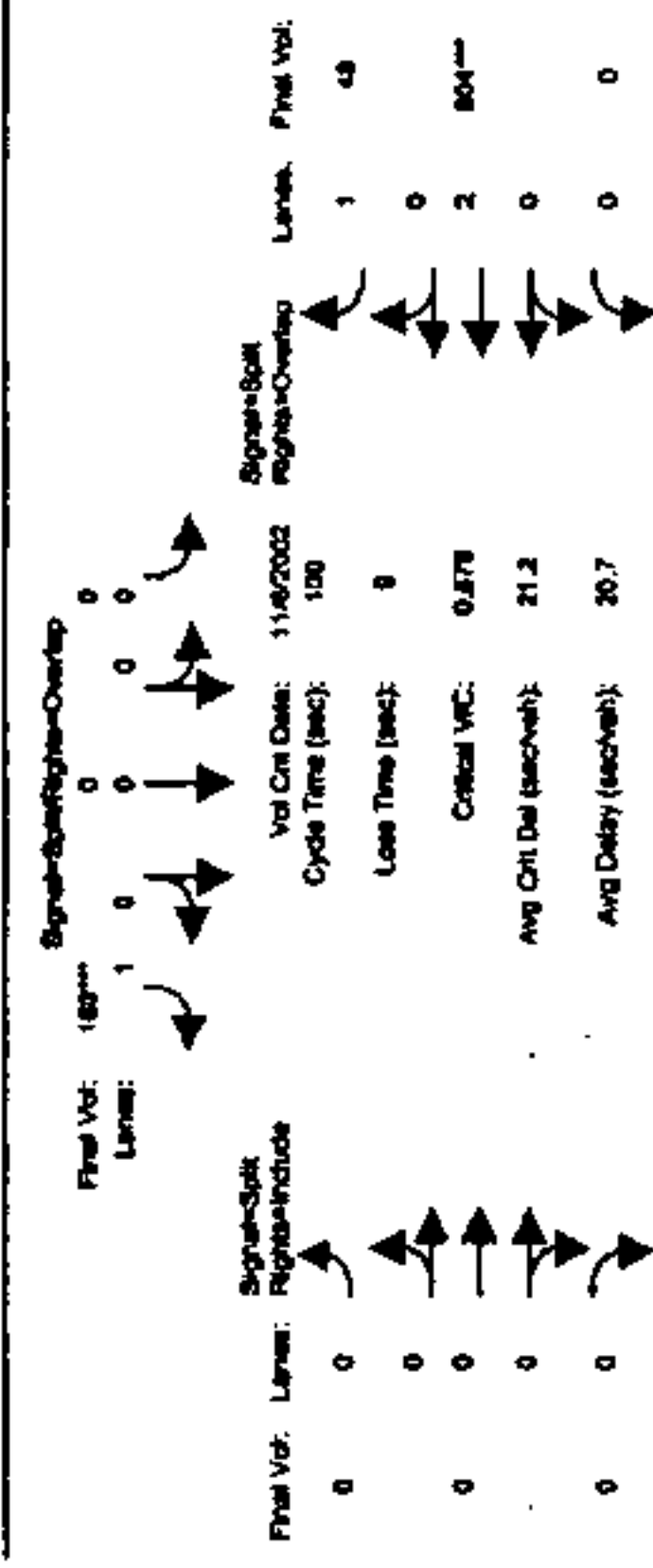
Min. Green:	10	10	0	0	10	0	0	0	0	10	10
Volume Module: >> Count Date: 6 Nov 2002 <<											
Base Vol:	26	416	0	0	169	0	0	0	0	0	804
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bas:	26	416	0	0	169	0	0	0	0	0	804
Added Vol:	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	16	0	0	89	0	0	0	0	0	71
Initial Pnt:	26	432	0	0	258	0	0	0	0	0	875
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:	26	432	0	0	258	0	0	0	0	0	875
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	432	0	0	258	0	0	0	0	0	875
PCF 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.:	26	432	0	0	258	0	0	0	0	0	875

Saturation Flow Module:
 Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800
 Adjustment: 0.97 1.06 0.97 0.97 1.06 0.97 0.97 1.06 0.97 0.97 1.06 0.97
 Lanes: 1.00 1.00 0.00 0.00 1.00 0.00 0.00 0.00 0.00 0.00 2.00 1.00
 Final Sat.: 1750 1900 0 0 0 1750 0 0 0 0 3800 1750

Capacity Analysis Module:
 Vol/Sat: 0.01 0.23 0.00 0.00 0.00 0.15 0.00 0.00 0.00 0.00 0.00 0.23 0.03
 Crit Moves: ****
 Green Time: 7.0 45.2 0.0 0.0 38.2 0.0 0.0 0.0 0.0 0.0 45.8 45.8
 Volume/Cap: 0.21 0.50 0.00 0.00 0.39 0.00 0.00 0.00 0.00 0.00 0.50 0.06
 Delay/Veh: 33.5 15.2 0.0 0.0 17.2 0.0 0.0 0.0 0.0 0.0 14.7 11.5
 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 ProgAdjPctr: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 33.5 15.2 0.0 0.0 0.0 17.2 0.0 0.0 0.0 0.0 14.7 11.5
 DesignQueue: 1 14 0 0 0 9 0 0 0 0 0 28 1

1500 Apartment Units (R) L.S.I. retail
 Level Of Service Computation Report
 1985 HCM Operations (Future Volume Alternative)
 Existing (AM)

Intersection #3499: FIRST/JULIAN



Final Vol: 180
 Lanes: 1 0 0 0 0 0 0 0
 Signal-Sat Right-Turn
 Vol Cut Date: 11/8/2002
 Cycle Time (sec): 100
 Lane Time (sec): 9
 Critical VC: 0.878
 Avg Cut Del (sec/veh): 21.2
 Avg Delay (sec/veh): 20.7
 LOS: C

Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

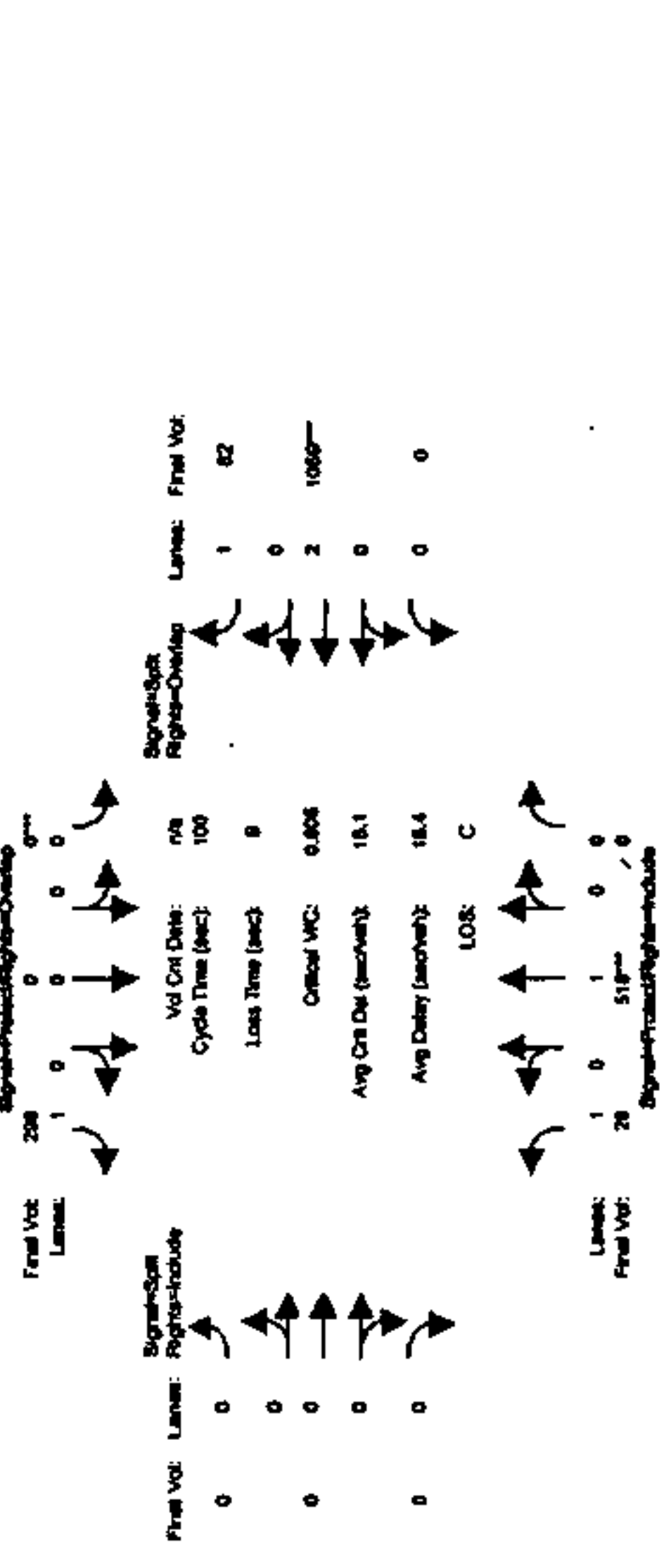
Min. Green:	10	10	0	0	10	0	0	0	0	10	10
Volume Module: >> Count Date: 6 Nov 2002 <<											
Base Vol:	26	416	0	0	169	0	0	0	0	0	804
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bas:	26	416	0	0	169	0	0	0	0	0	804
Added Vol:	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	16	0	0	89	0	0	0	0	0	71
Initial Pnt:	26	416	0	0	169	0	0	0	0	0	804
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:	26	416	0	0	169	0	0	0	0	0	804
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	416	0	0	169	0	0	0	0	0	804
PCF 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.:	26	416	0	0	169	0	0	0	0	0	804

Saturation Flow Module:
 Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800
 Adjustment: 0.97 1.06 0.97 0.97 1.06 0.97 0.97 1.06 0.97 0.97 1.06 0.97
 Lanes: 1.00 1.00 0.00 0.00 1.00 0.00 0.00 0.00 0.00 0.00 2.00 1.00
 Final Sat.: 1750 1900 0 0 0 1750 0 0 0 0 3800 1750

Capacity Analysis Module:
 Vol/Sat: 0.01 0.22 0.00 0.00 0.00 0.10 0.00 0.00 0.00 0.00 0.00 0.21 0.03
 Crit Moves: ****
 Green Time: 37.8 37.8 0.0 0.0 16.7 0.0 0.0 0.0 0.0 0.0 36.5 53.2
 Volume/Cap: 0.04 0.58 0.00 0.00 0.58 0.00 0.00 0.00 0.00 0.00 0.58 0.05
 Delay/Veh: 14.9 19.7 0.0 0.0 31.3 0.0 0.0 0.0 0.0 0.0 19.9 8.6
 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 ProgAdjPctr: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 14.9 19.7 0.0 0.0 0.0 31.3 0.0 0.0 0.0 0.0 19.9 8.6
 DesignQueue: 1 15 0 0 0 8 0 0 0 0 0 28 1

Brandywine Dr Residential TIA
 1800 Agreement Unimproved L.S.I. road
 Project Conditions
 Level Of Service Computation Report
 1800 HCM Operations (Future Volume Alternative)
 Future (AM)

Intersection #3489: FIRST/JULIAN



Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Min. Green: 7 10 0 0 0 10 0 0 0 0 10 10 10

Volume Module:

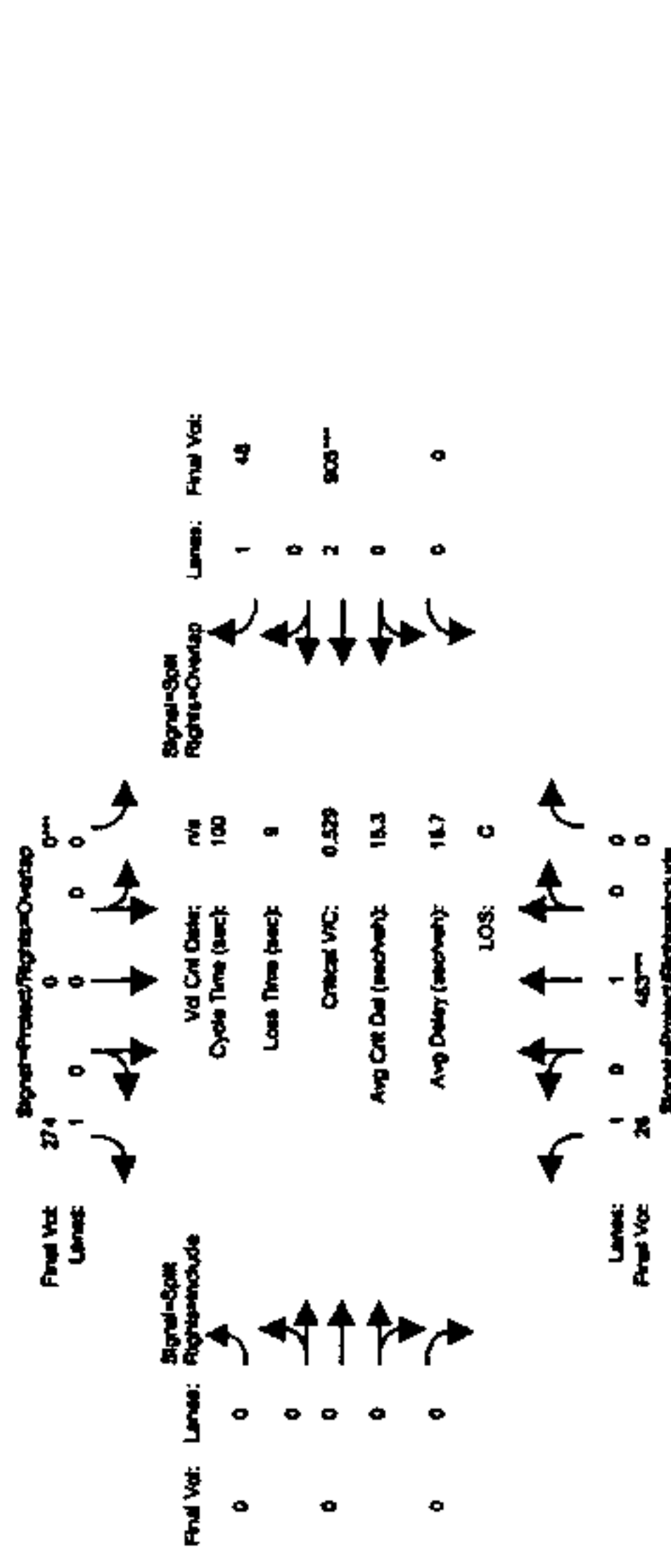
Base Vol:	28	518	0	0	0	299	0	0	0	0	1059	82
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	518	0	0	0	299	0	0	0	0	1059	82
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Potential Proj:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	518	0	0	0	299	0	0	0	0	1059	82
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	518	0	0	0	299	0	0	0	0	1059	82
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	518	0	0	0	299	0	0	0	0	1059	82
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MUF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol:	28	518	0	0	0	299	0	0	0	0	1059	82

Saturation Flow Module:
 Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800
 Adjustment: 0.97 1.06 0.97 0.97 1.06 0.97 0.97 1.06 0.97 0.97 1.06 0.97 0.97
 Lanes: 1.00 1.00 0.00 0.00 0.00 1.00 0.00 0.00 0.00 0.00 2.00 1.00 1.00
 Final Sat.: 1750 1900 0 0 0 1750 0 0 0 1750 0 0 1800 1750

Capacity Analysis Module:
 Vol/Sat: 0.02 0.27 0.00 0.00 0.00 0.17 0.00 0.00 0.00 0.00 0.00 0.28 0.05
 Crit Moves: ****
 Green Time: 7.0 45.0 0.0 0.0 0.0 38.0 0.0 0.0 0.0 0.0 0.0 46.0 46.0
 Volume/Cap: 0.23 0.61 0.00 0.00 0.00 0.45 0.00 0.00 0.00 0.00 0.61 0.10 0.10
 Delay/Veh: 33.6 16.7 0.0 0.0 0.0 18.0 0.0 0.0 0.0 0.0 0.0 15.8 11.6
 Delay Adj: 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
 ProgAdjPctr: 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
 AdjDel/Veh: 33.6 16.7 0.0 0.0 0.0 18.0 0.0 0.0 0.0 0.0 0.0 15.8 11.6
 DesignQueue: 1 17 0 0 0 11 0 0 0 0 0 0 2

Brandywine Dr Residential TIA
 1800 Agreement Unimproved L.S.I. road
 Project Conditions
 Level Of Service Computation Report
 1800 HCM Operations (Future Volume Alternative)
 Future (AM)

Intersection #3489: FIRST/JULIAN



Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Min. Green: 7 10 0 0 0 10 0 0 0 0 10 10 10

Volume Module:

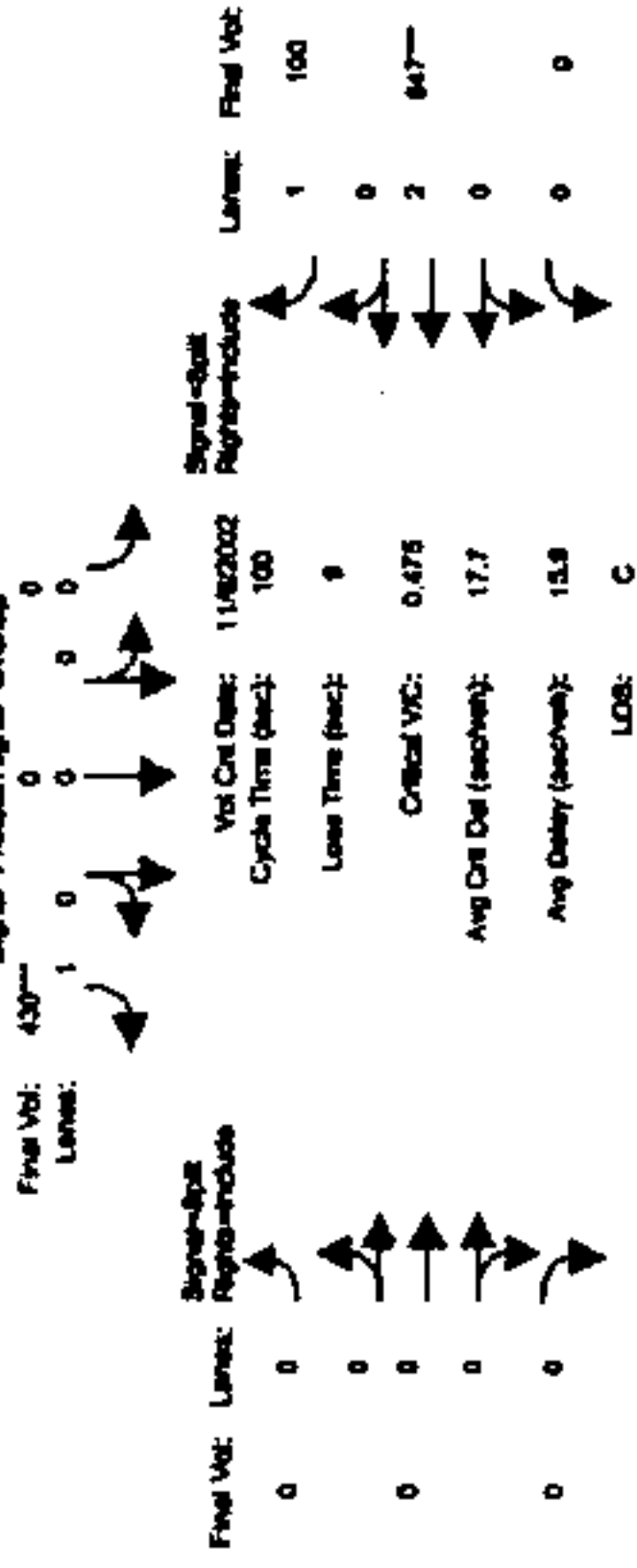
Base Vol:	25	432	0	0	0	258	0	0	0	0	875	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	432	0	0	0	258	0	0	0	0	875	48
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Potential Proj:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	432	0	0	0	258	0	0	0	0	875	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	432	0	0	0	258	0	0	0	0	875	48
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	432	0	0	0	258	0	0	0	0	875	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MUF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol:	25	432	0	0	0	258	0	0	0	0	875	48

Saturation Flow Module:
 Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800
 Adjustment: 0.97 1.06 0.97 0.97 1.06 0.97 0.97 1.06 0.97 0.97 1.06 0.97 0.97
 Lanes: 1.00 1.00 0.00 0.00 0.00 1.00 0.00 0.00 0.00 0.00 2.00 1.00 1.00
 Final Sat.: 1750 1900 0 0 0 1750 0 0 0 1750 0 0 3800 1750

Capacity Analysis Module:
 Vol/Sat: 0.01 0.24 0.00 0.00 0.00 0.16 0.00 0.00 0.00 0.00 0.00 0.24 0.03
 Crit Moves: ****
 Green Time: 7.0 46.0 0.0 0.0 0.0 39.0 0.0 0.0 0.0 0.0 0.0 45.0 45.0
 Volume/Cap: 0.21 0.53 0.00 0.00 0.00 0.40 0.00 0.00 0.00 0.00 0.00 0.53 0.06
 Delay/Veh: 33.5 15.1 0.0 0.0 0.0 17.0 0.0 0.0 0.0 0.0 0.0 15.4 11.8
 Delay Adj: 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
 ProgAdjPctr: 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
 AdjDel/Veh: 33.5 15.1 0.0 0.0 0.0 17.0 0.0 0.0 0.0 0.0 0.0 15.4 11.8
 DesignQueue: 1 15 0 0 0 10 0 0 0 0 0 0 30 1

Brandenburg Site Residential TIA
 1500 Apartment Units
 Project Conditions
 Level of Service Computation Report
 1985 HCM Operations (Future Volume Alternative)
 Background (PM)

Intersection #3488: FIRST/JULIAN



Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green: 7 10 0 0 0 10 0 0 0 0 0 0 0 10 10

Volume Module: >> Count Date: 6 Nov 2002 << 4:45-5:45PM

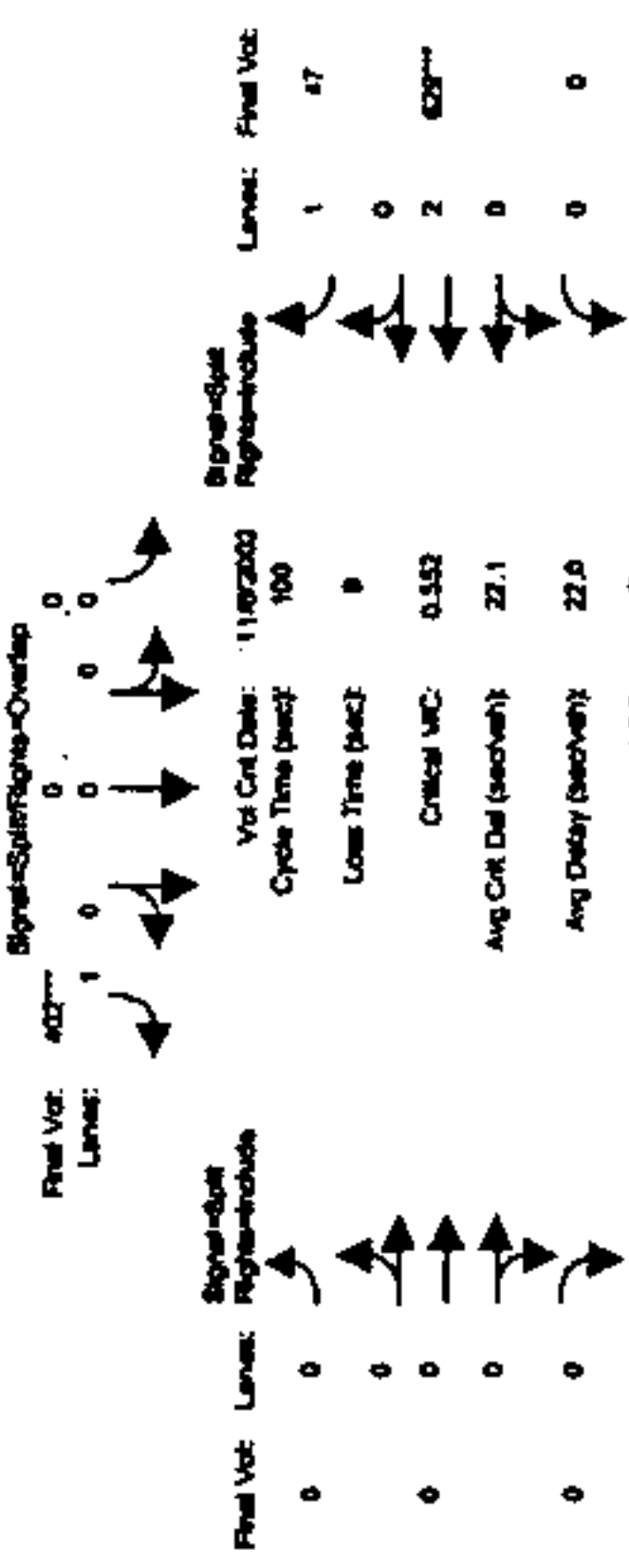
Base Vol: 27 203 0 0 0 402 0 0 0 629 0 0 0 629 47
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Base: 27 203 0 0 0 402 0 0 0 629 0 0 0 629 47
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 ATI: 1 80 0 0 0 28 0 0 0 18 53
 Initial Fut: 28 283 0 0 0 430 0 0 0 647 100
 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 1.00 1.00 1.00
 PHP Adj: 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
 PHP Volume: 28 283 0 0 0 430 0 0 0 647 100
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 28 283 0 0 0 430 0 0 0 647 100
 PCB Adj: 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
 MLP Adj: 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.: 28 283 0 0 0 430 0 0 0 647 100

Saturation Flow Module:
 Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800
 Adjustment: 0.97 1.06 0.97 0.97 1.06 0.97 0.97 1.06 0.97 0.97 1.06 0.97 0.97 1.06 0.97
 Lanes: 1.00 1.00 0.00 0.00 0.00 1.00 0.00 0.00 0.00 0.00 2.00 1.00 1.00 2.00 1.00
 Final Sat.: 1750 1900 0 0 0 1750 0 0 0 3800 1750

Capacity Analysis Module:
 Vol/Sat: 0.02 0.15 0.00 0.00 0.00 0.25 0.00 0.00 0.00 0.00 0.00 0.17 0.06
 Crit Moves: ****
 Green Time: 7.0 56.6 0.0 0.0 0.0 49.6 0.0 0.0 0.0 0.0 34.4 34.4
 Volume/Cap: 0.23 0.26 0.00 0.00 0.00 0.50 0.00 0.00 0.00 0.00 0.50 0.17
 Delay/Veh: 33.6 8.4 0.0 0.0 0.0 13.2 0.0 0.0 0.0 0.0 20.0 17.4
 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 ProgAdjFctr: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 33.6 8.4 0.0 0.0 0.0 13.2 0.0 0.0 0.0 0.0 20.0 17.4
 DesignQueue: 1 7 0 0 0 0 0 0 0 0 0 0 0 0 0

Brandenburg Site Residential TIA
 1500 Apartment Units
 Project Conditions
 Level of Service Computation Report
 1985 HCM Operations (Future Volume Alternative)
 Existing (PM)

Intersection #3498: FIRST/JULIAN



Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green: 10 10 0 0 0 10 0 0 0 0 0 0 0 10 10

Volume Module: >> Count Date: 6 Nov 2002 <<

Base Vol: 27 203 0 0 0 402 0 0 0 629 47
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Base: 27 203 0 0 0 402 0 0 0 629 47
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 27 203 0 0 0 402 0 0 0 629 47
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHP Adj: 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
 PHP Volume: 27 203 0 0 0 402 0 0 0 629 47
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 27 203 0 0 0 402 0 0 0 629 47
 PCB Adj: 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
 MLP Adj: 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.: 27 203 0 0 0 402 0 0 0 629 47

Saturation Flow Module:
 Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800
 Adjustment: 0.97 1.06 0.97 0.97 1.06 0.97 0.97 1.06 0.97 0.97 1.06 0.97 0.97 1.06 0.97
 Lanes: 1.00 1.00 0.00 0.00 0.00 1.00 0.00 0.00 0.00 0.00 2.00 1.00 1.00 2.00 1.00
 Final Sat.: 1750 1900 0 0 0 1750 0 0 0 3800 1750

Capacity Analysis Module:
 Vol/Sat: 0.02 0.11 0.00 0.00 0.00 0.23 0.00 0.00 0.00 0.00 0.00 0.17 0.03
 Crit Moves: ****
 Green Time: 19.4 19.4 0.0 0.0 0.0 41.6 0.0 0.0 0.0 0.0 30.0 30.0
 Volume/Cap: 0.08 0.55 0.00 0.00 0.00 0.55 0.00 0.00 0.00 0.00 0.55 0.09
 Delay/Veh: 25.1 29.0 0.0 0.0 0.0 17.5 0.0 0.0 0.0 0.0 22.8 19.1
 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 ProgAdjFctr: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 25.1 29.0 0.0 0.0 0.0 17.5 0.0 0.0 0.0 0.0 22.8 19.1
 DesignQueue: 1 9 0 0 0 0 0 0 0 0 0 0 0 0 0

Brandenburg Bld Residential TIA
1800 Apartment Units
Project Conditions
Level of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

Intersection #3499: FIRST/JULIAN

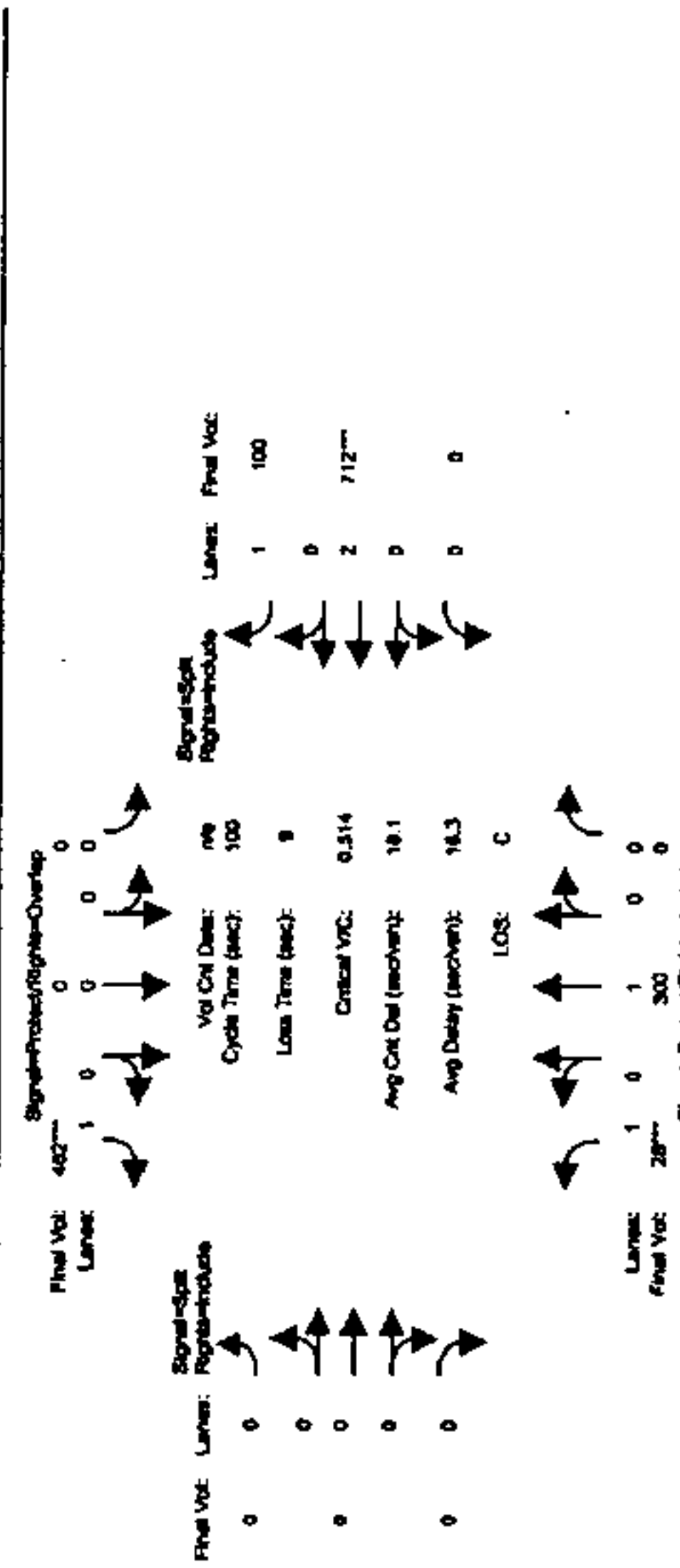


Table with columns for Approach, Movement, North Bound, South Bound, East Bound, West Bound. Rows include Volume Module, Sat/Lane, Adjustment, Lane, Final Sat, Capacity Analysis Module, and Crit Moves.

Table with columns for Sat/Lane, Adjustment, Lane, Final Sat, Capacity Analysis Module, and Crit Moves. Rows include Volume Module, Sat/Lane, Adjustment, Lane, Final Sat, Capacity Analysis Module, and Crit Moves.

Brandenburg Bld Residential TIA
1800 Apartment Units
Project Conditions
Level of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

Intersection #3499: FIRST/JULIAN

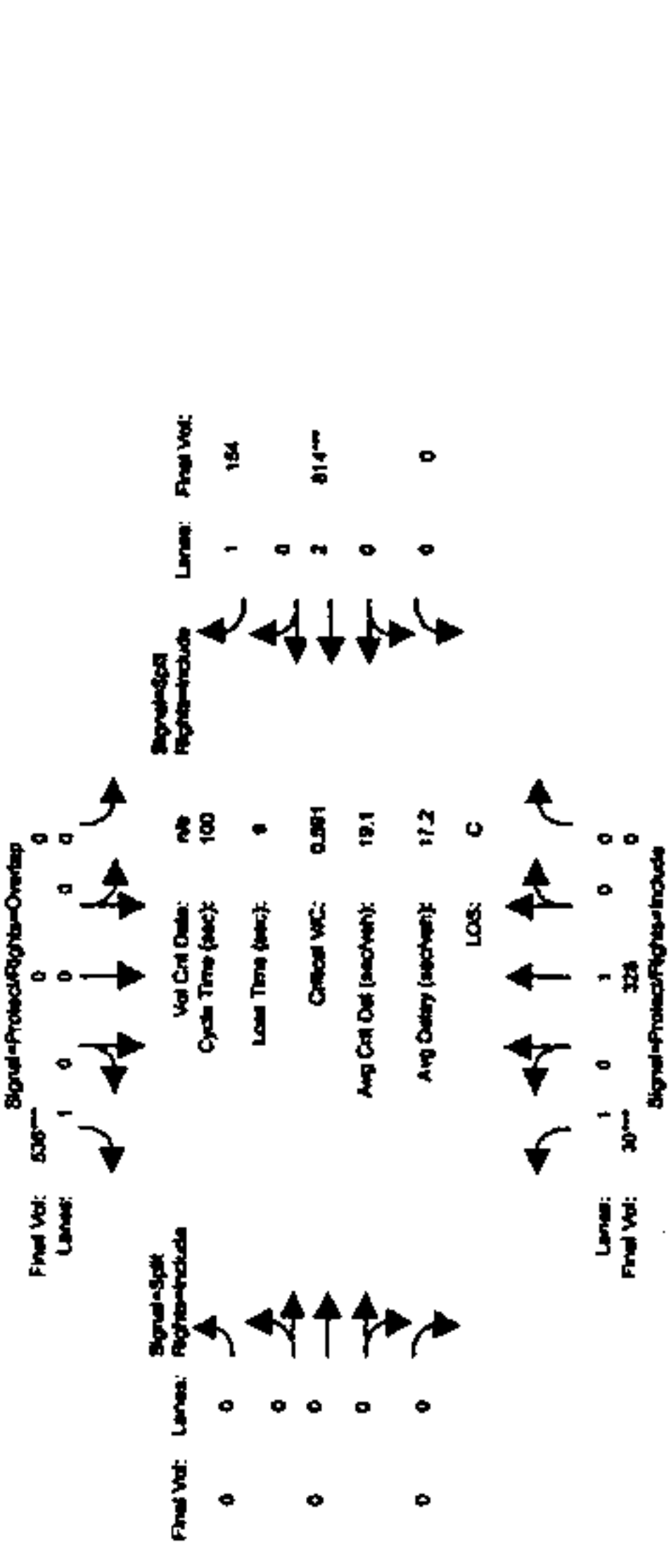
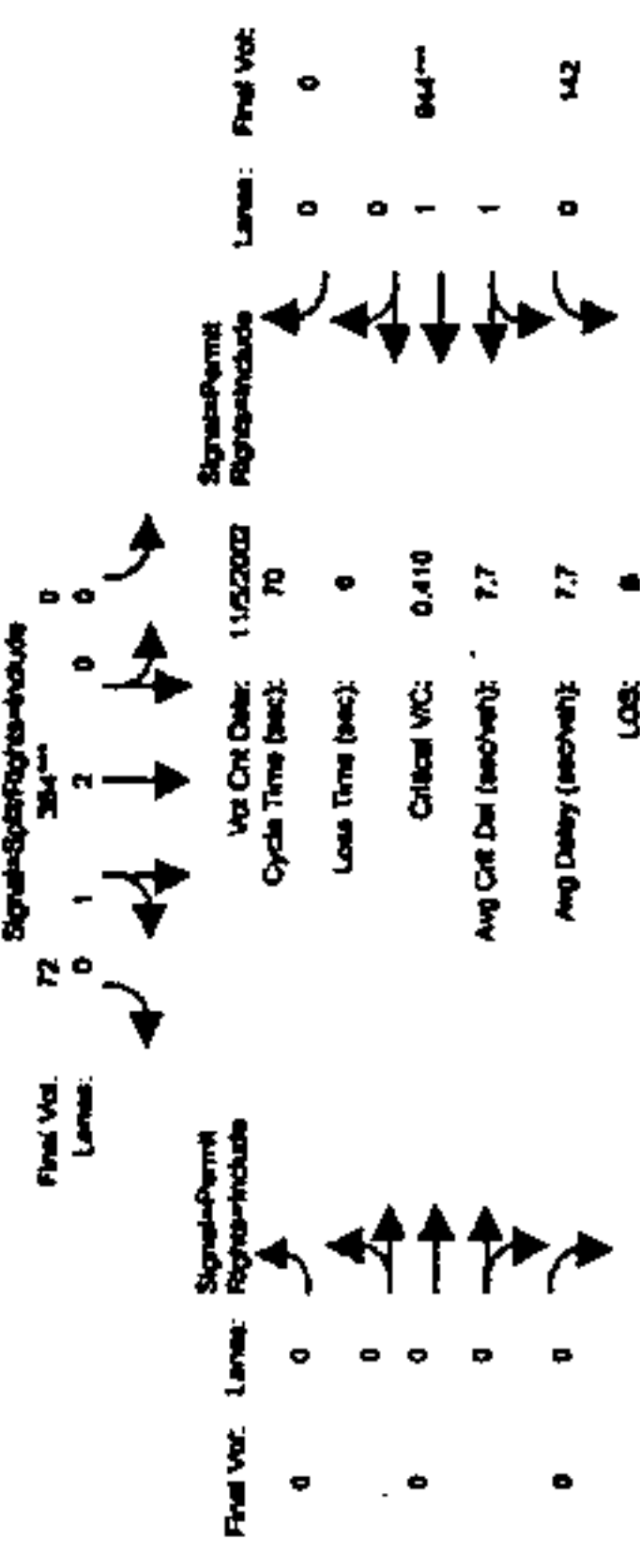


Table with columns for Approach, Movement, North Bound, South Bound, East Bound, West Bound. Rows include Volume Module, Sat/Lane, Adjustment, Lane, Final Sat, Capacity Analysis Module, and Crit Moves.

Table with columns for Sat/Lane, Adjustment, Lane, Final Sat, Capacity Analysis Module, and Crit Moves. Rows include Volume Module, Sat/Lane, Adjustment, Lane, Final Sat, Capacity Analysis Module, and Crit Moves.

Brandsburg Site Residential TIA
1800 Apartment Limited L.S.T. retail
Project Conditions
Level of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Background (AM)

Intersection #3536: FOURTH/JULIAN



Final Vol: 0 0 0
Lanes: 0 0 0
Signal Split: 70 30
Signal: 0 1 2 0 0
0 0 0 0 0
0 0 0 0 0

Final Vol: 0 0 0
Lanes: 0 0 0
Signal Split: 0 0 0 70
Signal: 0 1 2 0 0
0 0 0 0 0
0 0 0 0 0

Final Vol: 0 0 0
Lanes: 0 0 0
Signal Split: 0 0 0 70
Signal: 0 1 2 0 0
0 0 0 0 0
0 0 0 0 0

Final Vol: 0 0 0
Lanes: 0 0 0
Signal Split: 0 0 0 70
Signal: 0 1 2 0 0
0 0 0 0 0
0 0 0 0 0

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

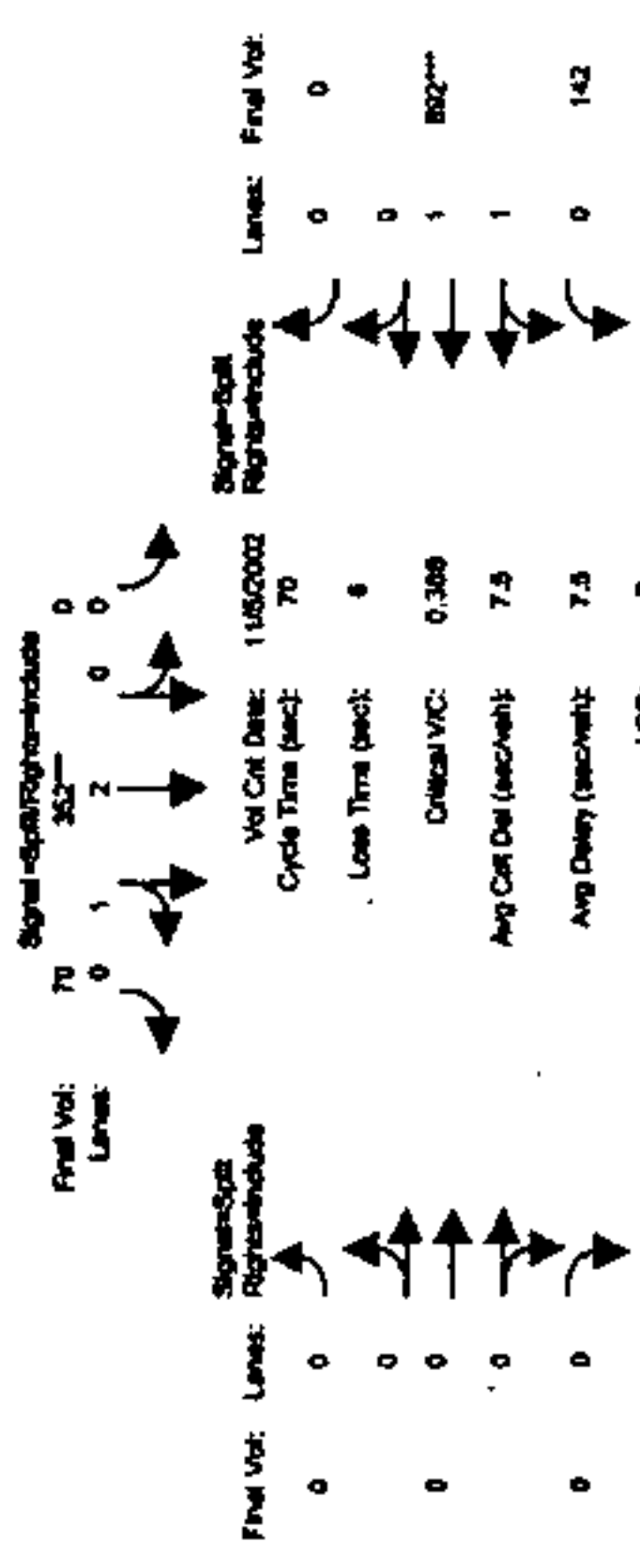
Volume Module: >> Count Date: 5 Nov 2002 <<
Base Vol: 0 0 0 0 0 0 352 70 0 0 0 142 892 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Adj: 0 0 0 0 0 0 352 70 0 0 0 142 892 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
ATI: 0 0 0 0 0 0 32 2 0 0 0 52 944 0
Initial Pct: 0 0 0 0 0 0 384 72 0 0 0 142 944 0
User Adj: 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
PHF Volume: 0 0 0 0 0 0 384 72 0 0 0 142 944 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 142 944 0
Reduced Vol: 0 0 0 0 0 0 384 72 0 0 0 142 944 0
PCF Adj: 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
Final Vol.: 0 0 0 0 0 0 384 72 0 0 0 142 944 0

Saturation Flow Module:
Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800
Adjustment: 0.97 1.06 0.97 0.97 1.04 1.00 0.97 1.06 0.97 1.00 1.03 0.97 1.00 1.03 0.97
Lanes: 0.00 0.00 0.00 0.00 2.51 0.49 0.00 0.00 0.00 0.27 1.73 0.00 0.27 1.73 0.00
Final Sat.: 0 0 0 0 0 0 4715 884 0 0 0 484 3216 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.00 0.08 0.08 0.00 0.00 0.00 0.00 0.29 0.29 0.00 0.00
Crit Moves: *****
Green Time: 0.0 0.0 0.0 0.0 13.9 13.9 0.0 0.0 0.0 0.0 50.1 50.1 0.0
Volume/Cap: 0.00 0.00 0.00 0.00 0.41 0.41 0.00 0.00 0.00 0.41 0.41 0.00
Delay/Veh: 0.0 0.0 0.0 0.0 18.7 18.7 0.0 0.0 0.0 0.0 3.1 3.1 0.0
Delay Adj: 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
ProgAdjFctr: 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
AdjDel/Veh: 0.0 0.0 0.0 0.0 18.7 18.7 0.0 0.0 0.0 0.0 3.1 3.1 0.0
DesignQueue: 0 0 0 0 0 12 2 0 0 0 2 11 0 0

Brandsburg Site Residential TIA
1800 Apartment Limited L.S.T. retail
Project Conditions
Level of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Estimating (AM)

Intersection #3536: FOURTH/JULIAN



Final Vol: 0 0 0
Lanes: 0 0 0
Signal Split: 0 0 0 70
Signal: 0 1 2 0 0
0 0 0 0 0
0 0 0 0 0

Final Vol: 0 0 0
Lanes: 0 0 0
Signal Split: 0 0 0 70
Signal: 0 1 2 0 0
0 0 0 0 0
0 0 0 0 0

Final Vol: 0 0 0
Lanes: 0 0 0
Signal Split: 0 0 0 70
Signal: 0 1 2 0 0
0 0 0 0 0
0 0 0 0 0

Final Vol: 0 0 0
Lanes: 0 0 0
Signal Split: 0 0 0 70
Signal: 0 1 2 0 0
0 0 0 0 0
0 0 0 0 0

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

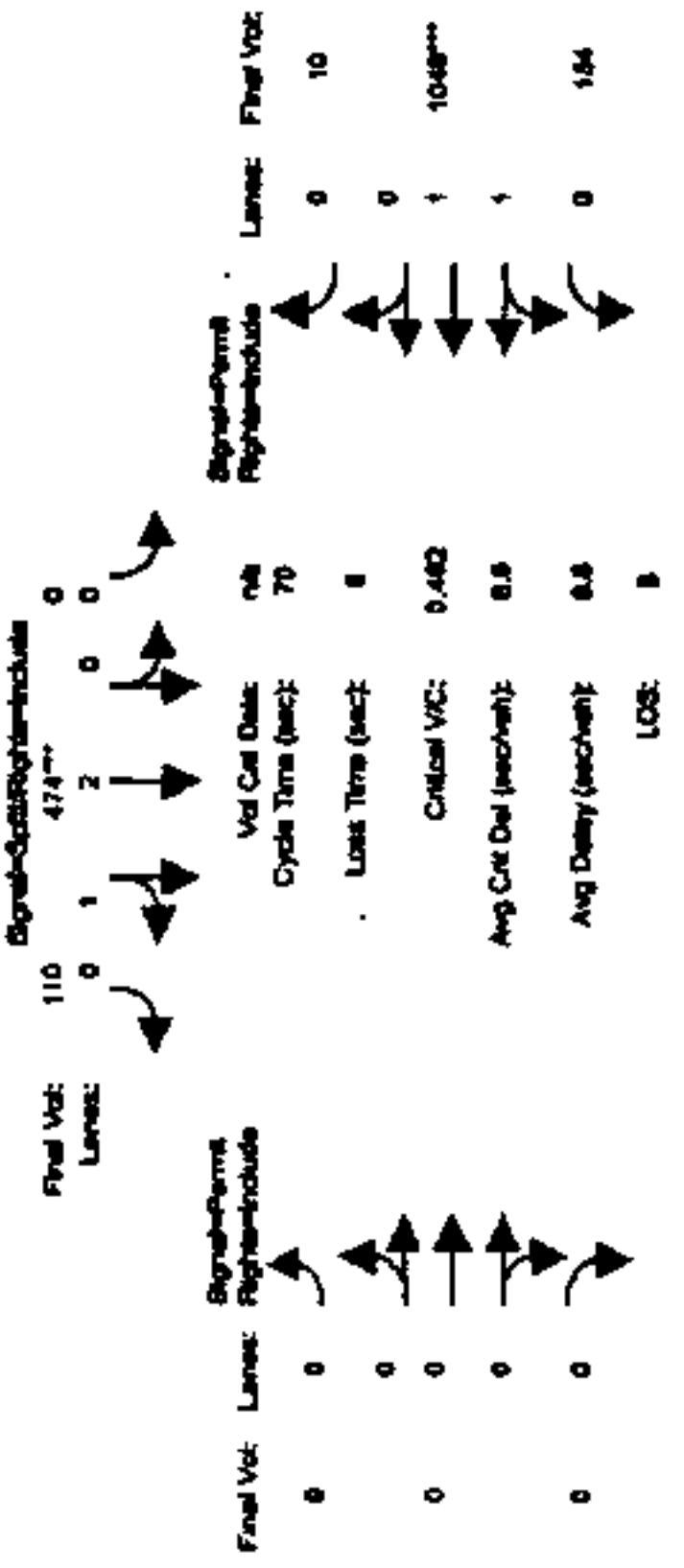
Volume Module: >> Count Date: 5 Nov 2002 <<
Base Vol: 0 0 0 0 0 0 352 70 0 0 0 142 892 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Adj: 0 0 0 0 0 0 352 70 0 0 0 142 892 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
PasserbyVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Pct: 0 0 0 0 0 0 352 70 0 0 0 142 892 0
User Adj: 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
PHF Volume: 0 0 0 0 0 0 352 70 0 0 0 142 892 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 142 892 0
Reduced Vol: 0 0 0 0 0 0 352 70 0 0 0 142 892 0
PCF Adj: 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
Final Vol.: 0 0 0 0 0 0 352 70 0 0 0 142 892 0

Saturation Flow Module:
Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800
Adjustment: 0.97 1.06 0.97 0.97 1.04 1.00 0.97 1.06 0.97 1.00 1.03 0.97 1.00 1.03 0.97
Lanes: 0.00 0.00 0.00 0.00 2.48 0.52 0.00 0.00 0.00 0.28 1.72 0.00 0.28 1.72 0.00
Final Sat.: 0 0 0 0 0 0 4670 929 0 0 0 508 3191 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.00 0.08 0.08 0.00 0.00 0.00 0.00 0.28 0.28 0.00 0.28 0.00
Crit Moves: *****
Green Time: 0.0 0.0 0.0 0.0 13.6 13.6 0.0 0.0 0.0 0.0 50.4 50.4 0.0
Volume/Cap: 0.00 0.00 0.00 0.00 0.19 0.19 0.00 0.00 0.00 0.00 0.39 0.39 0.00
Delay/Veh: 0.0 0.0 0.0 0.0 18.8 18.8 0.0 0.0 0.0 0.0 2.9 2.9 0.0
Delay Adj: 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
ProgAdjFctr: 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
AdjDel/Veh: 0.0 0.0 0.0 0.0 18.8 18.8 0.0 0.0 0.0 0.0 2.9 2.9 0.0
DesignQueue: 0 0 0 0 0 11 2 0 0 0 2 2 0 0 0

Brandenburg Bld Residential THA
 1800 Apartment Unit#601 E.S.I. Field
 Project Conditions
 Level Of Service Computation Report
 1985 HCM Operations (Future Volume Alternative)
 Future (AM)

Intersection #3536: FOURTH/JULIAN



Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green: 0 0 0 0 10 10 10 0 0 10 10 0

Volume Module:

Base Vol:	0	0	0	474	110	0	0	154	1048	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Base:	0	0	0	474	110	0	0	154	1048	10
Added Vol:	0	0	0	0	0	0	0	0	0	0
Potential Proj.:	0	0	0	0	0	0	0	0	0	0
Initial Fut.:	0	0	0	474	110	0	0	154	1048	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHP Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHP Volume:	0	0	0	474	110	0	0	154	1048	10
Reduced Vol:	0	0	0	0	0	0	0	0	0	0
PCB Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLP Adj:	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	474	110	0	0	154	1048	10

Saturation Flow Module:

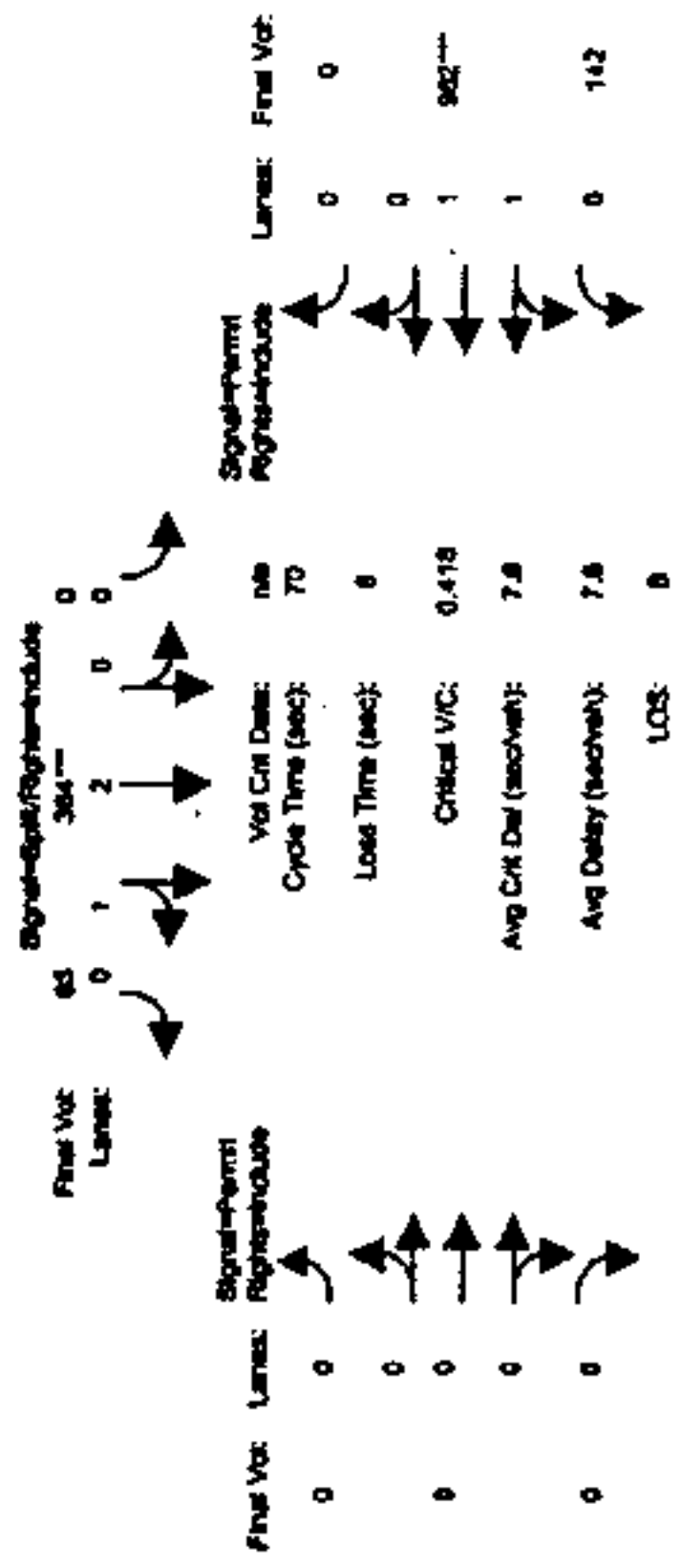
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.06	0.97	0.97	1.06	0.97	1.06	0.97	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	1.41	0.59	0.00	0.00	0.25	1.73
Final Sat.:	0	0	0	4544	1054	0	0	457	3113	30

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.00	0.10	0.10	0.00	0.00	0.34	0.34
Crit Moves:	0.00	0.00	0.00	0.00	15.1	15.1	0.00	0.00	48.9	48.9
Green Time:	0.00	0.00	0.00	0.00	0.48	0.48	0.00	0.00	0.48	0.48
Volume/Cap:	0.00	0.00	0.00	0.00	18.5	18.5	0.00	0.00	3.8	3.8
Delay/Veh:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjPctr:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.00	0.00	0.00	0.00	18.5	18.5	0.00	0.00	3.8	3.8
DesignQueue:	0	0	0	0	15	3	0	0	2	13

Brandenburg Bld Residential THA
 1800 Apartment Unit#601 E.S.I. Field
 Project Conditions
 Level Of Service Computation Report
 1985 HCM Operations (Future Volume Alternative)
 Project (AM)

Intersection #3536: FOURTH/JULIAN



Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green: 0 0 0 0 10 10 10 0 0 10 10 0

Volume Module:

Base Vol:	0	0	0	384	72	0	0	142	944	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Base:	0	0	0	384	72	0	0	142	944	0
Added Vol:	0	0	0	0	0	0	0	0	0	0
Potential Proj.:	0	0	0	0	0	0	0	0	0	0
Initial Fut.:	0	0	0	384	85	0	0	142	962	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHP Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHP Volume:	0	0	0	384	85	0	0	142	962	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0
PCB Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLP Adj:	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	384	85	0	0	142	962	0

Saturation Flow Module:

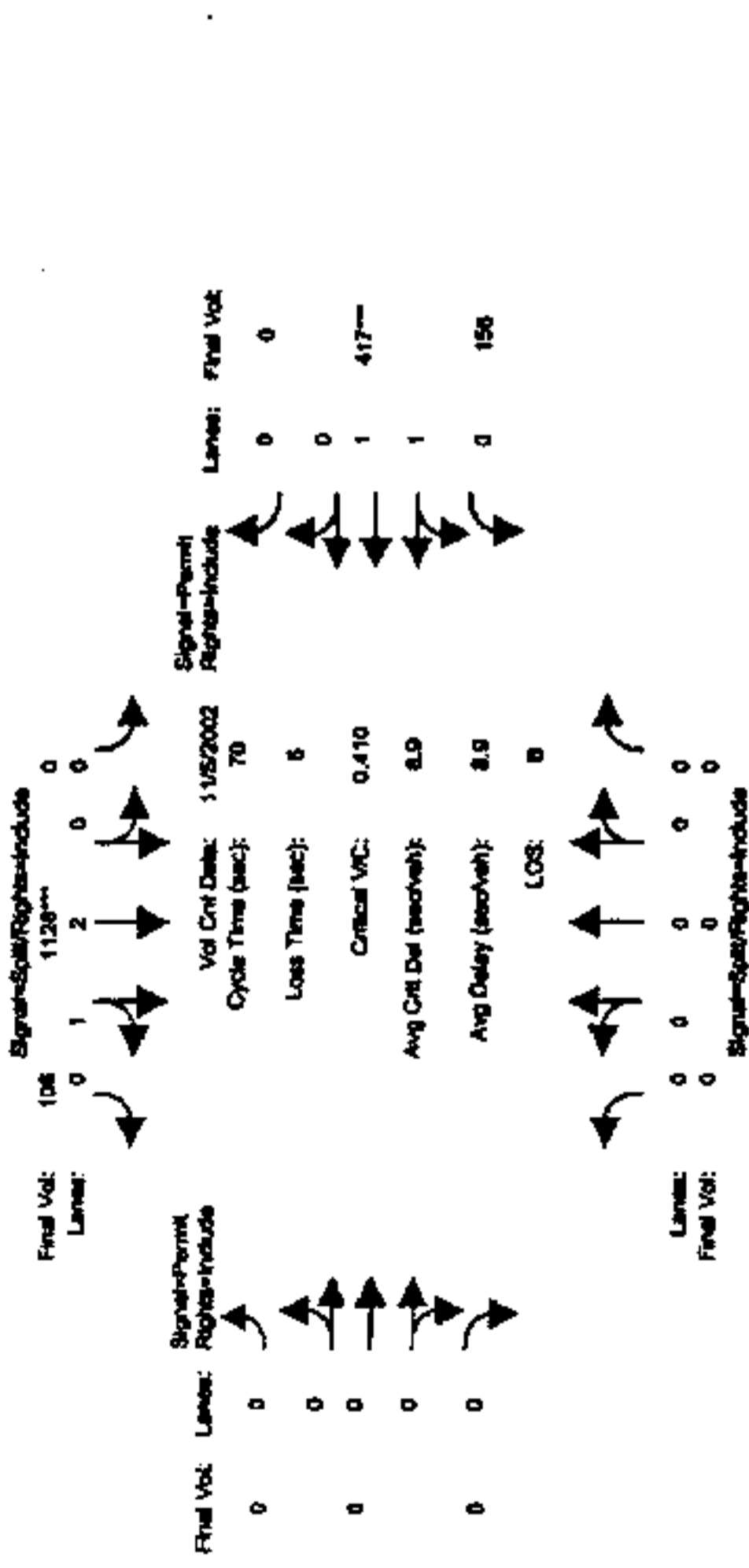
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.06	0.97	0.97	1.06	0.97	1.06	0.97	1.00	1.03
Lanes:	0.00	0.00	0.00	0.00	2.44	0.56	0.00	0.00	0.26	1.74
Final Sat.:	0	0	0	4584	1015	0	0	476	3224	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.00	0.08	0.08	0.00	0.00	0.30	0.30
Crit Moves:	0.00	0.00	0.00	0.00	14.0	14.0	0.00	0.00	50.0	50.0
Green Time:	0.00	0.00	0.00	0.00	0.42	0.42	0.00	0.00	0.42	0.42
Volume/Cap:	0.00	0.00	0.00	0.00	18.7	18.7	0.00	0.00	3.2	3.2
Delay/Veh:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjPctr:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.00	0.00	0.00	0.00	18.7	18.7	0.00	0.00	3.2	3.2
DesignQueue:	0	0	0	0	12	3	0	0	2	12

Branchburg Site Residential TIA
1500 Assessment Units
Project Conditions
Level of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Background (PM)

Intersection #3536: FOURTH/JULIAN



Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

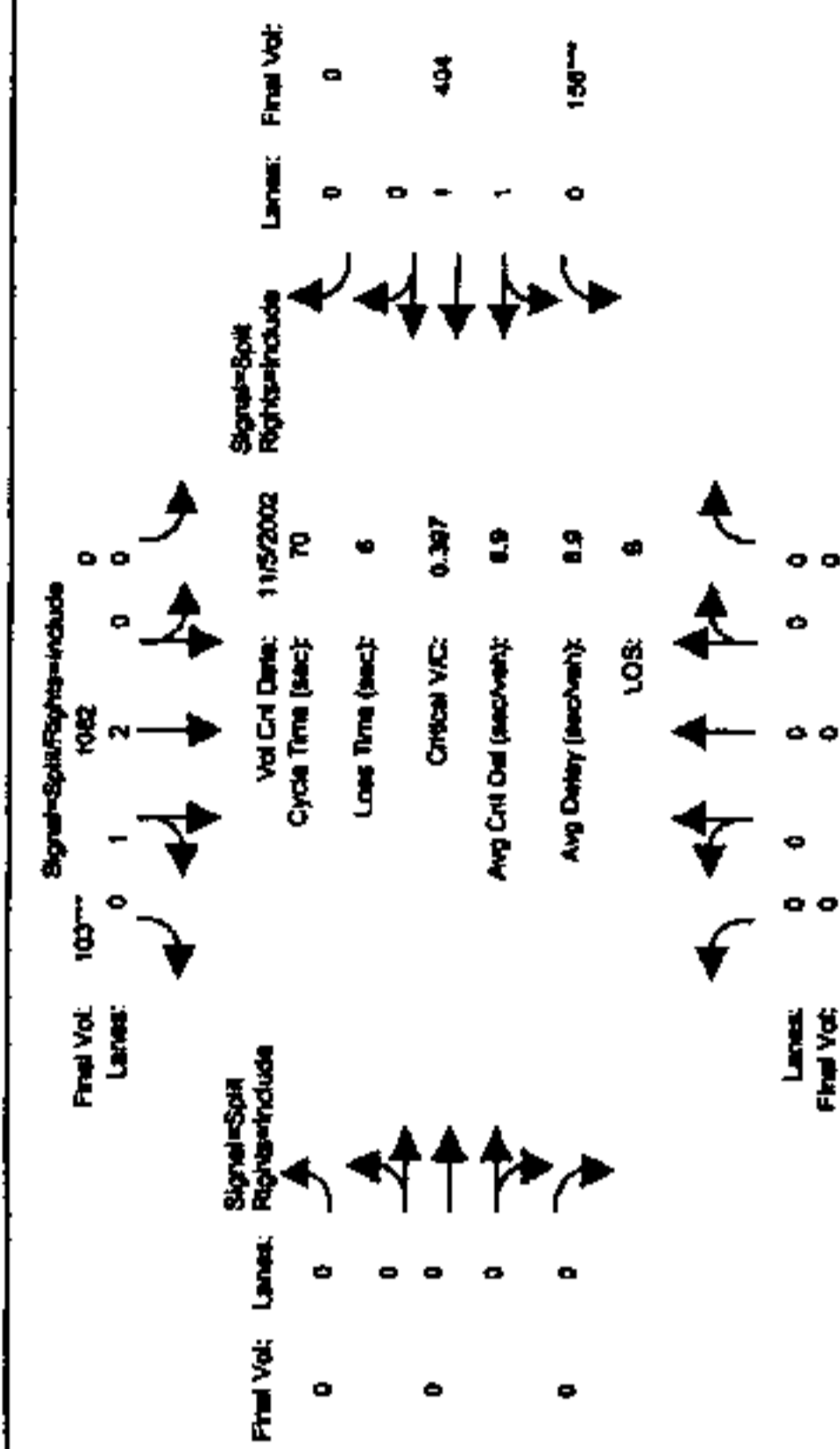
Min. Green:	0	0	0	10	10	0	0	10	10	0
Volume Module: >> Count Date: 5 Nov 2002 <<										
Base Vol:	0	0	0	1082	103	0	0	156	404	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	1082	103	0	0	156	404	0
Added Vol:	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	46	3	0	0	13	0	0
Initial Fut:	0	0	0	1128	106	0	0	156	417	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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	1128	106	0	0	156	417	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0
PCB Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	1128	106	0	0	156	417	0

Saturation Flow Module:
Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800
Adjustment: 0.97 1.06 0.97 0.97 1.04 1.00 0.97 1.06 0.97 1.00 1.04 0.97
Lanes: 0.00 0.00 0.00 0.00 2.73 0.27 0.00 0.00 0.00 0.56 1.44 0.00
Final Sat.: 0 0 0 0 5118 481 0 0 1007 2692 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.00 0.22 0.22 0.00 0.00 0.00 0.15 0.15 0.00
Crit Moves: ****
Green Time: 0.0 0.0 0.0 0.0 37.6 37.6 0.0 0.0 0.0 26.4 26.4 0.0
Volume/Cap: 0.00 0.00 0.00 0.00 0.41 0.41 0.00 0.00 0.00 0.41 0.41 0.00
Delay/Veh: 0.0 0.0 0.0 0.0 7.4 7.4 0.0 0.0 0.0 12.3 12.3 0.0
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
ProgAdjFctr: 1.00 1.00 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 7.4 7.4 0.0 0.0 0.0 12.3 12.3 0.0
DesignQueue: 0 0 0 0 22 2 0 0 0 4 4 11

Branchburg Site Residential TIA
1500 Assessment Units
Project Conditions
Level of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Background (PM)

Intersection #3536: FOURTH/JULIAN



Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

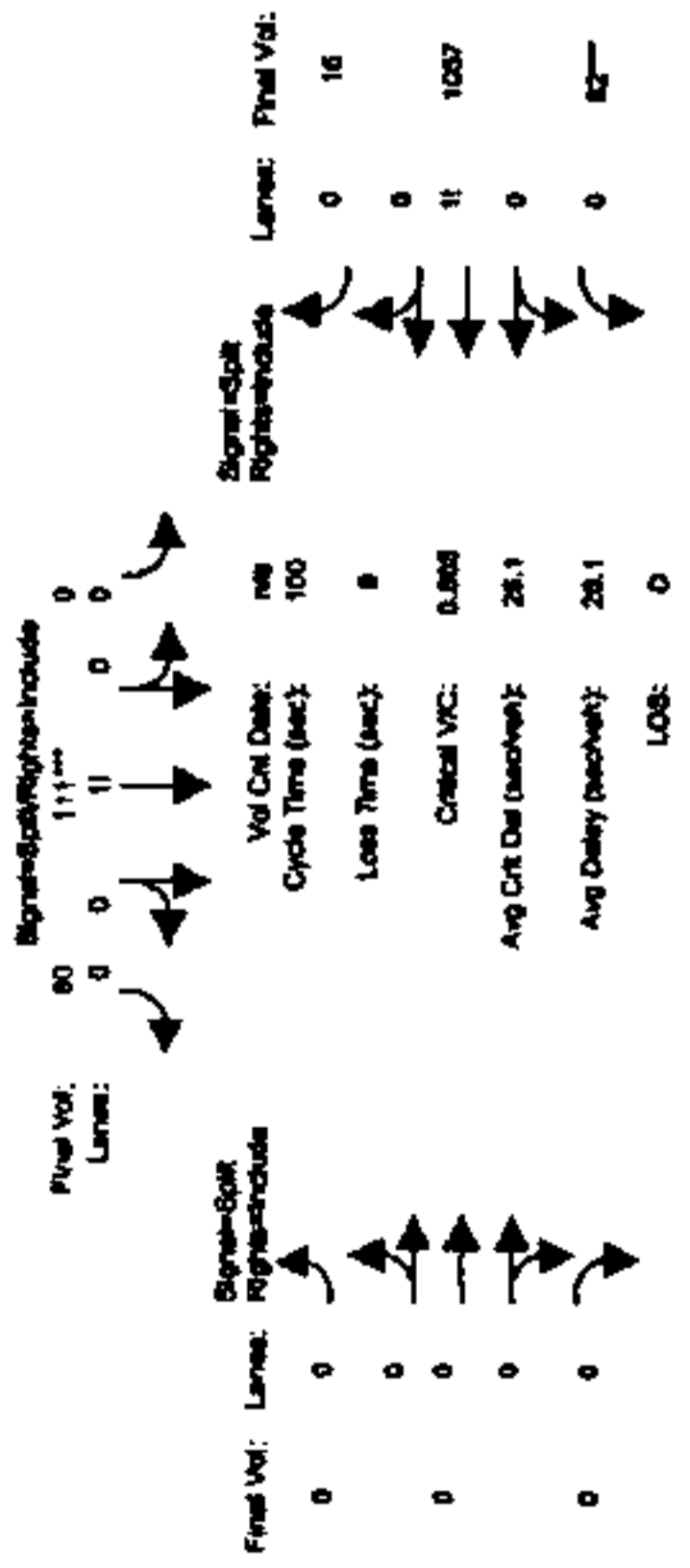
Min. Green:	0	0	0	10	10	0	0	10	10	0
Volume Module: >> Count Date: 5 Nov 2002 <<										
Base Vol:	0	0	0	1082	103	0	0	156	404	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	1082	103	0	0	156	404	0
Added Vol:	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	1082	103	0	0	156	404	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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	1082	103	0	0	156	404	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0
PCB Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	1082	103	0	0	156	404	0

Saturation Flow Module:
Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800
Adjustment: 0.97 1.06 0.97 0.97 1.04 1.00 0.97 1.06 0.97 1.00 1.04 0.97
Lanes: 0.00 0.00 0.00 0.00 2.73 0.27 0.00 0.00 0.00 0.57 1.43 0.00
Final Sat.: 0 0 0 0 5113 487 0 0 1030 2669 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.00 0.21 0.21 0.00 0.00 0.00 0.15 0.15 0.00
Crit Moves: ****
Green Time: 0.0 0.0 0.0 0.0 37.3 37.3 0.0 0.0 0.0 26.7 26.7 0.0
Volume/Cap: 0.00 0.00 0.00 0.00 0.40 0.40 0.00 0.00 0.00 0.40 0.40 0.00
Delay/Veh: 0.0 0.0 0.0 0.0 7.4 7.4 0.0 0.0 0.0 12.1 12.1 0.0
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
ProgAdjFctr: 1.00 1.00 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 7.4 7.4 0.0 0.0 0.0 12.1 12.1 0.0
DesignQueue: 0 0 0 0 21 2 0 0 0 4 4 10

Brandenburg Site Residential TIA
1500 Apartment Units/80 L.S.I. High
Project Conditions
Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Pulley (Alt)

Intersection #3607: JULIAN/SECOND



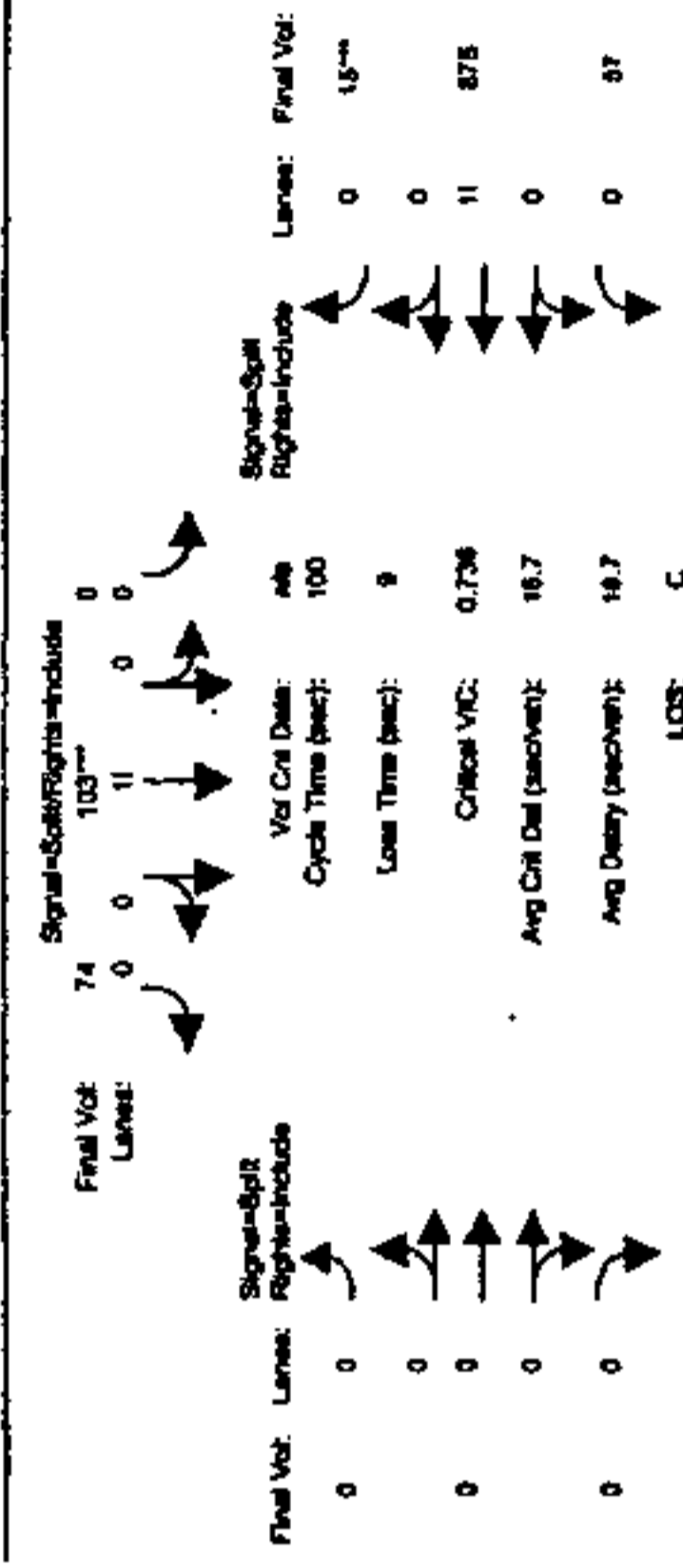
Final Vol: Lanes: Signal-Sub/Right-includes
0 0 0 0 0 0
0 0 0 0 0 0
0 0 0 0 0 0
0 0 0 0 0 0
LOS: C

Table with columns for Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Volume Module, Sat/Lane, Adjustment, Lanes, and Final Sat. Values range from 10 to 1000.

Table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat. Rows include Capacity Analysis Module, Crit Moves, Green Time, Volumes/Cap, Delay/Veh, Delay Adj, ProgAdjFctr, and AdjDel/Veh. Values range from 0.03 to 32.0.

Brandenburg Site Residential TIA
1500 Apartment Units/80 L.S.I. High
Project Conditions
Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Project (Alt)

Intersection #3607: JULIAN/SECOND



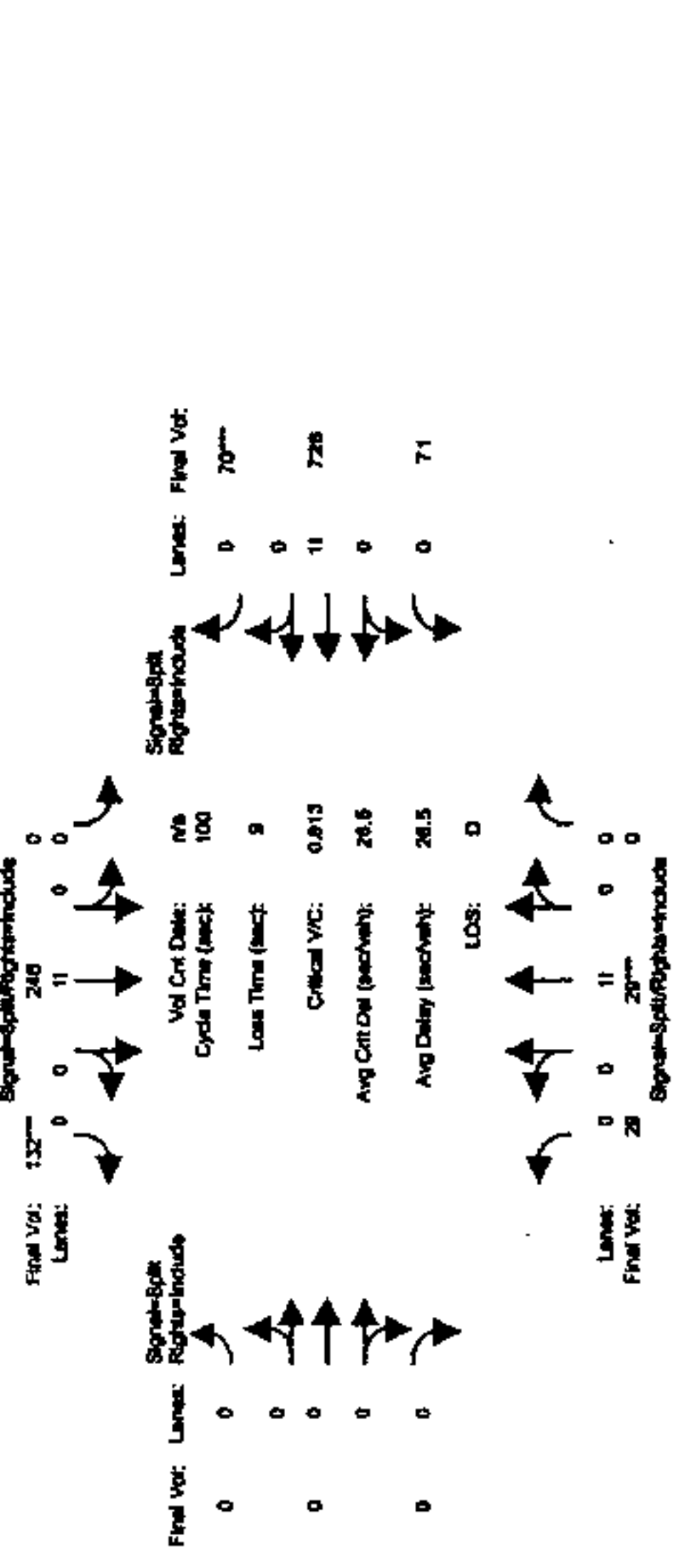
Final Vol: Lanes: Signal-Sub/Right-includes
0 0 0 0 0 0
0 0 0 0 0 0
0 0 0 0 0 0
0 0 0 0 0 0
LOS: C

Table with columns for Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Volume Module, Sat/Lane, Adjustment, Lanes, and Final Sat. Values range from 10 to 1000.

Table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat. Rows include Capacity Analysis Module, Crit Moves, Green Time, Volumes/Cap, Delay/Veh, Delay Adj, ProgAdjFctr, and AdjDel/Veh. Values range from 0.03 to 32.0.

Brandsburg Site Residential TIA
1500 Apartment Units
Project Conditions
Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

Intersection #3607: JULIAN/SECOND



Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green: 10 10 0 0 10 10 0 0 10 10 0 0

Volume Module:

Base Vol: 29 29 0 0 248 132 0 0 71 728 70

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 29 29 0 0 248 132 0 0 71 728 70

Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0

PotentProj: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 29 29 0 0 248 132 0 0 71 728 70

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 29 29 0 0 248 132 0 0 71 728 70

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 29 29 0 0 248 132 0 0 71 728 70

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Final Vol: 29 29 0 0 248 132 0 0 71 728 70

Saturation Flow Module:

Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800

Adjustment: 1.00 1.00 0.97 0.97 1.00 1.00 0.97 1.06 0.97 0.97 0.97 0.97

Lanes: 0.50 0.50 0.00 0.00 0.65 0.35 0.00 0.00 0.00 0.08 0.84 0.08

Final Sat: 900 900 0 0 1175 625 0 0 143 1466 141

Capacity Analysis Module:

Vol/Sat: 0.03 0.03 0.00 0.00 0.21 0.21 0.00 0.00 0.00 0.50 0.50 0.50

Crit Moves: ****

Green Time: 10.0 10.0 0.0 0.0 24.2 24.2 0.0 0.0 0.0 56.8 56.8 56.8

Volume/Cap: 0.32 0.32 0.00 0.00 0.87 0.87 0.00 0.00 0.00 0.87 0.87 0.87

Delay/Veh: 32.2 32.2 0.0 0.0 40.0 40.0 0.0 0.0 0.0 20.3 20.3 20.3

Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

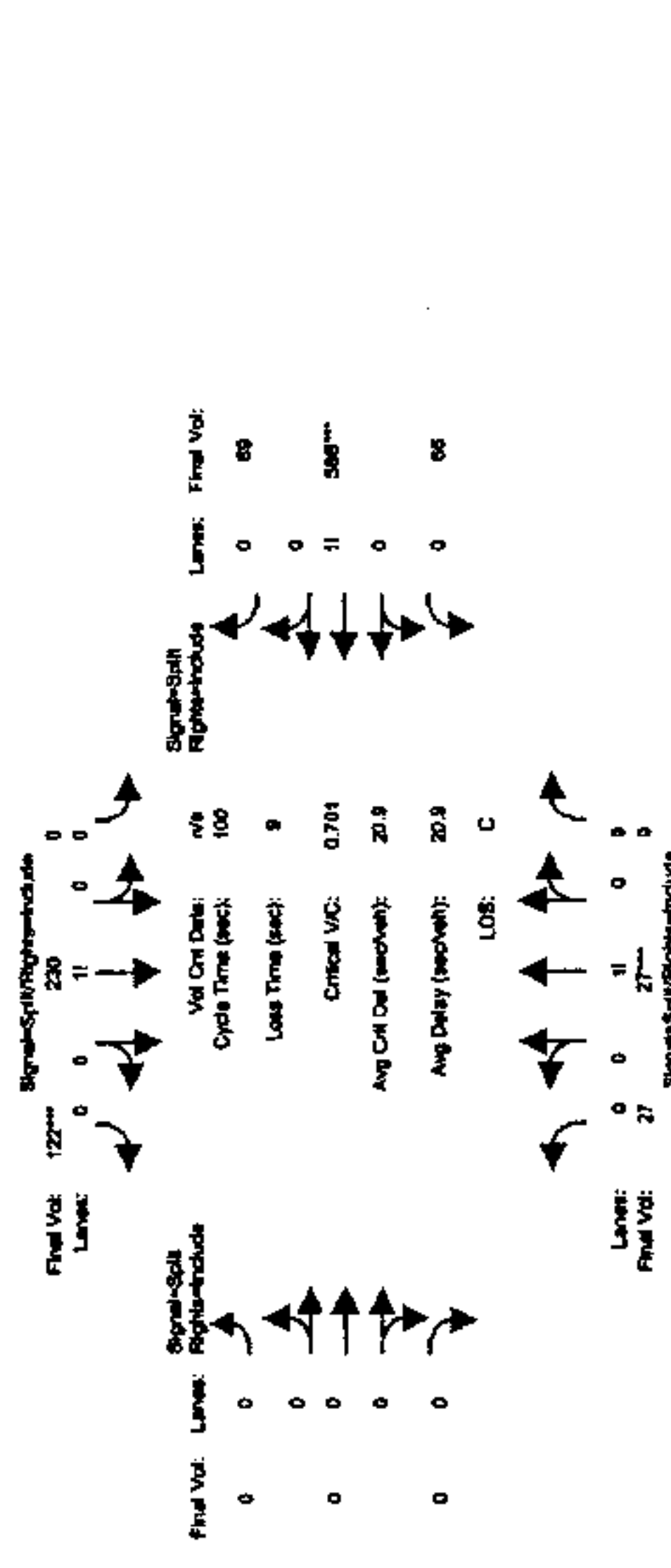
ProgAdjPctr: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

AdjDel/Veh: 32.2 32.2 0.0 0.0 40.0 40.0 0.0 0.0 0.0 20.3 20.3 20.3

DesignQueue: 1 1 0 0 11 6 0 0 0 2 20 2

Brandsburg Site Residential TIA
1500 Apartment Units
Project Conditions
Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Future (PM)

Intersection #3607: JULIAN/SECOND



Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green: 10 10 0 0 10 10 0 0 10 10 0 0

Volume Module:

Base Vol: 27 27 0 0 230 122 0 0 66 521 69

Growth Adj: 1.00 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 27 0 0 230 122 0 0 66 521 69

Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0

PotentProj: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 27 27 0 0 230 122 0 0 66 521 69

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 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 27 0 0 230 122 0 0 66 521 69

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 27 27 0 0 230 122 0 0 66 521 69

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 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 27 0 0 230 122 0 0 66 521 69

Saturation Flow Module:

Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800

Adjustment: 1.00 1.00 0.97 0.97 1.00 1.00 0.97 1.06 0.97 0.97 0.97 0.97

Lanes: 0.50 0.50 0.00 0.00 0.65 0.35 0.00 0.00 0.00 0.09 0.81 0.10

Final Sat: 900 900 0 0 1176 624 0 0 160 1422 167

Capacity Analysis Module:

Vol/Sat: 0.03 0.03 0.00 0.00 0.20 0.20 0.00 0.00 0.00 0.41 0.41 0.41

Crit Moves: ****

Green Time: 10.0 10.0 0.0 0.0 26.1 26.1 0.0 0.0 0.0 54.9 54.9 54.9

Volume/Cap: 0.30 0.30 0.00 0.00 0.75 0.75 0.00 0.00 0.00 0.75 0.75 0.75

Delay/Veh: 32.0 32.0 0.0 0.0 30.4 30.4 0.0 0.0 0.0 15.4 15.4 15.4

Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

ProgAdjPctr: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

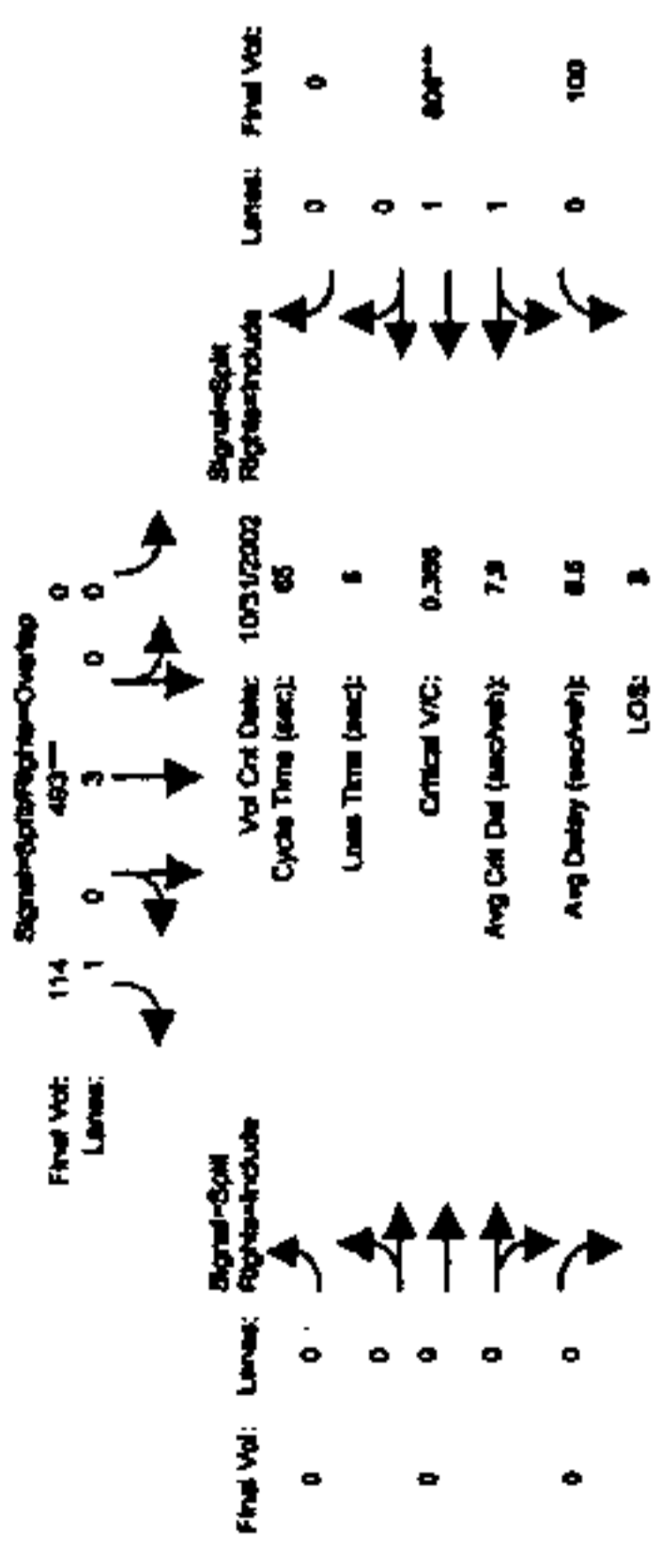
AdjDel/Veh: 32.0 32.0 0.0 0.0 30.4 30.4 0.0 0.0 0.0 15.4 15.4 15.4

DesignQueue: 1 1 0 0 10 5 0 0 0 2 16 2

Brandywine Site Reconfigured TIA
1500 Apartment Units/60 L.S.I. road
Project Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Background (AM)

Intersection #3606: JULIAN/10TH



Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module: >> Count Date: 31 Oct 2002 <<

Base Vol:	0	0	0	442	114	0	0	100	742	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Base:	0	0	0	442	114	0	0	100	742	0
Added Vol:	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	51	0	0	0	0	66	0
Initial Pct:	0	0	0	493	114	0	0	100	808	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHP Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHP Volume:	0	0	0	493	114	0	0	100	808	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	493	114	0	0	100	808	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	493	114	0	0	100	808	0

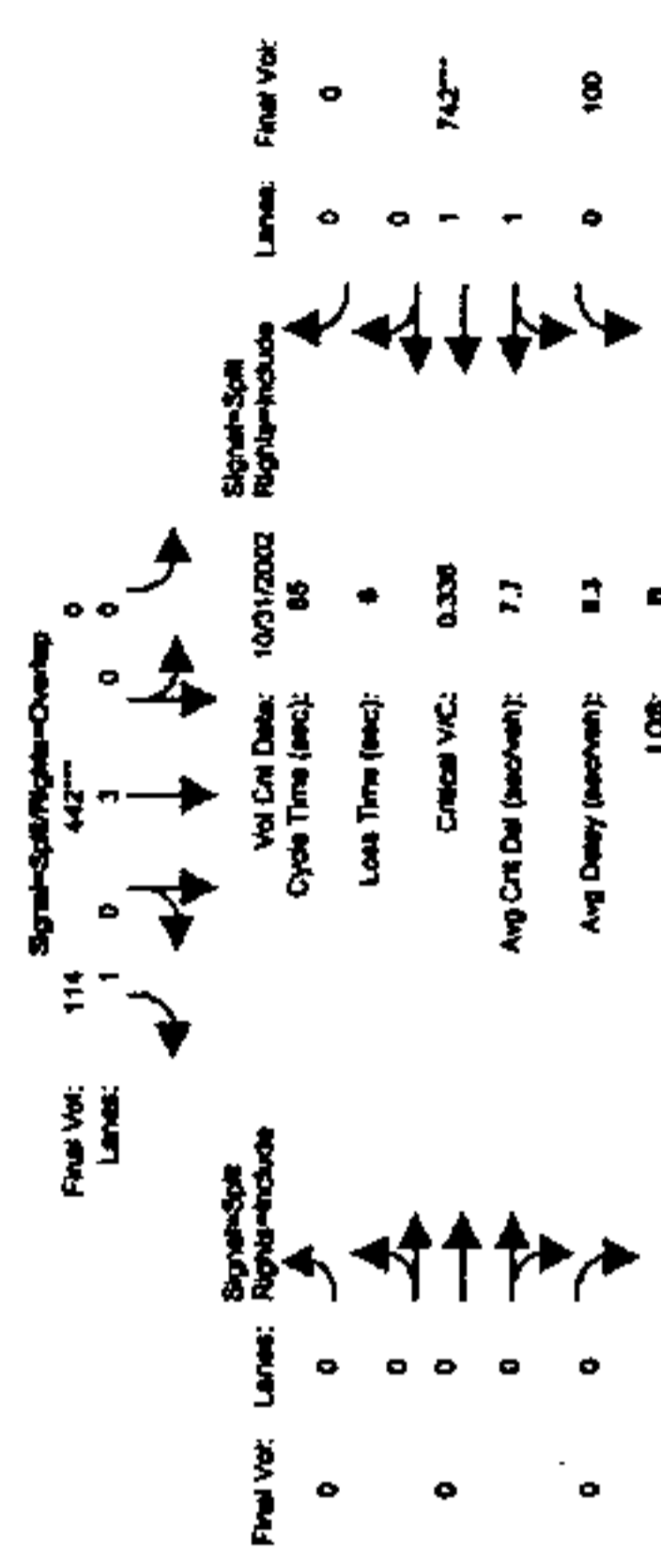
Saturation Flow Module:
Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800
Adjustment: 0.97 1.06 0.97 0.97 1.06 0.97 0.97 1.06 0.97 1.06 0.97
Lanes: 0.00 0.00 0.00 0.00 3.00 1.00 0.00 0.00 0.00 0.23 1.77 0.00
Final Sat.: 0 0 0 0 5700 1750 0 0 0 407 3292 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.00 0.09 0.07 0.00 0.00 0.00 0.25 0.25 0.00
Crit Moves: ****
Green Time: 0.0 0.0 0.0 0.0 15.4 15.4 0.0 0.0 0.0 43.6 43.6 0.0
Volume/Cap: 0.00 0.00 0.00 0.00 0.37 0.28 0.00 0.00 0.00 0.37 0.37 0.00
Delay/Veh: 0.0 0.0 0.0 0.0 15.8 15.5 0.0 0.0 0.0 3.6 3.6 0.0
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
ProgAdjPctr: 1.00 1.00 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 15.8 15.5 0.0 0.0 0.0 3.6 3.6 0.0
DesignQueue: 0 0 0 0 0 14 3 0 0 0 1 10 0

Brandywine Site Reconfigured TIA
1500 Apartment Units/60 L.S.I. road
Project Conditions

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (AM)

Intersection #3606: JULIAN/10TH



Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module: >> Count Date: 31 Oct 2002 <<

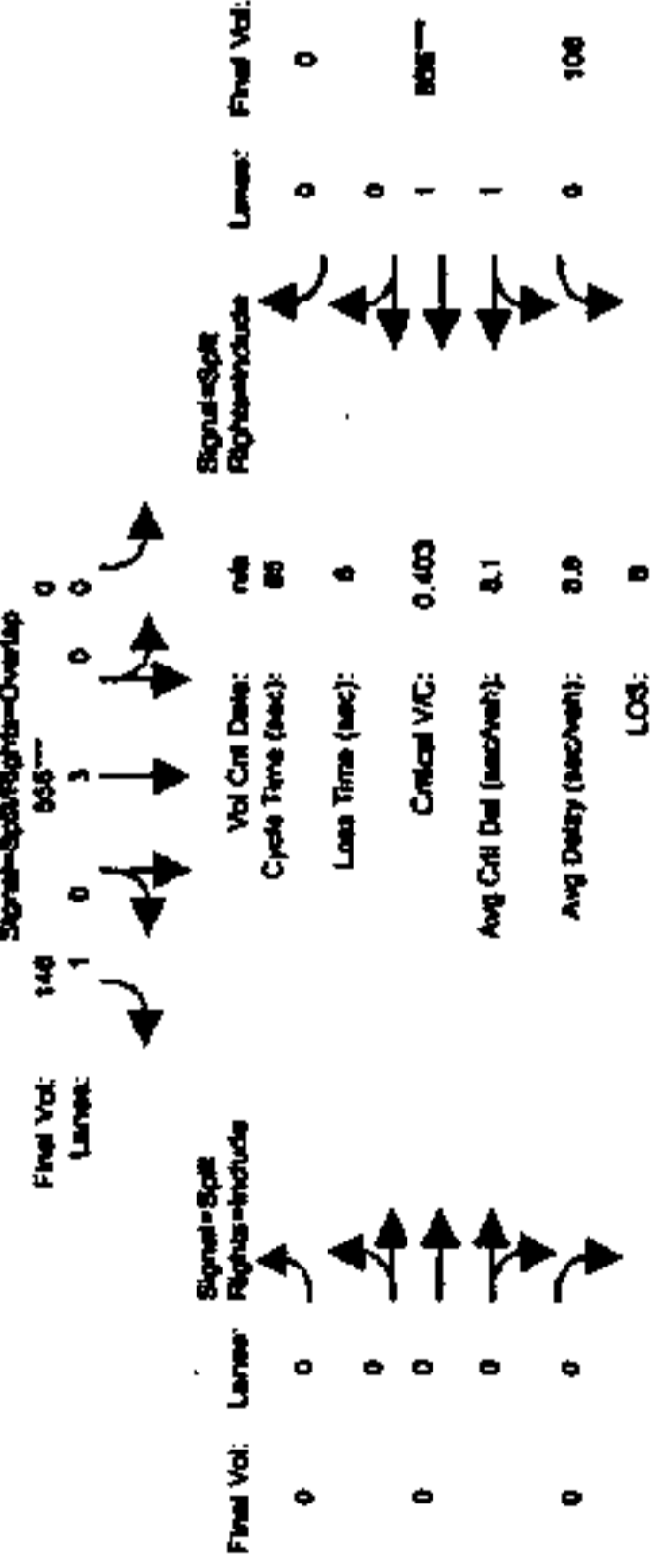
Base Vol:	0	0	0	442	114	0	0	100	742	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Base:	0	0	0	442	114	0	0	100	742	0
Added Vol:	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0
Initial Pct:	0	0	0	442	114	0	0	100	742	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHP Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHP Volume:	0	0	0	442	114	0	0	100	742	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	442	114	0	0	100	742	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	442	114	0	0	100	742	0

Saturation Flow Module:
Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800
Adjustment: 0.97 1.06 0.97 0.97 1.06 0.97 0.97 1.06 0.97 1.06 0.97
Lanes: 0.00 0.00 0.00 0.00 3.00 1.00 0.00 0.00 0.00 0.24 1.76 0.00
Final Sat.: 0 0 0 0 5700 1750 0 0 0 439 3260 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.00 0.08 0.07 0.00 0.00 0.00 0.23 0.23 0.00
Crit Moves: ****
Green Time: 0.0 0.0 0.0 0.0 15.0 15.0 0.0 0.0 0.0 44.0 44.0 0.0
Volume/Cap: 0.00 0.00 0.00 0.00 0.34 0.28 0.00 0.00 0.00 0.34 0.34 0.00
Delay/Veh: 0.0 0.0 0.0 0.0 15.9 15.7 0.0 0.0 0.0 3.4 3.4 0.0
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
ProgAdjPctr: 1.00 1.00 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 15.9 15.7 0.0 0.0 0.0 3.4 3.4 0.0
DesignQueue: 0 0 0 0 0 13 3 0 0 0 0 1 9 0

Brentsburg Site Residential TA
1500 Apartment Units @ 100 U.S.T. retail
Project Conditions
Level Of Service Computation Report
1803 HCM Operators (Future Volume Alternative)
Julian (JUL)

Intersection #3609: JULIAN/10TH



LOS: B

Signal-Split Right-Turn

Final Vol: 0 0 0 0 0 0

Lanes: 0 0 0 0 0 0

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green: 0 0 0 0 10 10 0 0 0 0 10 10 0

Volume Module:

Base Vol: 0 0 0 0 555 146 0 0 0 0 108 886 0

Growth Adj: 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 0 555 146 0 0 0 0 108 886 0

Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0

Potent Proj: 0 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 0 0 0 0 555 146 0 0 0 0 108 886 0

User Adj: 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: 0 0 0 0 555 146 0 0 0 0 108 886 0

Reduc Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 0 0 0 0 555 146 0 0 0 0 108 886 0

PCB Adj: 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

MLP Adj: 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 0 555 146 0 0 0 0 108 886 0

Saturation Flow Module:

Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800

Adjustment: 0.97 1.06 0.97 1.06 0.97 1.06 0.97 1.06 0.97 1.06 0.97 1.06 0.97

Lanes: 0.00 0.00 0.00 0.00 3.00 3.00 0.00 0.00 0.00 0.00 0.22 1.78 0.00

Final Sat.: 0 0 0 0 5700 1750 0 0 0 0 402 3298 0

Capacity Analysis Module:

Vol/Sat: 0.00 0.00 0.00 0.00 0.10 0.08 0.00 0.00 0.00 0.00 0.27 0.27 0.00

Crit Moves: ****

Green Time: 0.0 0.0 0.0 0.0 15.7 15.7 0.0 0.0 0.0 0.0 43.3 43.3 0.0

Volume/Cap: 0.00 0.00 0.00 0.00 0.40 0.35 0.00 0.00 0.00 0.00 0.40 0.40 0.00

Delay/Veh: 0.0 0.0 0.0 0.0 15.9 15.7 0.0 0.0 0.0 0.0 3.8 3.8 0.0

Delay Adj: 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

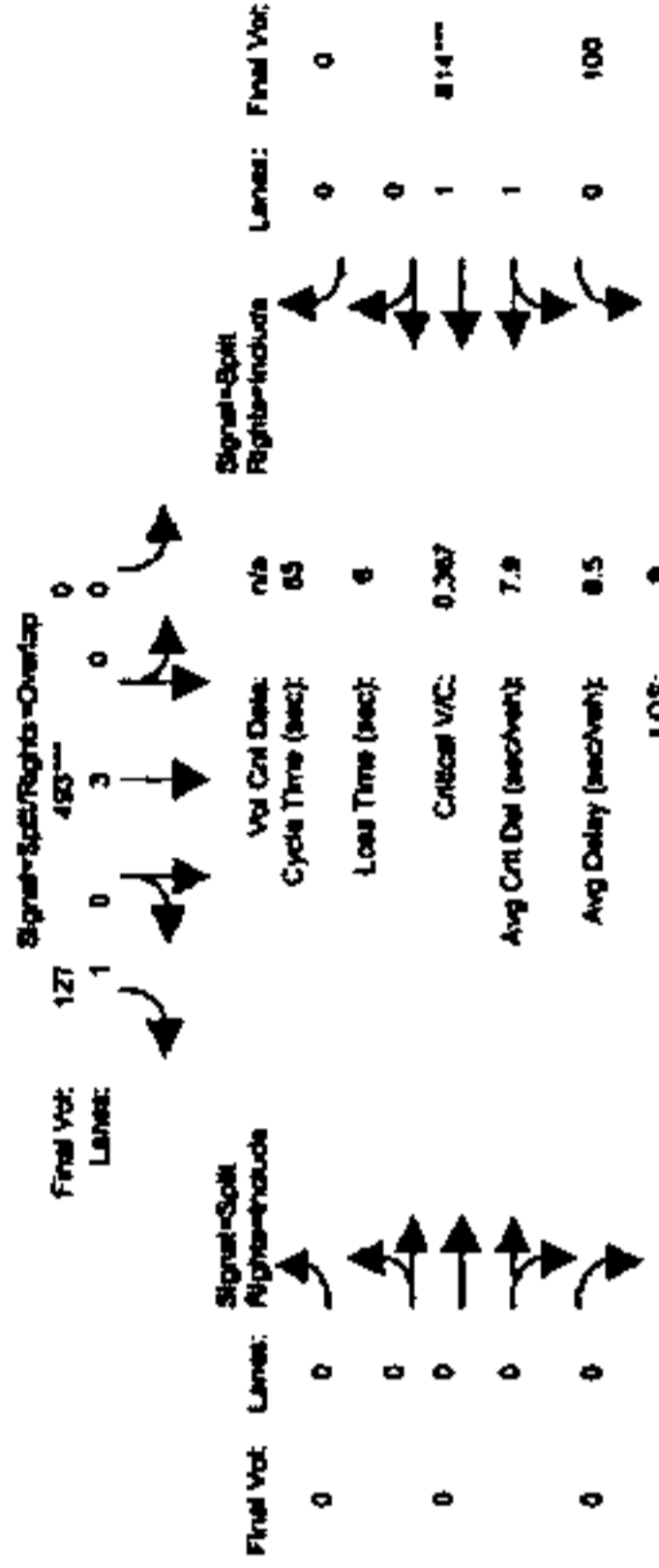
ProgAdjFctr: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

AdjDel/Veh: 0.0 0.0 0.0 0.0 15.9 15.7 0.0 0.0 0.0 0.0 3.8 3.8 0.0

DesignQueue: 0 0 0 0 0 16 4 0 0 0 1 11 0

Brentsburg Site Residential TA
1500 Apartment Units @ 100 U.S.T. retail
Project Conditions
Level Of Service Computation Report
1803 HCM Operators (Future Volume Alternative)
Project (Jul)

Intersection #3509: JULIAN/10TH



LOS: B

Signal-Split Right-Turn

Final Vol: 0 0 0 0 0 0

Lanes: 0 0 0 0 0 0

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green: 0 0 0 0 10 10 0 0 0 0 10 10 0

Volume Module:

Base Vol: 0 0 0 0 493 114 0 0 0 0 100 808 0

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 0 0 0 0 493 114 0 0 0 0 100 808 0

Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0

Potent Proj: 0 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 0 0 0 0 493 127 0 0 0 0 100 814 0

User Adj: 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: 0 0 0 0 493 127 0 0 0 0 100 814 0

Reduc Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 0 0 0 0 493 127 0 0 0 0 100 814 0

PCB Adj: 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

MLP Adj: 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 0 493 127 0 0 0 0 100 814 0

Saturation Flow Module:

Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800

Adjustment: 0.97 1.06 0.97 1.06 0.97 1.06 0.97 1.06 0.97 1.06 0.97 1.06 0.97

Lanes: 0.00 0.00 0.00 0.00 3.00 3.00 0.00 0.00 0.00 0.00 0.22 1.78 0.00

Final Sat.: 0 0 0 0 5700 1750 0 0 0 0 405 3295 0

Capacity Analysis Module:

Vol/Sat: 0.00 0.00 0.00 0.00 0.09 0.07 0.00 0.00 0.00 0.00 0.25 0.25 0.00

Crit Moves: ****

Green Time: 0.0 0.0 0.0 0.0 15.3 15.3 0.0 0.0 0.0 0.0 43.7 43.7 0.0

Volume/Cap: 0.00 0.00 0.00 0.00 0.37 0.31 0.00 0.00 0.00 0.00 0.37 0.37 0.00

Delay/Veh: 0.0 0.0 0.0 0.0 15.9 15.7 0.0 0.0 0.0 0.0 3.6 3.6 0.0

Delay Adj: 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

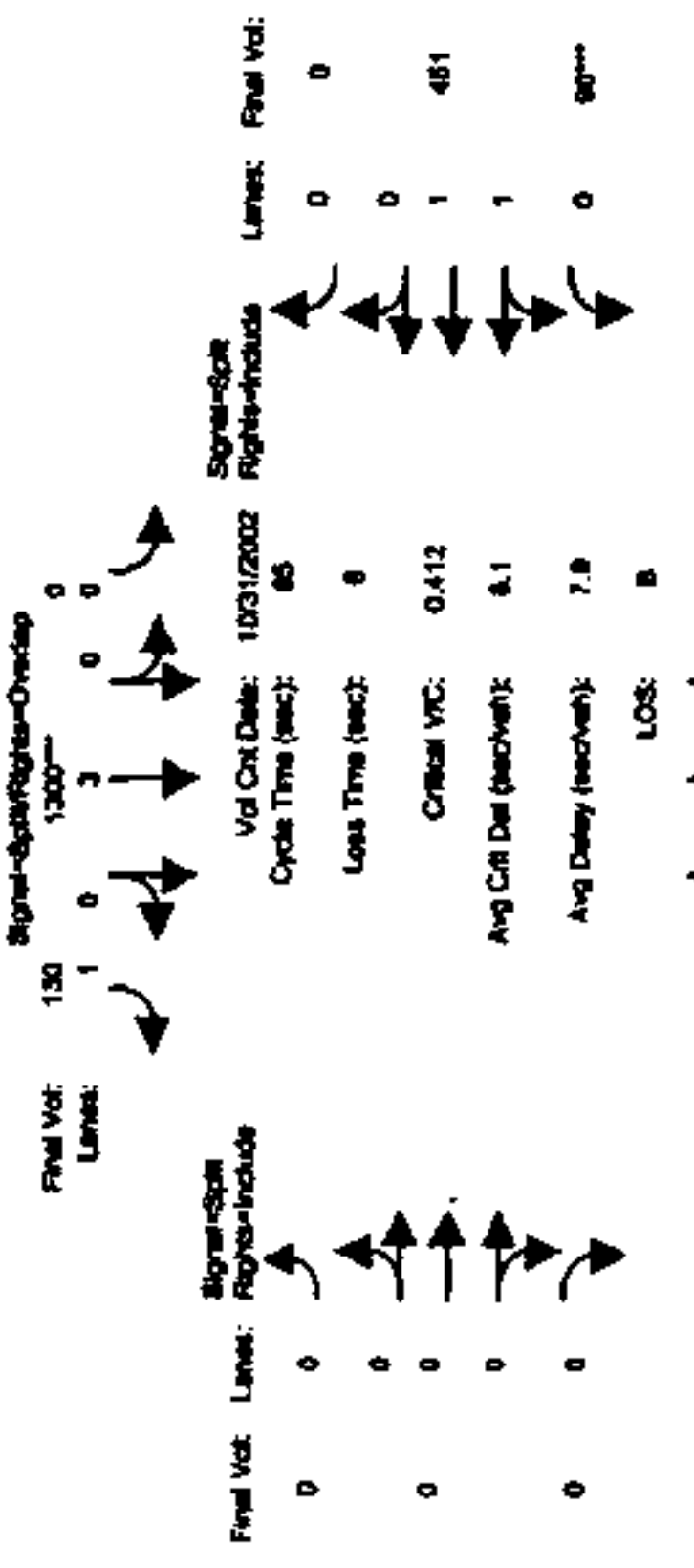
ProgAdjFctr: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

AdjDel/Veh: 0.0 0.0 0.0 0.0 15.9 15.7 0.0 0.0 0.0 0.0 3.6 3.6 0.0

DesignQueue: 0 0 0 0 0 14 4 0 0 0 1 10 0

1500 Apartment Units
1500 Apartment Units
1500 Apartment Units
1500 Apartment Units
1500 Apartment Units
1500 Apartment Units

Intersection #3609: JULIAN/10TH



Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green: 0 0 0 10 10 10 0 0 0 10 10 0

Volume Module: >> Count Date: 31 Oct 2002 <<

Base Vol: 0 0 0 1282 130 0 0 0 90 432 0

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 0 0 0 0 0 0 0 0 0 0 0 0

Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0

ATI: 0 0 0 0 16 0 0 0 0 0 0 0

Initial Fut: 0 0 0 1300 130 0 0 0 0 0 0 0

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHP Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHP Volume: 0 0 0 1300 130 0 0 0 0 0 0 0

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 0 0 0 1300 130 0 0 0 0 0 0 0

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

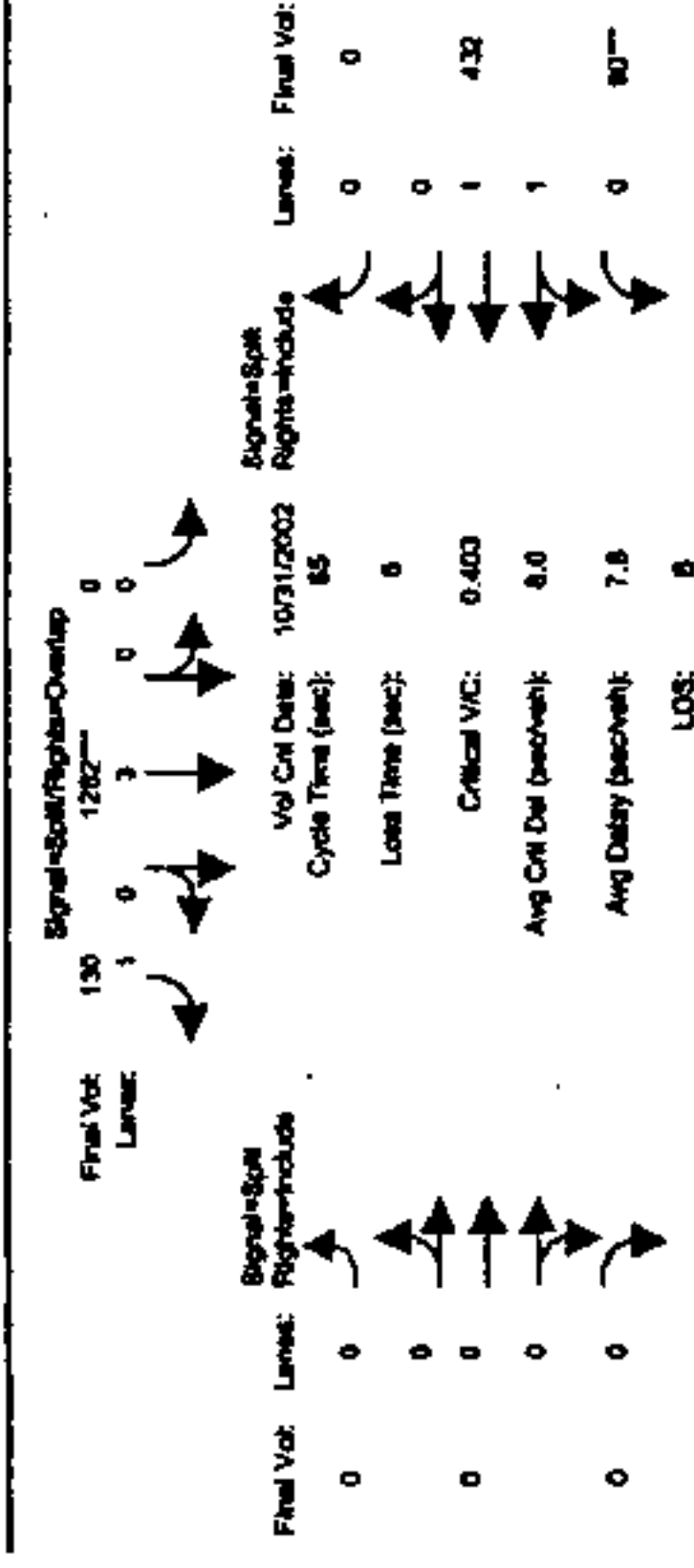
Final Vol.: 0 0 0 1300 130 0 0 0 90 451 0

Saturation Flow Module:
Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800
Adj: 0.97 1.06 0.97 0.97 1.06 0.97 0.97 1.06 0.97 1.06 0.97 1.06
Lanes: 0.00 0.00 0.00 0.00 3.00 1.00 0.00 0.00 0.00 0.34 1.66 0.00
Final Sat.: 0 0 0 0 5700 1750 0 0 0 615 3084 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.00 0.23 0.07 0.00 0.00 0.00 0.15 0.15 0.00
Crit Moves: 0 0 0 0 35.9 35.9 0 0 0 23.1 23.1 0
Green Time: 0 0 0 0 35.9 35.9 0 0 0 0 0 0
Volume/Cap: 0.00 0.00 0.00 0.00 0.41 0.13 0.00 0.00 0.00 0.41 0.41 0.00
Delay/Veh: 0 0 0 0 6.4 5.3 0 0 0 12.2 12.2 0
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
ProgAdjFctr: 1.00 1.00 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 6.4 5.3 0 0 0 12.2 12.2 0
DesignQueue: 0 0 0 0 2 2 0 0 0 2 2 0

1500 Apartment Units
1500 Apartment Units
1500 Apartment Units
1500 Apartment Units
1500 Apartment Units
1500 Apartment Units

Intersection #3609: JULIAN/10TH



Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green: 0 0 0 10 10 10 0 0 0 10 10 0

Volume Module: >> Count Date: 31 Oct 2002 <<

Base Vol: 0 0 0 1282 130 0 0 0 90 432 0

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 0 0 0 0 0 0 0 0 0 0 0 0

Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0

PasserbyVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 0 0 0 1282 130 0 0 0 0 0 0 0

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHP Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHP Volume: 0 0 0 1282 130 0 0 0 0 0 0 0

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 0 0 0 1282 130 0 0 0 0 0 0 0

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

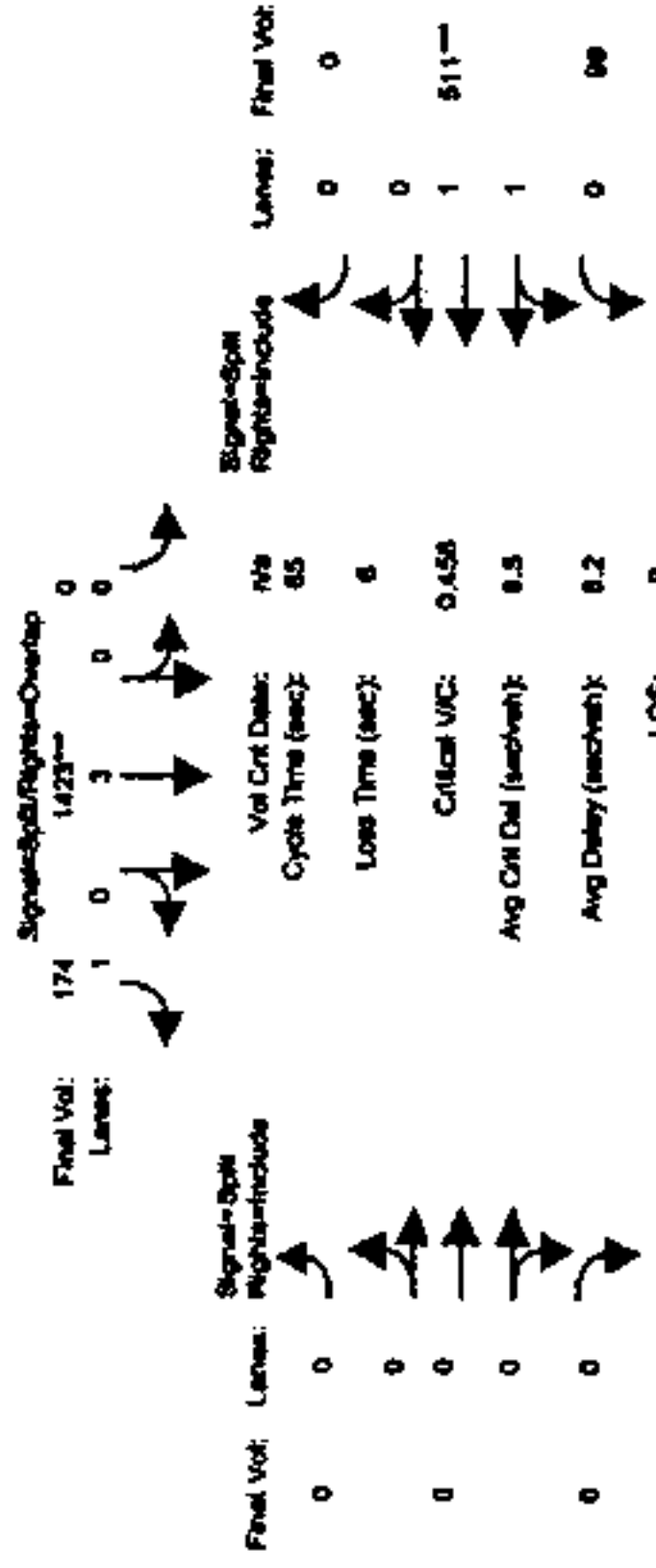
Final Vol.: 0 0 0 1282 130 0 0 0 90 432 0

Saturation Flow Module:
Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800
Adj: 0.97 1.06 0.97 0.97 1.06 0.97 0.97 1.06 0.97 1.06 0.97 1.06
Lanes: 0.00 0.00 0.00 0.00 3.00 1.00 0.00 0.00 0.00 0.35 1.65 0.00
Final Sat.: 0 0 0 0 5700 1750 0 0 0 638 3062 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.00 0.22 0.07 0.00 0.00 0.00 0.14 0.14 0.00
Crit Moves: 0 0 0 0 36.3 36.3 0 0 0 22.7 22.7 0
Green Time: 0 0 0 0 36.3 36.3 0 0 0 0 0 0
Volume/Cap: 0.00 0.00 0.00 0.00 0.40 0.13 0.00 0.00 0.00 0.40 0.40 0.00
Delay/Veh: 0 0 0 0 6.3 5.2 0 0 0 12.3 12.3 0
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
ProgAdjFctr: 1.00 1.00 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 6.3 5.2 0 0 0 12.3 12.3 0
DesignQueue: 0 0 0 0 2 2 0 0 0 2 2 0

Branchburg Site Residential TIA
 1500 Apartment Units
 Project Conditions
 Level of Service Computation Report
 1985 HCM Operations (Future Volume Alternative)
 Future (PM)

Intersection #3506: JULIAN/10TH



Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green: 0 0 0 0 10 10 0 0 0 0 10 10 0

Volume Module:

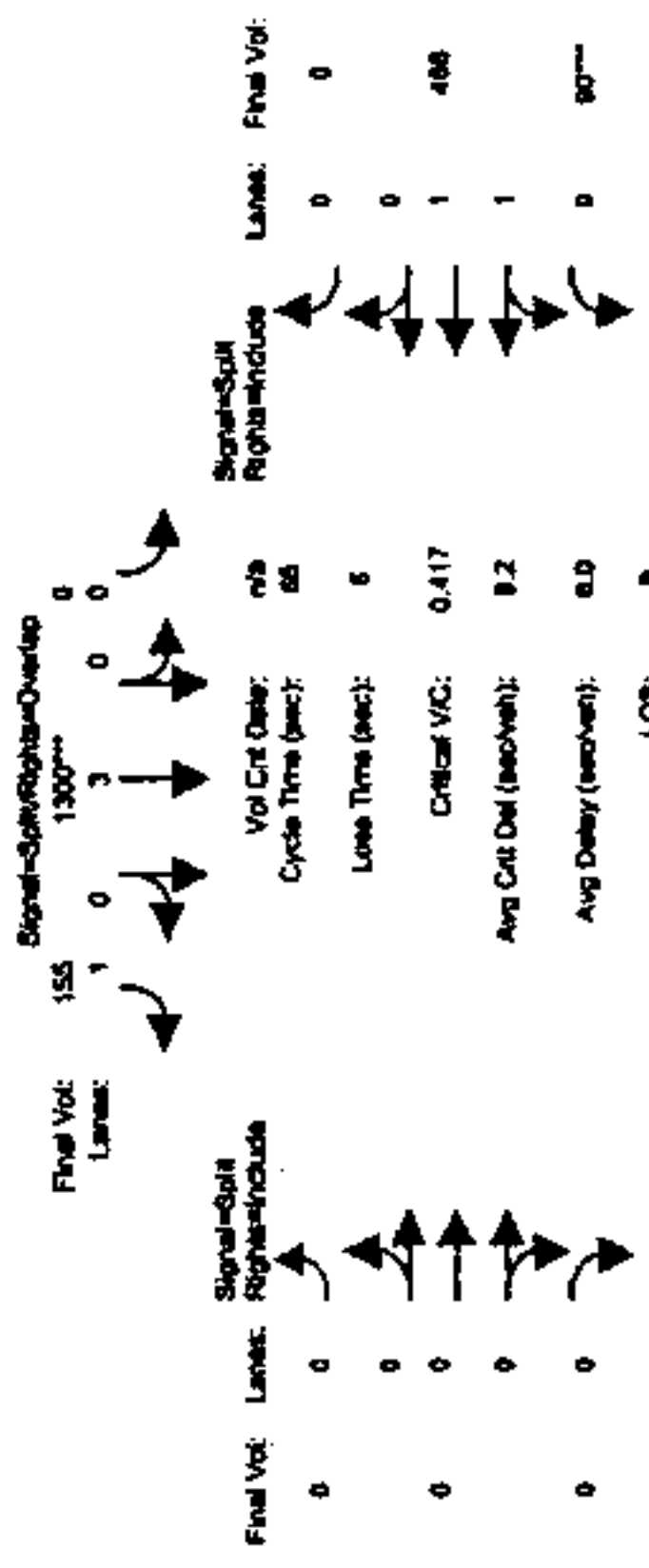
Base Vol:	0	0	0	1423	174	0	0	0	0	98	511	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Base:	0	0	0	1423	174	0	0	0	0	98	511	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Potential Proj:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	1423	174	0	0	0	0	98	511	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1423	174	0	0	0	0	98	511	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1423	174	0	0	0	0	98	511	0
PCF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	1423	174	0	0	0	0	98	511	0

Saturation Flow Module:
 Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800
 Adjustment: 0.97 1.06 0.97 1.06 0.97 1.06 0.97 1.06 0.97 1.06 0.97 1.06 0.97
 Lanes: 0.00 0.00 0.00 0.00 3.00 1.00 0.00 0.00 0.00 0.00 0.33 1.67 0.00
 Final Sat.: 0 0 0 0 5700 1750 0 0 0 595 3104 0

Capacity Analysis Module:
 Vol/Sat: 0.00 0.00 0.00 0.00 0.25 0.10 0.00 0.00 0.00 0.00 0.16 0.16 0.00
 Crit Moves: ****
 Green Time: 0.0 0.0 0.0 0.0 35.6 35.6 0.0 0.0 0.0 0.0 23.4 23.4 0.0
 Volume/Cap: 0.00 0.00 0.00 0.00 0.46 0.18 0.00 0.00 0.00 0.00 0.46 0.46 0.00
 Delay/Veh: 0.0 0.0 0.0 0.0 6.8 5.6 0.0 0.0 0.0 0.0 12.3 12.3 0.0
 Delay Adj: 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
 ProgAdjFctr: 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
 AdjDel/Veh: 0.0 0.0 0.0 0.0 6.8 5.6 0.0 0.0 0.0 0.0 12.3 12.3 0.0
 DesignQueue: 0 0 0 0 25 3 0 0 0 0 2 12 0

Branchburg Site Residential TIA
 1500 Apartment Units
 Project Conditions
 Level of Service Computation Report
 1985 HCM Operations (Future Volume Alternative)
 Future (PM)

Intersection #3506: JULIAN/10TH



Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green: 0 0 0 0 10 10 0 0 0 0 10 10 0

Volume Module:

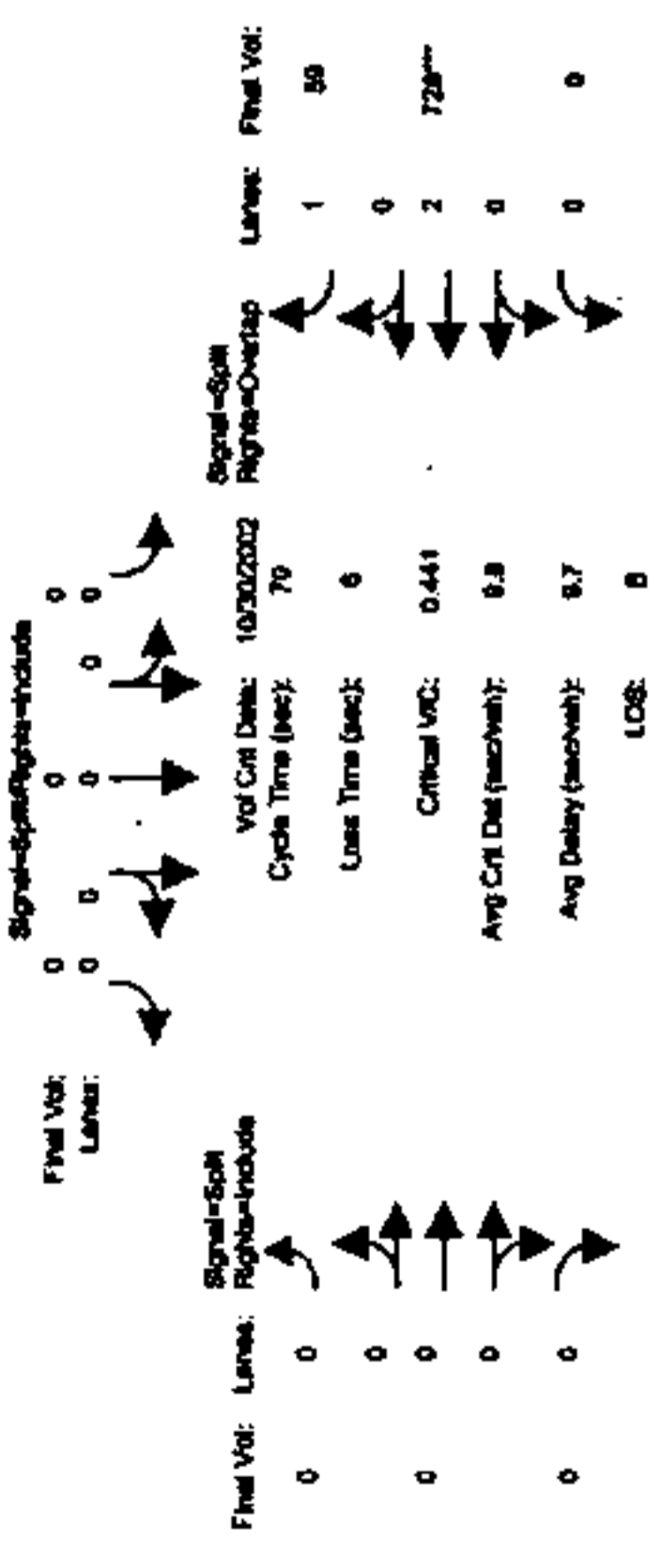
Base Vol:	0	0	0	1300	130	0	0	0	0	90	451	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Base:	0	0	0	1300	130	0	0	0	0	90	451	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Potential Proj:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	1300	130	0	0	0	0	90	451	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1300	130	0	0	0	0	90	451	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1300	130	0	0	0	0	90	451	0
PCF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	1300	130	0	0	0	0	90	451	0

Saturation Flow Module:
 Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800
 Adjustment: 0.97 1.06 0.97 1.06 0.97 1.06 0.97 1.06 0.97 1.06 0.97 1.06 0.97
 Lanes: 0.00 0.00 0.00 0.00 3.00 1.00 0.00 0.00 0.00 0.00 0.33 1.67 0.00
 Final Sat.: 0 0 0 0 5700 1750 0 0 0 599 3101 0

Capacity Analysis Module:
 Vol/Sat: 0.00 0.00 0.00 0.00 0.23 0.09 0.00 0.00 0.00 0.00 0.15 0.15 0.00
 Crit Moves: ****
 Green Time: 0.0 0.0 0.0 0.0 35.6 35.6 0.0 0.0 0.0 0.0 23.4 23.4 0.0
 Volume/Cap: 0.00 0.00 0.00 0.00 0.42 0.16 0.00 0.00 0.00 0.00 0.42 0.42 0.00
 Delay/Veh: 0.0 0.0 0.0 0.0 6.6 5.6 0.0 0.0 0.0 0.0 12.0 12.0 0.0
 Delay Adj: 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
 ProgAdjFctr: 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
 AdjDel/Veh: 0.0 0.0 0.0 0.0 6.6 5.6 0.0 0.0 0.0 0.0 12.0 12.0 0.0
 DesignQueue: 0 0 0 0 23 3 0 0 0 0 2 11 0

Dreidenburg Site Residential TIA
1500 Apartment Units(0) k.s.f. road
Project Conditions
Level Of Service Comparison Report
(800 HCM Operating From Volume Alternative)
Background (L/R)

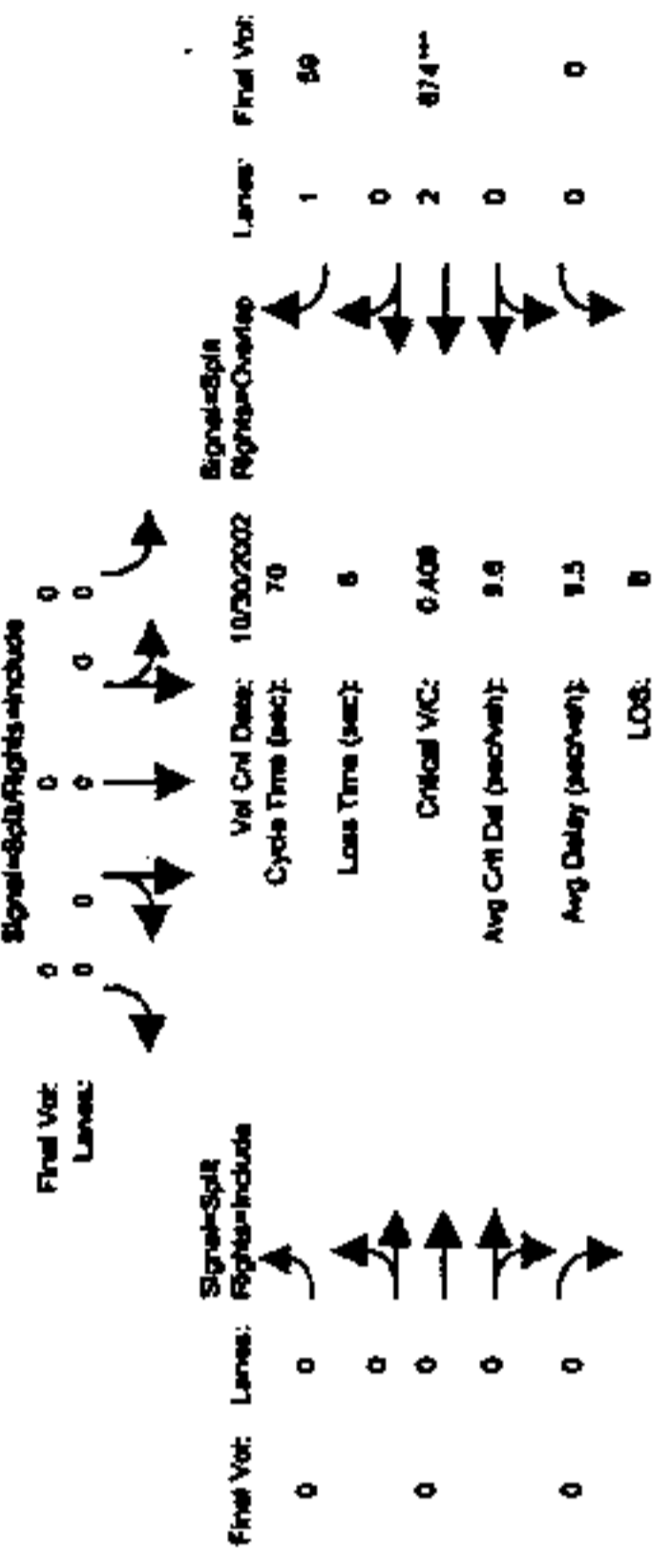
Intersection #3810: JULIAN/THIRD



Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Min. Green: 10 10 0 0 0 0 0 0 0 0 0 0 0 10 10
Volume Module: >> Count Date: 30 Oct 2002 <<
Base Vol: 112 987 0 0 0 0 0 0 0 0 0 0 0 0 674 59
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Base: 112 987 0 0 0 0 0 0 0 0 0 0 0 0 674 59
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 112 987 0 0 0 0 0 0 0 0 0 0 0 0 728 59
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 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: 160 1026 0 0 0 0 0 0 0 0 0 0 0 0 728 59
Reduc Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 160 1026 0 0 0 0 0 0 0 0 0 0 0 0 728 59
PCF Adj: 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
MCF Adj: 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: 160 1026 0 0 0 0 0 0 0 0 0 0 0 0 728 59
Saturation Flow Module:
Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800
Adjustment: 1.00 1.04 0.97 0.97 1.06 0.97 0.97 1.06 0.97 0.97 1.06 0.97 0.97 1.06 0.97 0.97
Lanes: 0.42 2.58 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 2.00 1.00 1.00
Final Sat: 755 4844 0 0 0 0 0 0 0 0 0 0 0 0 3800 1750
Capacity Analysis Module:
Vol/Sat: 0.21 0.21 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.19 0.03 0.03
Crit Moves: ****
Green Time: 33.6 33.6 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 30.4 30.4
Volume/Cap: 0.44 0.44 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.44 0.08 0.08
Delay/Veh: 9.2 9.2 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 10.7 8.8 8.8
Delay Adj: 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
ProgAdjPctr: 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
AdjDel/Veh: 9.2 9.2 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 10.7 8.8 8.8
DesignQueue: 3 22 0 0 0 0 0 0 0 0 0 0 0 0 17 1

Dreidenburg Site Residential TIA
1500 Apartment Units(0) k.s.f. road
Project Conditions
Level Of Service Comparison Report
(800 HCM Operating From Volume Alternative)
Existing (L/R)

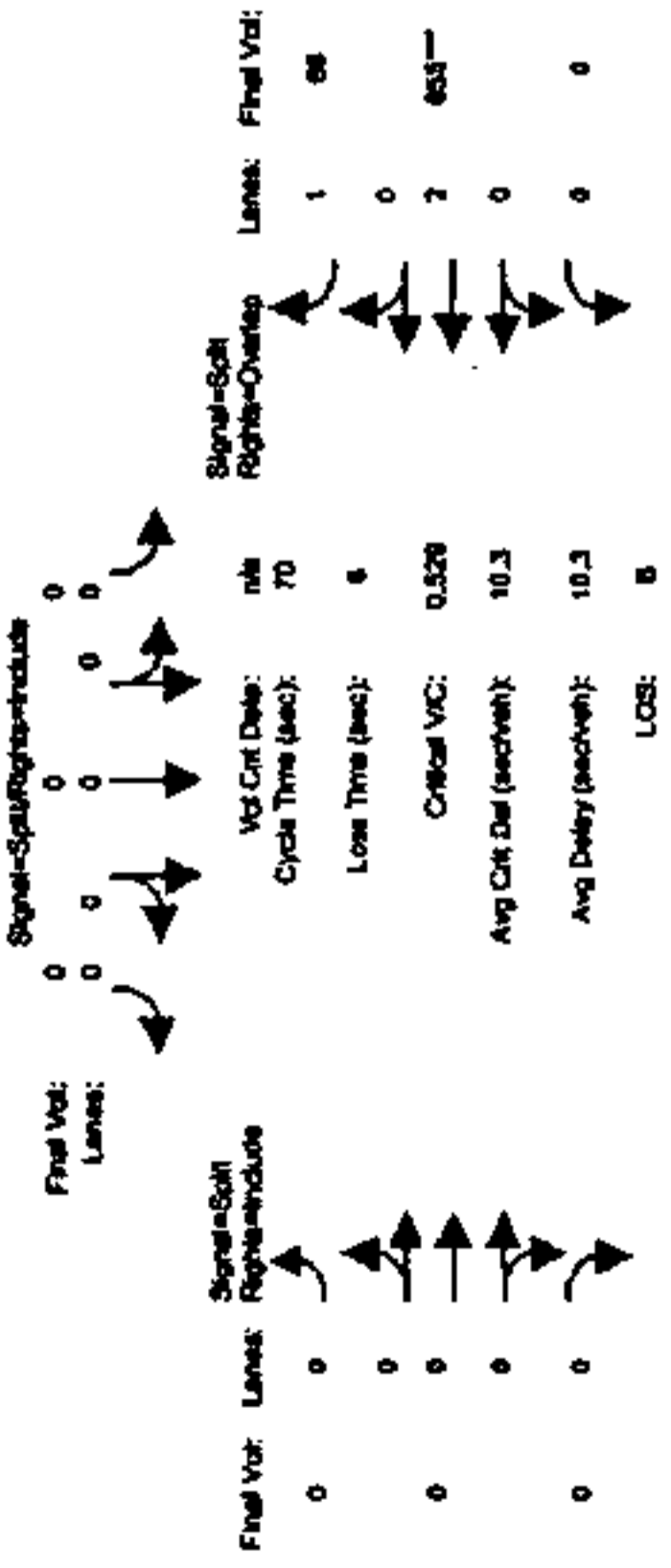
Intersection #3810: JULIAN/THIRD



Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Min. Green: 10 10 0 0 0 0 0 0 0 0 0 0 0 10 10
Volume Module: >> Count Date: 30 Oct 2002 <<
Base Vol: 112 987 0 0 0 0 0 0 0 0 0 0 0 0 674 59
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Base: 112 987 0 0 0 0 0 0 0 0 0 0 0 0 674 59
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 112 987 0 0 0 0 0 0 0 0 0 0 0 0 728 59
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 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: 112 987 0 0 0 0 0 0 0 0 0 0 0 0 674 59
Reduc Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 112 987 0 0 0 0 0 0 0 0 0 0 0 0 674 59
PCF Adj: 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
MCF Adj: 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: 112 987 0 0 0 0 0 0 0 0 0 0 0 0 674 59
Saturation Flow Module:
Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800
Adjustment: 1.00 1.04 0.97 0.97 1.06 0.97 0.97 1.06 0.97 0.97 1.06 0.97 0.97 1.06 0.97 0.97
Lanes: 0.32 2.68 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 2.00 1.00 1.00
Final Sat: 571 5029 0 0 0 0 0 0 0 0 0 0 0 0 3800 1750
Capacity Analysis Module:
Vol/Sat: 0.20 0.20 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.18 0.03 0.03
Crit Moves: ****
Green Time: 33.6 33.6 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 30.4 30.4
Volume/Cap: 0.41 0.41 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.41 0.08 0.08
Delay/Veh: 9.0 9.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 10.5 8.8 8.8
Delay Adj: 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
ProgAdjPctr: 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
AdjDel/Veh: 9.0 9.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 10.5 8.8 8.8
DesignQueue: 2 21 0 0 0 0 0 0 0 0 0 0 0 0 16 1

Brandenburg Site Residential TIA
 1500 Apartment Units/10 L.S./1000
 Project Conditions
 Level Of Service Computation Report
 1985 HCM Operations (Future Volume Alternative)
 Future (AM)

Intersection #3610: JULIAN/THIRD



Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green: 10 10 0 0 0 0 0 0 0 0 0 0 0 10 10

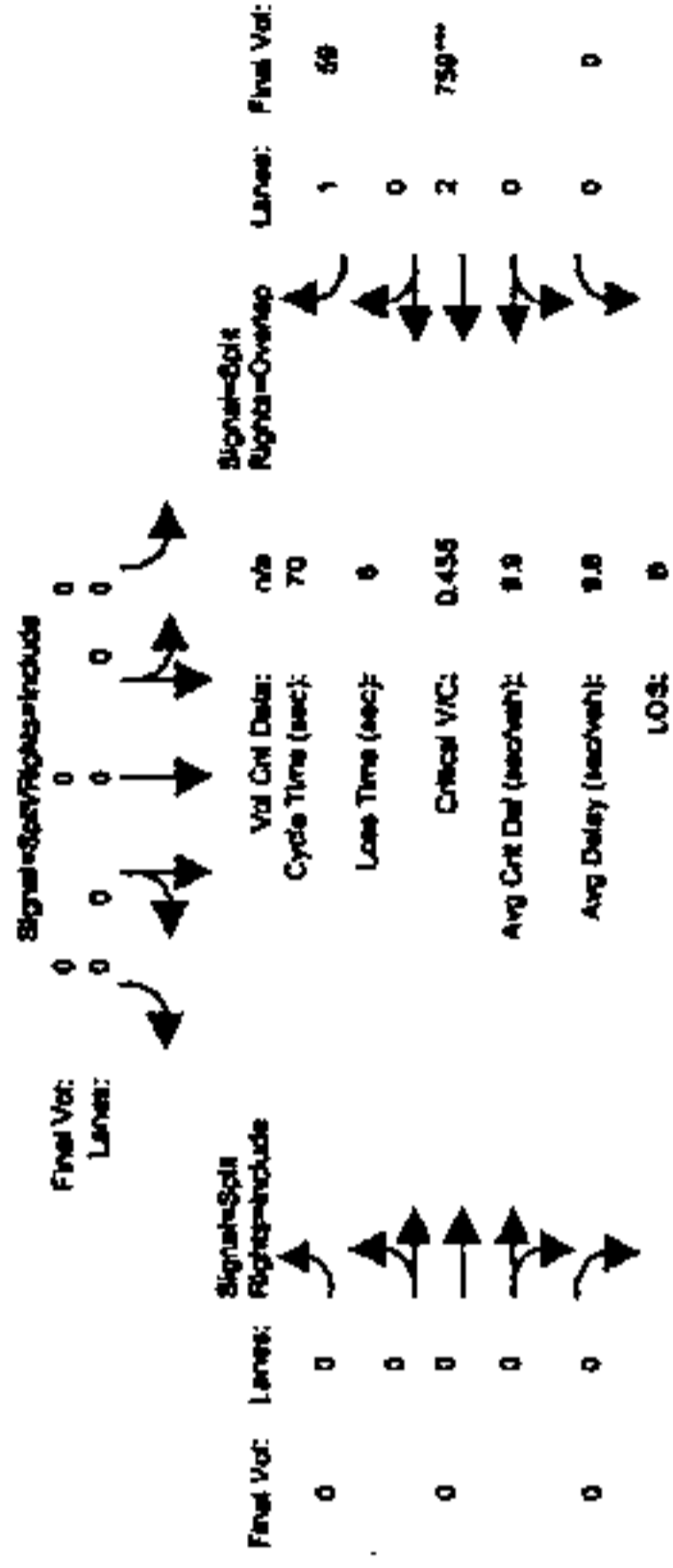
Volume Module:
 Base Vol: 247 1201 0 0 0 0 0 0 0 0 0 0 0 855 66
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 247 1201 0 0 0 0 0 0 0 0 0 0 0 855 66
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Potential Proj: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 247 1201 0 0 0 0 0 0 0 0 0 0 0 855 66
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 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: 247 1201 0 0 0 0 0 0 0 0 0 0 0 855 66
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 247 1201 0 0 0 0 0 0 0 0 0 0 0 855 66
 PCF Adj: 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
 MLP Adj: 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.: 247 1201 0 0 0 0 0 0 0 0 0 0 0 855 66

Saturation Flow Module:
 Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800
 Adjustment: 1.00 1.04 0.97 0.97 1.06 0.97 0.97 1.06 0.97 0.97 1.06 0.97 0.97 1.06 0.97
 Lanes: 0.53 2.47 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 2.00 1.00
 Final Sat.: 955 4643 0 0 0 0 0 0 0 0 0 0 0 3800 1750

Capacity Analysis Module:
 Vol/Sat: 0.26 0.26 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.22 0.04
 Crit Moves: ****
 Green Time: 34.2 34.2 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 29.8 29.8
 Volume/Cap: 0.53 0.53 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.53 0.09
 Delay/Veh: 9.5 9.5 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 11.6 9.1
 Delay Adj: 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
 ProgAdjFctr: 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
 AdjDel/Veh: 9.5 9.5 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 11.6 9.1
 DesignQueue: 5 26 0 0 0 0 0 0 0 0 0 0 0 0 20 1

Brandenburg Site Residential TIA
 1500 Apartment Units/10 L.S./1000
 Project Conditions
 Level Of Service Computation Report
 1985 HCM Operations (Future Volume Alternative)
 Future (AM)

Intersection #3610: JULIAN/THIRD



Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green: 10 10 0 0 0 0 0 0 0 0 0 0 0 10 10

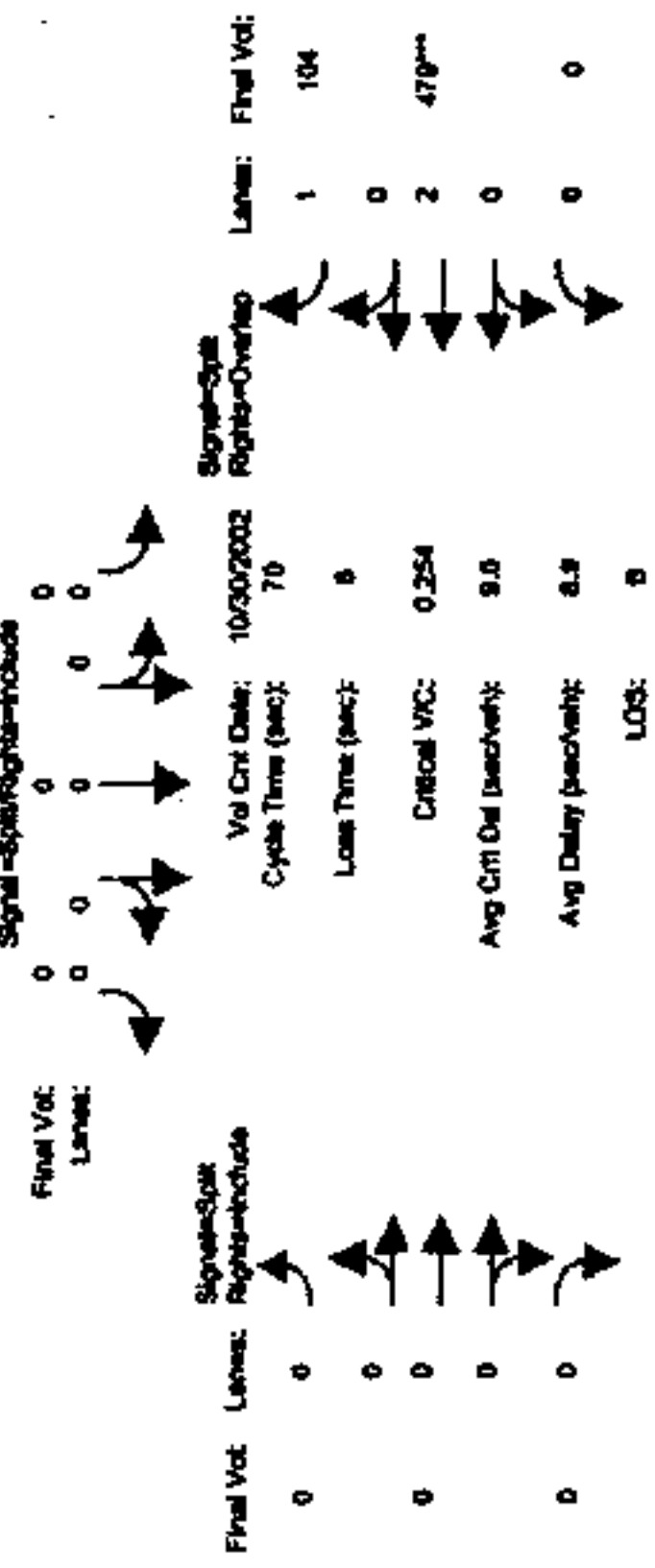
Volume Module:
 Base Vol: 160 1026 0 0 0 0 0 0 0 0 0 0 0 728 59
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 160 1026 0 0 0 0 0 0 0 0 0 0 0 728 59
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Potential Proj: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 160 1026 0 0 0 0 0 0 0 0 0 0 0 728 59
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 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: 160 1026 0 0 0 0 0 0 0 0 0 0 0 728 59
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 160 1026 0 0 0 0 0 0 0 0 0 0 0 728 59
 PCF Adj: 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
 MLP Adj: 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.: 160 1026 0 0 0 0 0 0 0 0 0 0 0 728 59

Saturation Flow Module:
 Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800
 Adjustment: 1.00 1.04 0.97 0.97 1.06 0.97 0.97 1.06 0.97 0.97 1.06 0.97 0.97 1.06 0.97
 Lanes: 0.41 2.59 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 2.00 1.00
 Final Sat.: 740 4859 0 0 0 0 0 0 0 0 0 0 0 3800 1750

Capacity Analysis Module:
 Vol/Sat: 0.22 0.22 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.20 0.03
 Crit Moves: ****
 Green Time: 33.3 33.3 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 30.7 30.7
 Volume/Cap: 0.45 0.45 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.45 0.08
 Delay/Veh: 9.4 9.4 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 10.6 8.7
 Delay Adj: 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
 ProgAdjFctr: 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
 AdjDel/Veh: 9.4 9.4 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 10.6 8.7
 DesignQueue: 3 23 0 0 0 0 0 0 0 0 0 0 0 0 1 1

Brandenburg Site Residential TIA
1500 Apartment Units
Project Conditions
Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
(Background (PM))

Intersection #3610: JULIAN/THIRD

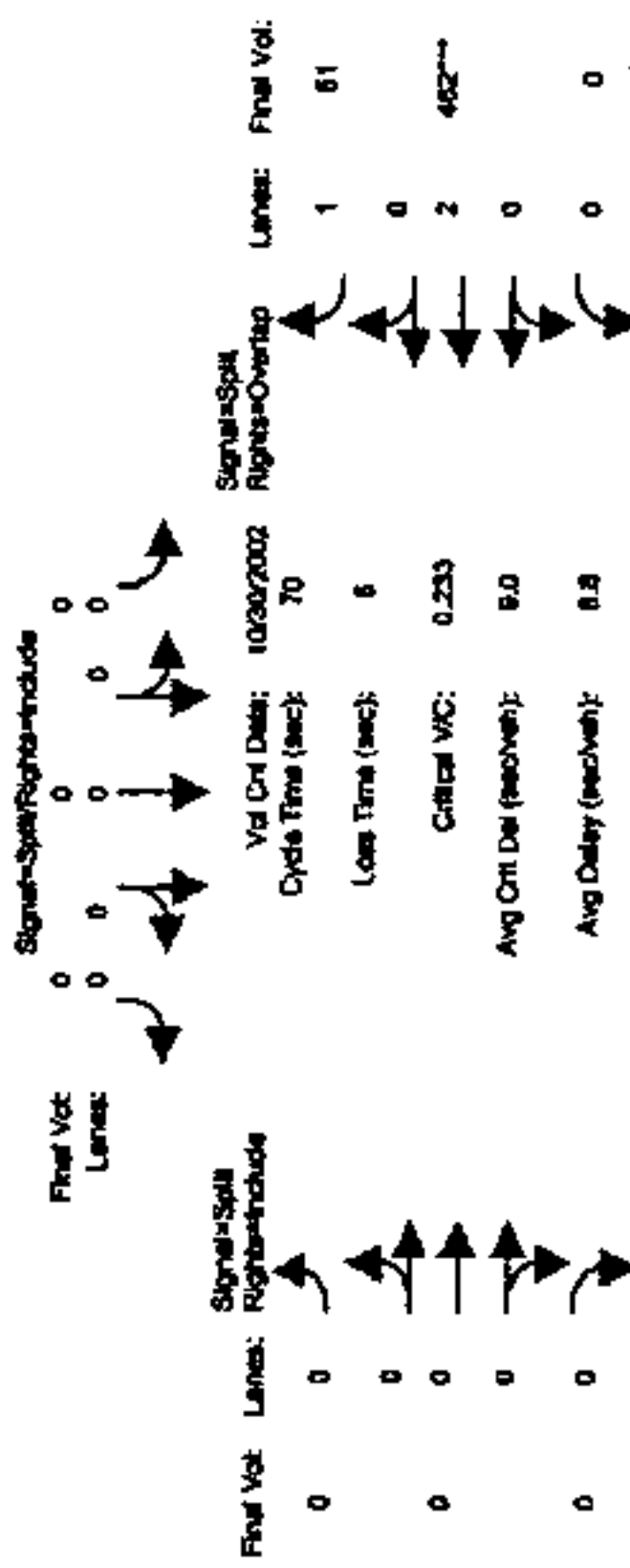


Final Vol: 0
Lanes: 0 1 2 0 0 0
Signal-Left/Right/Include

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Min. Green: 10 10 0 0 0 0 0 0 0 0 0 0 0 10 10 10
Volume Module: >> Count Date: 30 Oct 2002 <<
Base Vol: 124 390 0 0 0 0 0 0 0 0 0 0 0 0 462 51
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Adj: 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
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
ATV: 33 45 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 157 435 0 0 0 0 0 0 0 0 0 0 0 0 479 104
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 1.00 1.00 1.00 1.00
PHF Adj: 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: 157 435 0 0 0 0 0 0 0 0 0 0 0 0 479 104
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 157 435 0 0 0 0 0 0 0 0 0 0 0 0 479 104
PCR Adj: 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
Final Vol: 157 435 0 0 0 0 0 0 0 0 0 0 0 0 479 104
Saturation Flow Module:
Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800
Adjustment: 1.00 1.05 0.97 0.97 1.06 0.97 0.97 1.06 0.97 0.97 1.06 0.97 0.97 1.06 0.97 0.97
Lanes: 0.82 2.18 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 2.00 1.00
Final Sat.: 1484 4113 0 0 0 0 0 0 0 0 0 0 0 0 3800 1750
Capacity Analysis Module:
Vol/Sat: 0.11 0.11 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.13 0.06
Crit Moves: ****
Green Time: 29.2 29.2 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 34.8 34.8
Volume/Cap: 0.25 0.25 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.25 0.12
Delay/Veh: 10.1 10.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 7.7 7.2
Delay Adj: 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
ProgAdjFctr: 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
AdjDel/Veh: 10.1 10.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 7.7 7.2
DesignQueue: 4 10 0 0 0 0 0 0 0 0 0 0 0 0 0 2

Brandenburg Site Residential TIA
1500 Apartment Units
Project Conditions
Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
(Existing (PM))

Intersection #3610: JULIAN/THIRD

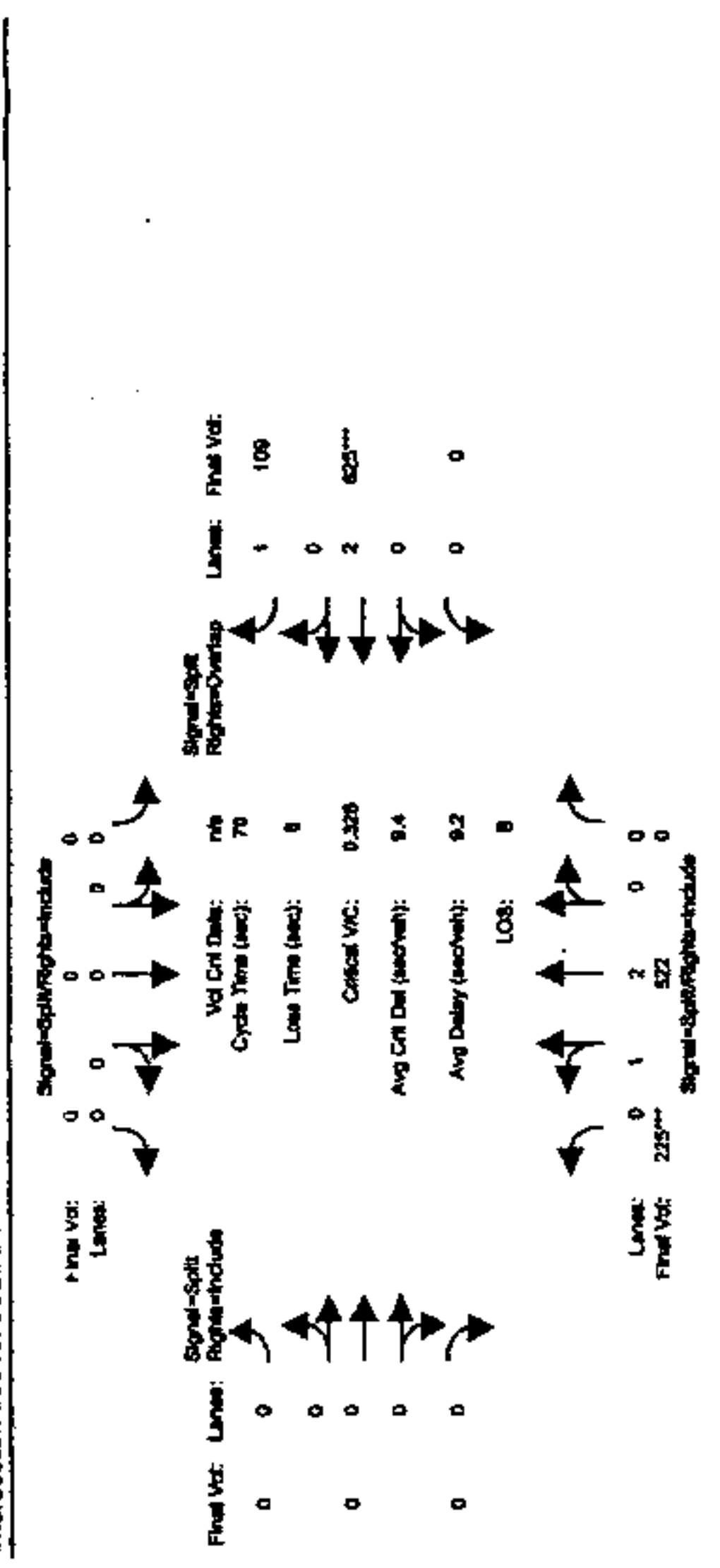
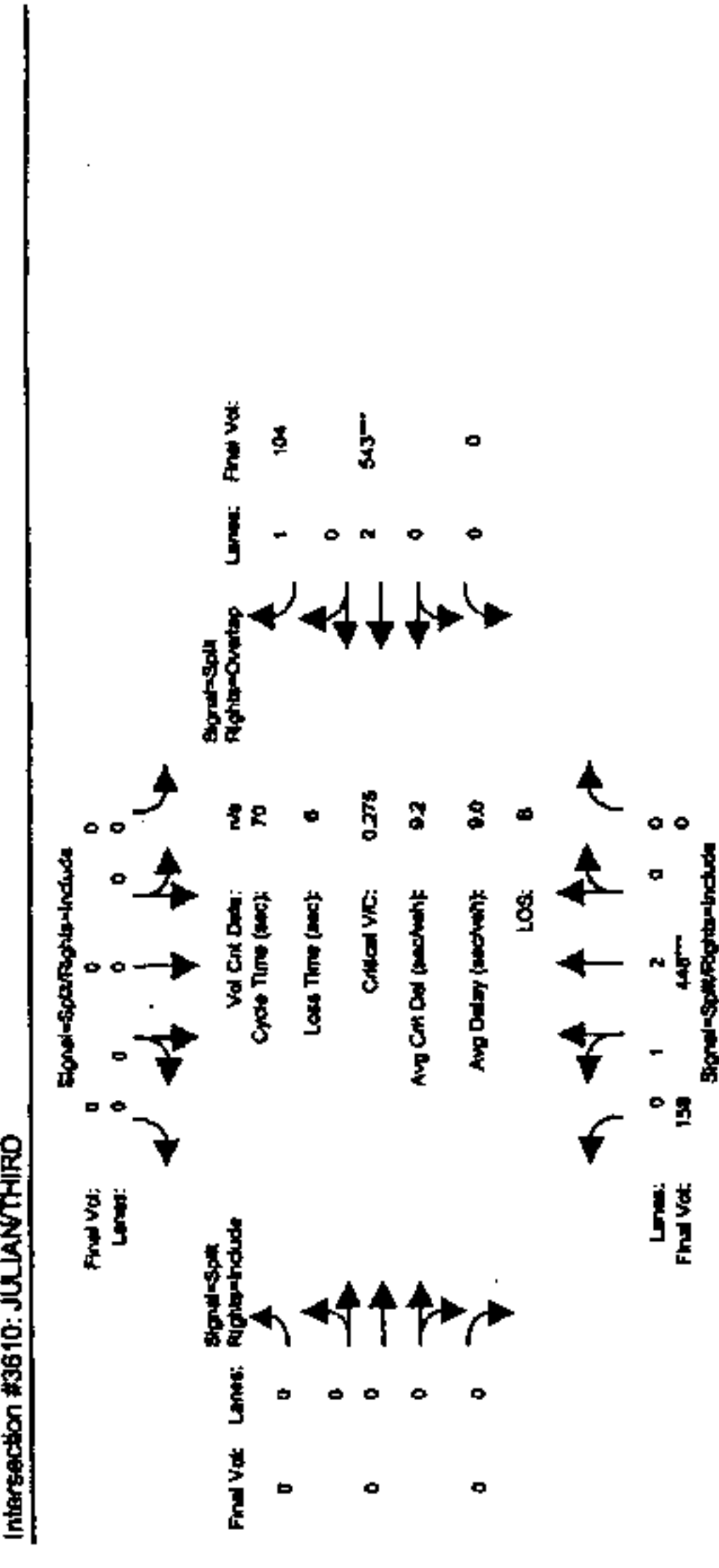


Final Vol: 0
Lanes: 0 1 2 0 0 0
Signal-Left/Right/Include

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Min. Green: 10 10 0 0 0 0 0 0 0 0 0 0 0 10 10 10
Volume Module: >> Count Date: 30 Oct 2002 <<
Base Vol: 124 390 0 0 0 0 0 0 0 0 0 0 0 0 462 51
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Adj: 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
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
PasserbyVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 124 390 0 0 0 0 0 0 0 0 0 0 0 0 462 51
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 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: 124 390 0 0 0 0 0 0 0 0 0 0 0 0 462 51
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 124 390 0 0 0 0 0 0 0 0 0 0 0 0 462 51
PCR Adj: 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
Final Vol: 124 390 0 0 0 0 0 0 0 0 0 0 0 0 462 51
Saturation Flow Module:
Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800
Adjustment: 1.00 1.05 0.97 0.97 1.06 0.97 0.97 1.06 0.97 0.97 1.06 0.97 0.97 1.06 0.97 0.97
Lanes: 0.75 2.25 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 2.00 1.00
Final Sat.: 1350 4247 0 0 0 0 0 0 0 0 0 0 0 0 3800 1750
Capacity Analysis Module:
Vol/Sat: 0.09 0.09 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.12 0.03
Crit Moves: ****
Green Time: 27.5 27.5 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 36.5 36.5
Volume/Cap: 0.23 0.23 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.23 0.06
Delay/Veh: 10.8 10.8 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 7.0 6.3
Delay Adj: 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
ProgAdjFctr: 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
AdjDel/Veh: 10.8 10.8 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 7.0 6.3
DesignQueue: 3 9 0 0 0 0 0 0 0 0 0 0 0 0 0 1

Brandyburg Site Residential TA
 1500 Apartment Units
 Level of Service Computation Report
 1985 HCM Operations (Future Volume Alternative)
 Project Conditions
 Intersection #3810: JULIAN/THIRD

Brandyburg Site Residential TA
 1800 Apartment Units
 Level of Service Computation Report
 1985 HCM Operations (Future Volume Alternative)
 Project Conditions
 Intersection #3810: JULIAN/THIRD



Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green: 10 10 0 0 0 0 0 0 0 0 0 0 10 10 10

Volume Module:
 Base Vol: 157 435 0 0 0 0 0 0 0 0 0 0 479 104
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 157 435 0 0 0 0 0 0 0 0 0 0 0 479 104
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Potent Proj: 1 13 0 0 0 0 0 0 0 0 0 0 0 64 0
 Initial Put: 158 448 0 0 0 0 0 0 0 0 0 0 0 543 104
 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 1.00 1.00 1.00
 PHF Adj: 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: 158 448 0 0 0 0 0 0 0 0 0 0 0 543 104
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 158 448 0 0 0 0 0 0 0 0 0 0 0 543 104
 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 1.00 1.00 1.00
 MLP Adj: 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: 158 448 0 0 0 0 0 0 0 0 0 0 0 543 104

Saturation Flow Module:
 Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800
 Adjustment: 1.00 1.05 0.97 0.97 1.06 0.97 0.97 1.06 0.97 0.97 1.06 0.97 0.97 1.06 0.97
 Lanes: 0.81 2.19 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 2.00 1.00
 Final Sat: 1459 4138 0 0 0 0 0 0 0 0 0 0 0 3800 1750

Capacity Analysis Module:
 Vol/Sat: 0.11 0.11 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.14 0.06
 Crit Moves: ****
 Green Time: 27.6 27.6 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 36.4 36.4
 Volume/Cap: 0.27 0.27 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.27 0.11
 Delay/Veh: 11.0 11.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 7.2 6.5
 Delay Adj: 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
 ProgAdjPctr: 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
 AdjDel/Veh: 11.0 11.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 7.2 6.5
 DesignQueue: 4 11 0 0 0 0 0 0 0 0 0 0 0 0 0

Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

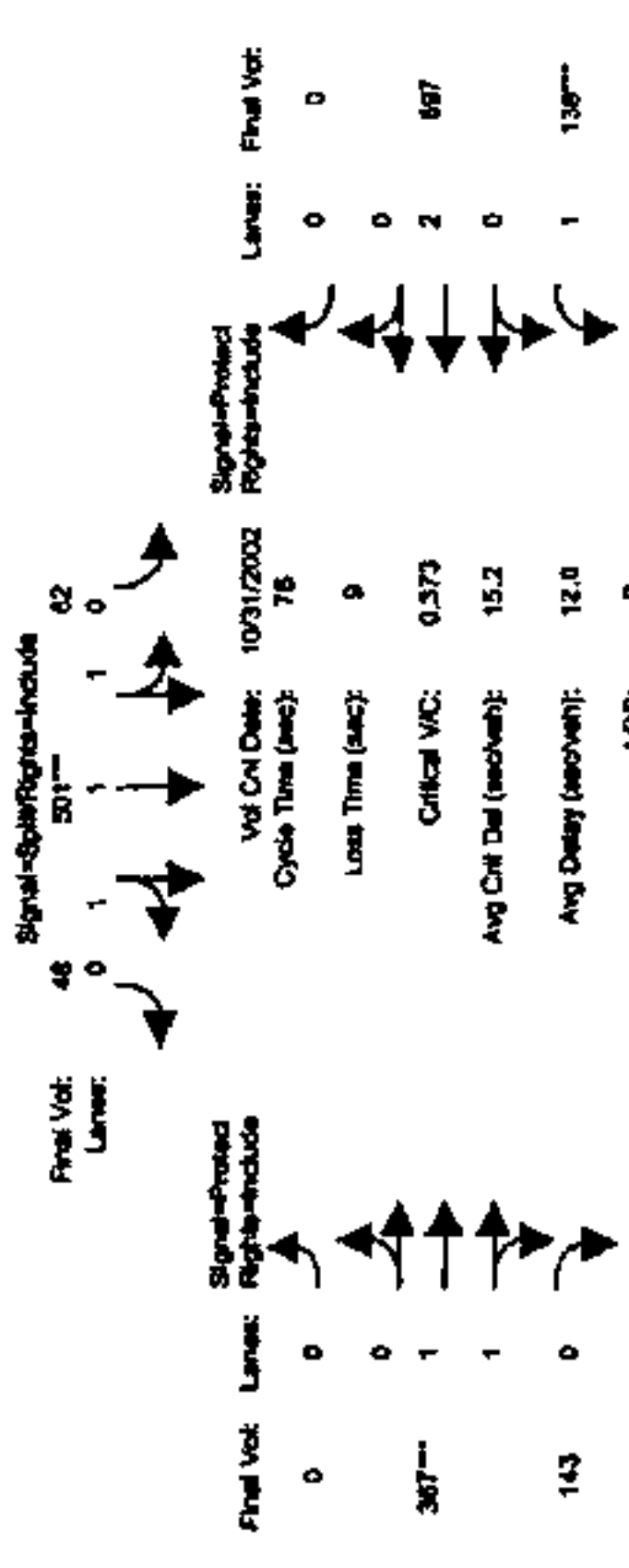
Min. Green: 10 10 0 0 0 0 0 0 0 0 0 0 10 10 10

Volume Module:
 Base Vol: 225 522 0 0 0 0 0 0 0 0 0 0 625 109
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 225 522 0 0 0 0 0 0 0 0 0 0 0 625 109
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Potent Proj: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Put: 225 522 0 0 0 0 0 0 0 0 0 0 0 625 109
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 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: 225 522 0 0 0 0 0 0 0 0 0 0 0 625 109
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 225 522 0 0 0 0 0 0 0 0 0 0 0 625 109
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLP Adj: 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: 225 522 0 0 0 0 0 0 0 0 0 0 0 625 109

Saturation Flow Module:
 Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800
 Adjustment: 1.00 1.05 0.97 0.97 1.06 0.97 0.97 1.06 0.97 0.97 1.06 0.97 0.97 1.06 0.97
 Lanes: 0.94 2.06 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 2.00 1.00
 Final Sat: 1686 3911 0 0 0 0 0 0 0 0 0 0 0 3800 1750

Capacity Analysis Module:
 Vol/Sat: 0.13 0.13 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.16 0.06
 Crit Moves: ****
 Green Time: 28.7 28.7 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 35.3 35.3
 Volume/Cap: 0.23 0.23 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.23 0.12
 Delay/Veh: 10.7 10.7 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 7.8 7.0
 Delay Adj: 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
 ProgAdjPctr: 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
 AdjDel/Veh: 10.7 10.7 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 7.8 7.0
 DesignQueue: 5 12 0 0 0 0 0 0 0 0 0 0 0 0 13 2

Intersection #3785: SANTA CLARA/10TH



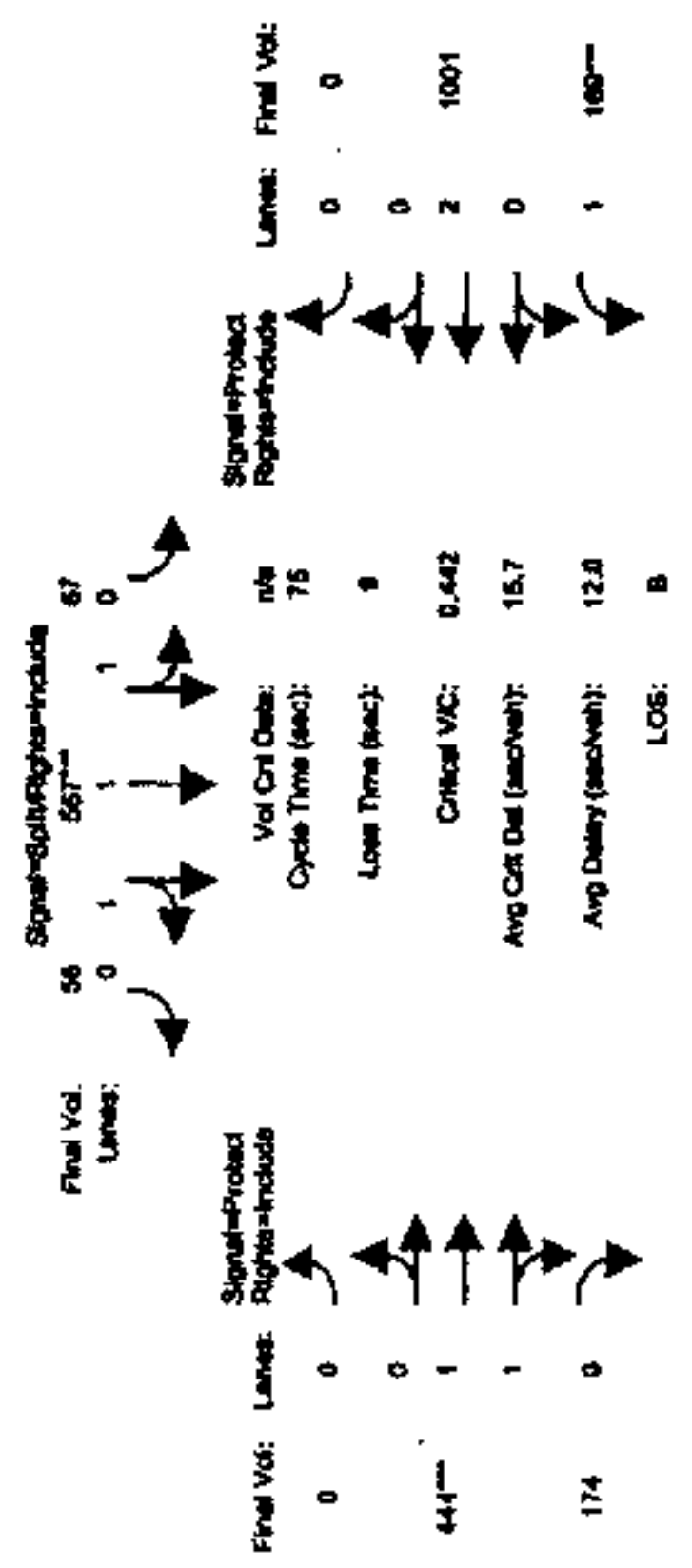
Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Min. Green: 0 0 0 10 10 10 0 10 10 10 7 10 0
 Volume Module: >> Count Date: 31 Oct 2002 <<
 Base Vol: 0 0 0 62 501 48 0 367 143 138 697 0
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 0 0 62 501 48 0 367 143 138 697 0
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 0 0 62 501 48 0 367 143 138 697 0
 User Adj: 1.00 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 62 501 48 0 367 143 138 697 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 0 0 62 501 48 0 367 143 138 697 0
 PCF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MUF Adj: 1.00 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 62 501 48 0 367 143 138 697 0

Saturation Flow Module:
 Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800
 Adjustment: 0.97 1.06 0.97 1.00 1.02 1.00 0.97 1.04 1.00 0.97 1.06 0.97
 Lanes: 0.00 0.00 0.00 0.31 2.45 0.24 0.00 1.42 0.58 1.00 2.00 0.00
 Final Sat.: 0 0 0 558 4509 432 0 2662 1037 1750 3800 0
 Capacity Analysis Module:
 Vol/Sat: 0.00 0.00 0.00 0.11 0.11 0.11 0.00 0.14 0.14 0.08 0.18 0.00
 Crit Moves: 0.0 0.0 0.0 22.4 22.4 22.4 0.0 27.8 27.8 15.9 43.6 0.0
 Green Time: 0.00 0.00 0.00 0.37 0.37 0.37 0.00 0.37 0.37 0.37 0.32 0.00
 Volume/Cap: 0.0 0.0 0.0 15.9 15.9 15.9 0.0 13.2 13.2 19.5 6.1 0.0
 Delay/Veh: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 ProgAdjFctr: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 0.0 0.0 0.0 15.9 15.9 15.9 0.0 13.2 13.2 19.5 6.1 0.0
 DesignQueue: 0 0 0 2 15 1 0 10 4 5 13 0

Arroyo Viejo Site Residential TIA
1500 Apartment Units(80 L.S./res)

Level Of Service Computation Report
1983 HCM Operations (Future Volume Alternative)
Future (AM)

Intersection #3785: SANTA CLARA/10TH



Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green: 0 0 0 10 10 10 0 10 10 7 10 0

Volume Module:

Base Vol: 0 0 0 67 567 56 0 444 174 169 1001 0

Growth Adj: 1.00 1.00 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 67 567 56 0 444 174 169 1001 0

Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0

PotentProj: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 0 0 0 67 567 56 0 444 174 169 1001 0

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 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 67 567 56 0 444 174 169 1001 0

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 0 0 0 67 567 56 0 444 174 169 1001 0

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 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 67 567 56 0 444 174 169 1001 0

Saturation Flow Module:

Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800

Adjustment: 0.97 1.06 0.97 1.00 1.02 1.00 0.97 1.04 1.00 0.97 1.06 0.97

Lanes: 0.00 0.00 0.00 0.30 2.45 0.25 0.00 1.42 0.58 1.00 2.00 0.00

Final Sat: 0 0 0 534 4519 446 0 2657 1041 1750 3800 0

Capacity Analysis Module:

Vol/Sat: 0.00 0.00 0.00 0.13 0.13 0.13 0.00 0.17 0.17 0.10 0.26 0.00

Crit Moves: ****

Green Time: 0.0 0.0 0.0 21.3 21.3 21.3 0.0 28.3 28.3 16.4 44.7 0.0

Volume/Cap: 0.00 0.00 0.00 0.44 0.44 0.44 0.00 0.44 0.44 0.44 0.44 0.00

Delay/Veh: 0.0 0.0 0.0 16.9 16.9 16.9 0.0 13.4 13.4 19.8 6.4 0.0

Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

ProgAdjPctr: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

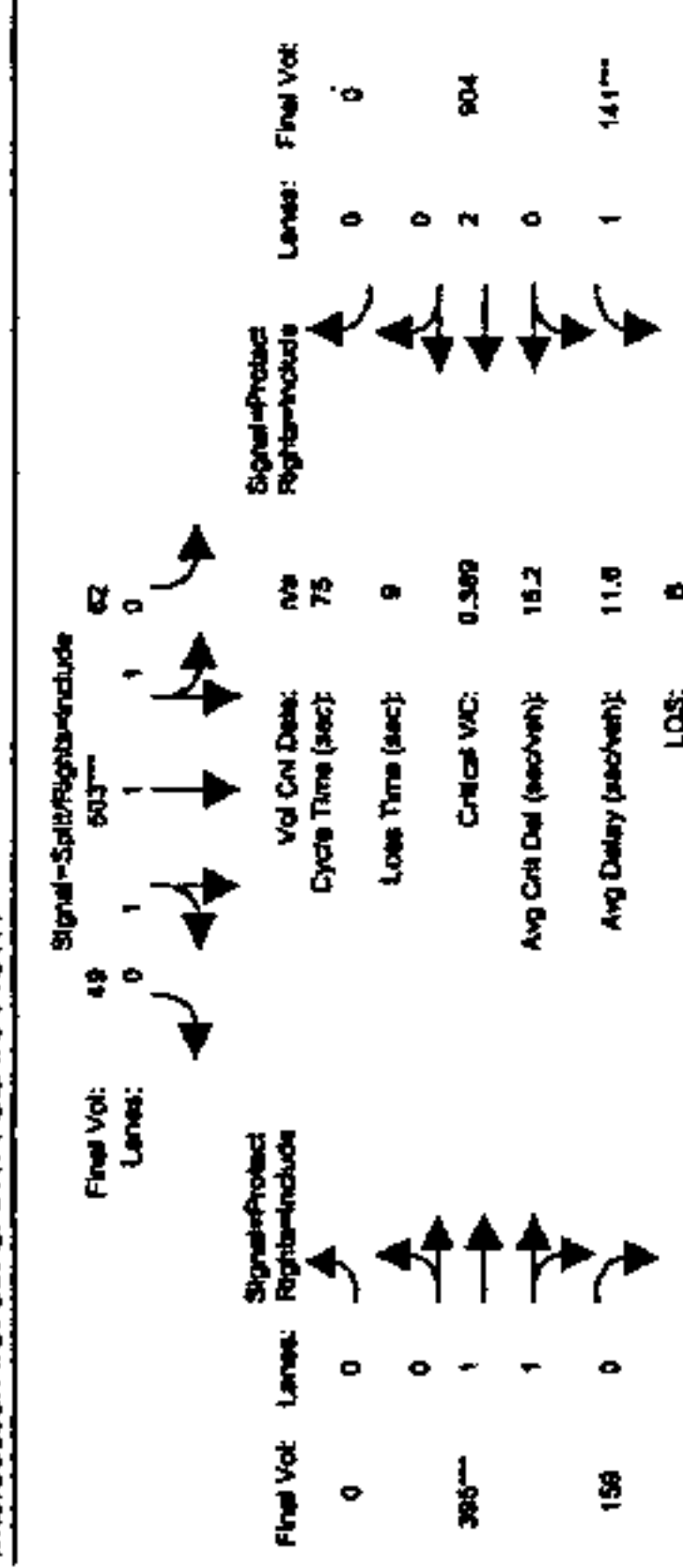
AdjDel/Veh: 0.0 0.0 0.0 16.9 16.9 16.9 0.0 13.4 13.4 19.8 6.4 0.0

DesignQueue: 0 0 0 2 17 2 0 12 5 6 18 0

Arroyo Viejo Site Residential TIA
1500 Apartment Units(80 L.S./res)

Level Of Service Computation Report
1983 HCM Operations (Future Volume Alternative)
Future (AM)

Intersection #3785: SANTA CLARA/10TH



Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green: 0 0 0 10 10 10 0 10 10 7 10 0

Volume Module:

Base Vol: 0 0 0 62 503 49 0 382 159 141 898 0

Growth Adj: 1.00 1.00 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 62 503 49 0 382 159 141 898 0

Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0

PotentProj: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 0 0 0 62 503 49 0 382 159 141 898 0

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 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 62 503 49 0 382 159 141 898 0

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 0 0 0 62 503 49 0 382 159 141 898 0

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 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 62 503 49 0 382 159 141 898 0

Saturation Flow Module:

Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800

Adjustment: 0.97 1.06 0.97 1.00 1.02 1.00 0.97 1.04 1.00 0.97 1.06 0.97

Lanes: 0.00 0.00 0.00 0.31 2.45 0.24 0.00 1.41 0.59 1.00 2.00 0.00

Final Sat: 0 0 0 555 4505 439 0 2637 1062 1750 3800 0

Capacity Analysis Module:

Vol/Sat: 0.00 0.00 0.00 0.11 0.11 0.11 0.00 0.15 0.15 0.08 0.24 0.00

Crit Moves: ****

Green Time: 0.0 0.0 0.0 21.5 21.5 21.5 0.0 28.9 28.9 15.5 44.5 0.0

Volume/Cap: 0.00 0.00 0.00 0.39 0.39 0.39 0.00 0.39 0.39 0.39 0.40 0.00

Delay/Veh: 0.0 0.0 0.0 16.4 16.4 16.4 0.0 12.8 12.8 19.8 6.3 0.0

Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

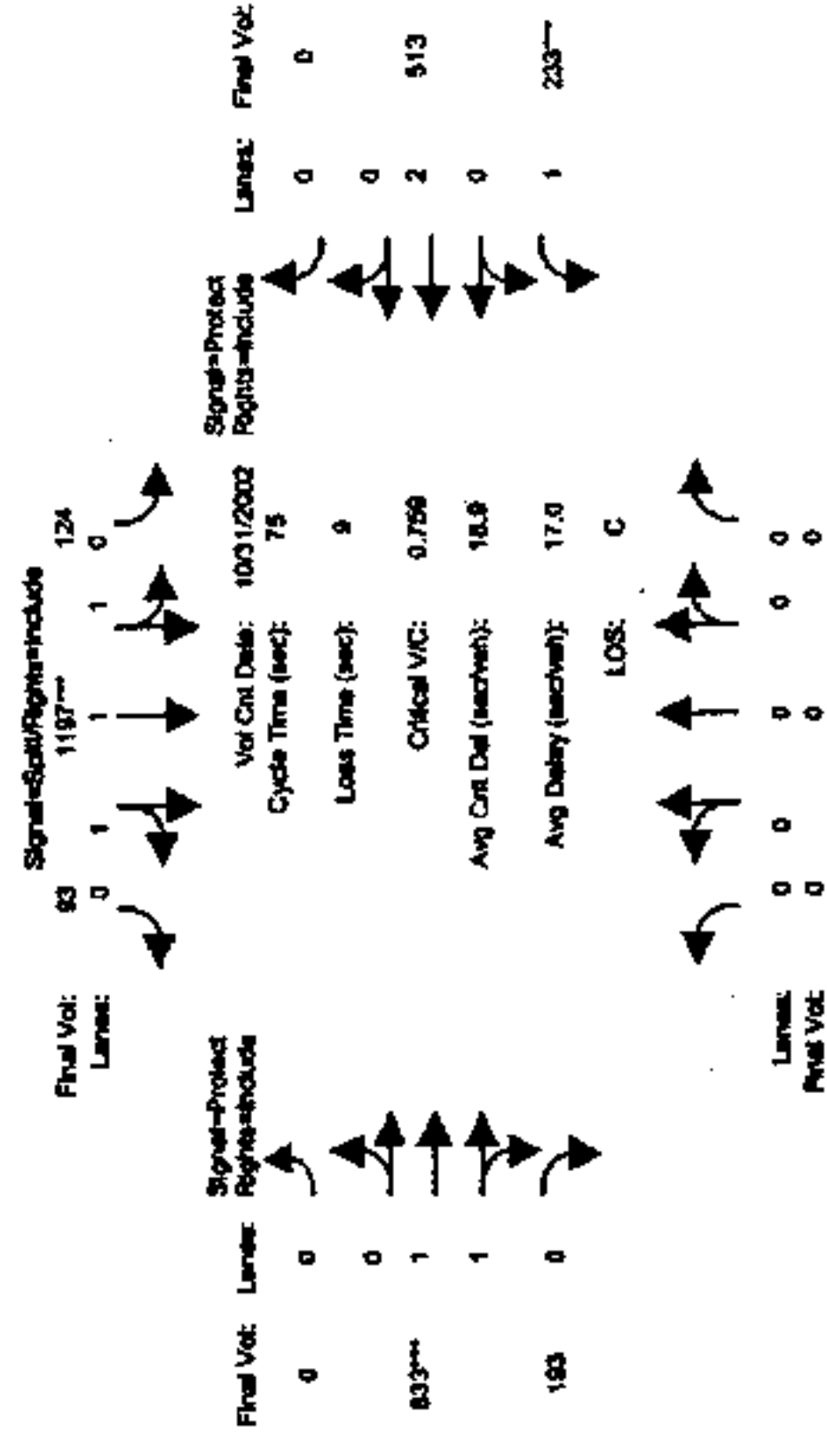
ProgAdjPctr: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

AdjDel/Veh: 0.0 0.0 0.0 16.4 16.4 16.4 0.0 12.8 12.8 19.8 6.3 0.0

DesignQueue: 0 0 0 2 15 1 0 11 4 5 16 0

Brandsburg Site Residential TA
 1500 Apartment Units
 Project Conditions
 Level Of Service Computation Report
 1988 HCM Operators (Peak Volume Alternative)
 Background (PH)

Intersection #3785: SANTA CLARA/10TH



Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green: 0 0 0 10 10 10 0 10 10 7 10 0

Volume Module: >> Count Date: 31 Oct 2002 <<

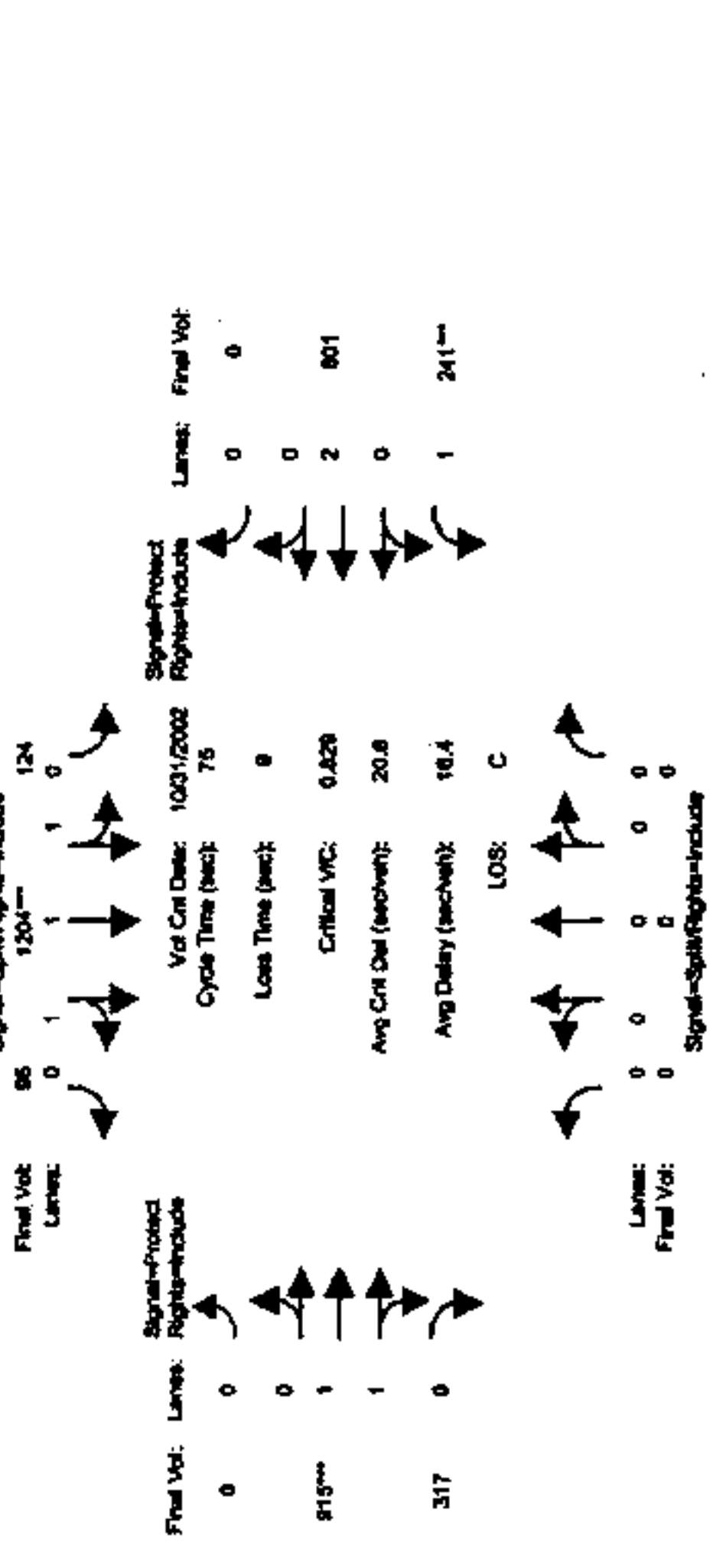
Base Vol: 0 0 124 1197 93 0 833 193 233 513 0
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 0 0 124 1197 93 0 833 193 233 513 0
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserbyVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 0 124 1197 93 0 833 193 233 513 0
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 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 0 124 1197 93 0 833 193 233 513 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 RCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 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 0 124 1197 93 0 833 193 233 513 0

Saturation Flow Module:
 Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800
 Adjustment: 0.97 1.06 0.97 1.00 1.02 1.00 0.97 1.03 1.00 0.97 1.06 0.97
 Lanes: 0.00 0.00 0.00 0.27 2.53 0.20 0.00 1.61 0.39 1.00 2.00 0.00
 Final Sat.: 0 0 0 482 4656 362 0 3003 696 1750 3800 0

Capacity Analysis Module:
 Vol/Sat: 0.00 0.00 0.00 0.26 0.26 0.26 0.00 0.28 0.28 0.13 0.13 0.00
 Crit Moves: ****
 Green Time: 0.0 0.0 0.0 25.4 25.4 25.4 0.0 27.4 27.4 13.2 40.6 0.0
 Volume/Cap: 0.00 0.00 0.00 0.76 0.76 0.76 0.00 0.76 0.76 0.76 0.25 0.00
 Delay/Veh: 0.0 0.0 0.0 18.1 18.1 18.1 0.0 17.7 17.7 29.5 7.0 0.0
 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 ProgAdjFctr: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 0.0 0.0 0.0 18.1 18.1 18.1 0.0 17.7 17.7 29.5 7.0 0.0
 DesignQueue: 0 0 0 4 35 1 0 0 24 5 8 10 0

Brandsburg Site Residential TA
 1500 Apartment Units
 Project Conditions
 Level Of Service Computation Report
 1988 HCM Operators (Peak Volume Alternative)
 Background (PH)

Intersection #3785: SANTA CLARA/10TH



Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green: 0 0 0 10 10 10 0 10 10 7 10 0

Volume Module: >> Count Date: 31 Oct 2002 << 5:00-6:00PM

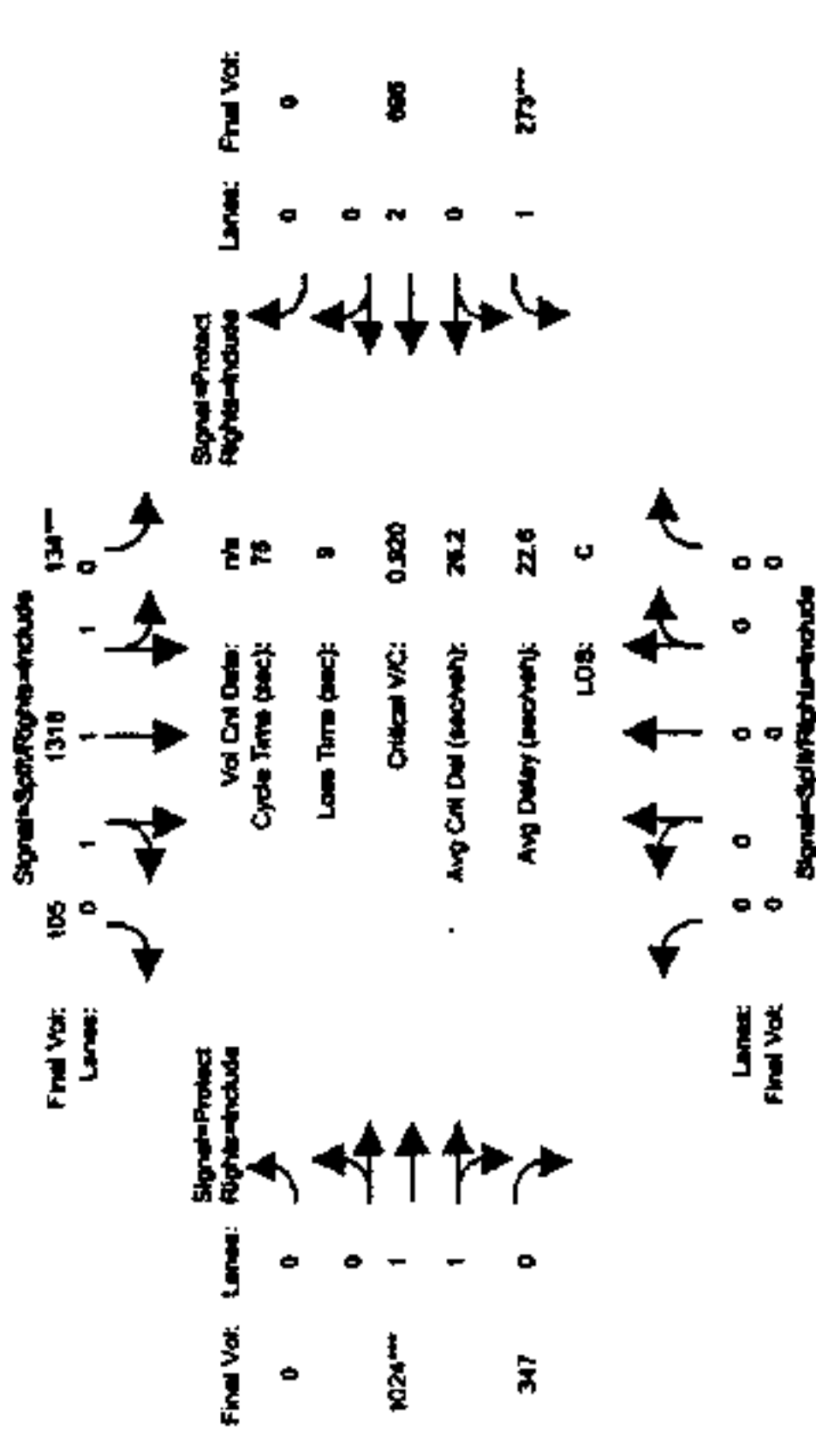
Base Vol: 0 0 124 1197 93 0 833 193 233 513 0
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 0 0 124 1197 93 0 833 193 233 513 0
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 ATI: 0 0 0 7 2 0 82 124 8 88 0
 Initial Fut: 0 0 124 1204 95 0 915 317 241 601 0
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 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 0 124 1204 95 0 915 317 241 601 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 RCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 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 0 124 1204 95 0 915 317 241 601 0

Saturation Flow Module:
 Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800
 Adjustment: 0.97 1.06 0.97 1.00 1.02 1.00 0.97 1.04 1.00 0.97 1.06 0.97
 Lanes: 0.00 0.00 0.00 0.27 2.53 0.20 0.00 1.47 0.53 1.00 2.00 0.00
 Final Sat.: 0 0 0 479 4653 367 0 2747 952 1750 3800 0

Capacity Analysis Module:
 Vol/Sat: 0.00 0.00 0.00 0.26 0.26 0.26 0.00 0.33 0.33 0.14 0.16 0.00
 Crit Moves: ****
 Green Time: 0.0 0.0 0.0 23.4 23.4 23.4 0.0 30.1 30.1 12.5 42.6 0.0
 Volume/Cap: 0.00 0.00 0.00 0.83 0.83 0.83 0.00 0.83 0.83 0.83 0.28 0.00
 Delay/Veh: 0.0 0.0 0.0 20.7 20.7 20.7 0.0 18.2 18.2 35.2 6.3 0.0
 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 ProgAdjFctr: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 0.0 0.0 0.0 20.7 20.7 20.7 0.0 18.2 18.2 35.2 6.3 0.0
 DesignQueue: 0 0 0 4 37 3 0 25 9 9 11 0

Brandenburg Site Residential TIA
 1500 Apartment Units
 Project Conditions
 Level Of Service Computation Report
 1985 HCM Operations (Future Volume Alternative)
 Future (PM)

Intersection #3785: SANTA CLARA/10TH



Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green: 0 0 0 10 10 10 0 10 10 10 7 10 0

Volume Module:

Base Vol:	0	0	134	1318	105	0	1024	347	273	696	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	134	1318	105	0	1024	347	273	696	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0
Potent Proj:	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	134	1318	105	0	1024	347	273	696	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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	134	1318	105	0	1024	347	273	696	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	134	1318	105	0	1024	347	273	696	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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	134	1318	105	0	1024	347	273	696	0

Saturation Flow Module:

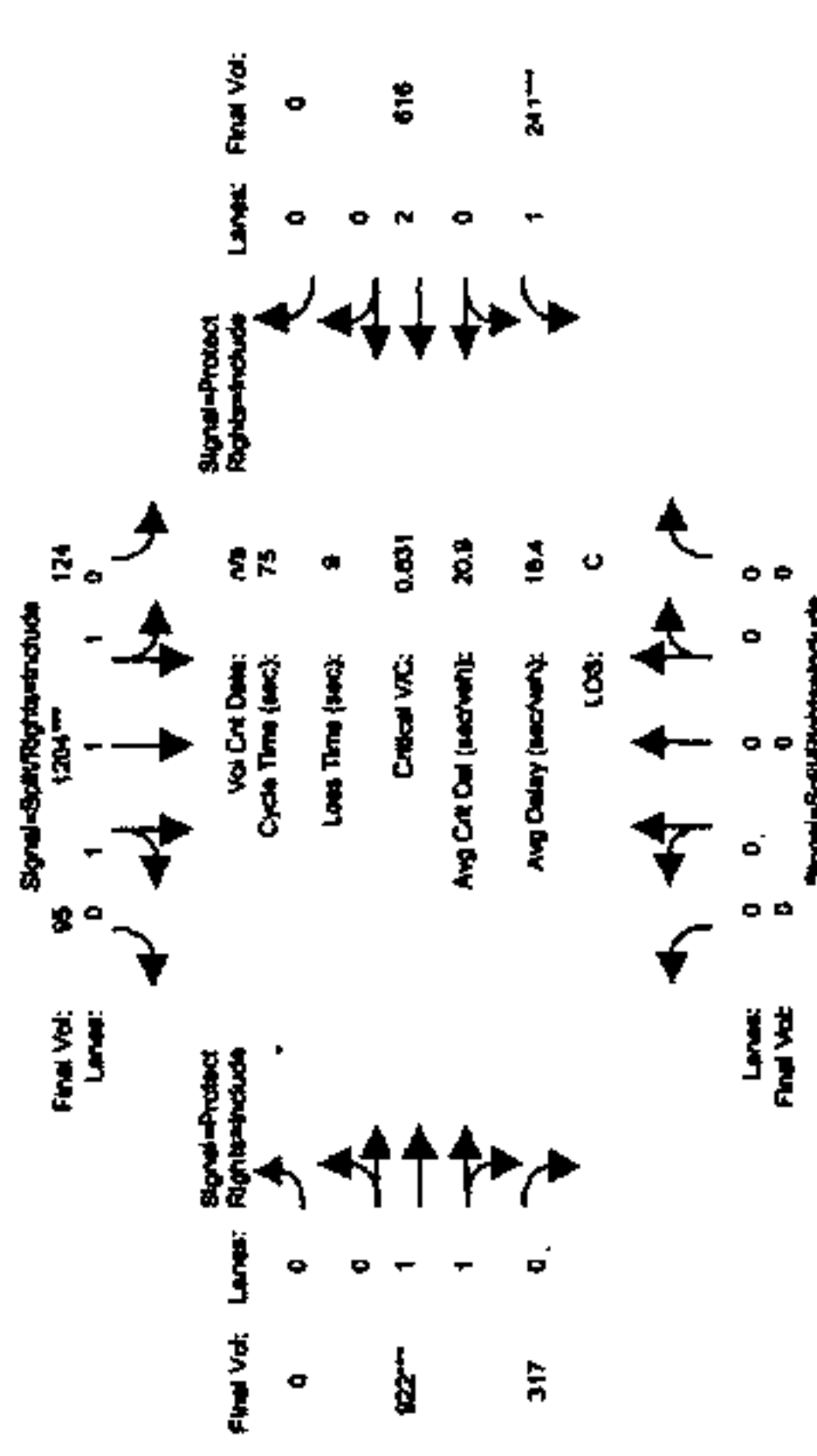
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.06	0.97	1.00	1.02	1.00	0.97	1.04	1.00	0.97	1.06
Lanes:	0.00	0.00	0.00	0.26	2.53	0.21	0.00	1.48	0.52	1.00	2.00
Final Sat:	0	0	0	473	4655	371	0	2763	936	1750	3800

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.28	0.28	0.28	0.00	0.37	0.37	0.16	0.18
Crit Moves:	0.0	0.0	0.0	23.1	23.1	23.1	0.0	30.2	30.2	12.7	42.9
Green Time:	0.0	0.0	0.0	23.1	23.1	23.1	0.0	30.2	30.2	12.7	42.9
Volume/Cap:	0.00	0.00	0.00	0.92	0.92	0.92	0.00	0.92	0.92	0.32	0.32
Delay/Veh:	0.0	0.0	0.0	25.3	25.3	25.3	0.0	23.1	23.1	46.3	6.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjPctr:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	25.3	25.3	25.3	0.0	23.1	23.1	46.3	6.4
DesignQueue:	0	0	0	4	4	4	0	28	10	10	13

Brandenburg Site Residential TIA
 1500 Apartment Units
 Project Conditions
 Level Of Service Computation Report
 1985 HCM Operations (Future Volume Alternative)
 Future (PM)

Intersection #3785: SANTA CLARA/10TH



Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green: 0 0 0 10 10 10 0 10 10 10 7 10 0

Volume Module:

Base Vol:	0	0	124	1204	95	0	915	317	241	616	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	124	1204	95	0	915	317	241	616	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0
Potent Proj:	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	124	1204	95	0	922	317	241	616	0
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	124	1204	95	0	922	317	241	616	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	124	1204	95	0	922	317	241	616	0
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	124	1204	95	0	922	317	241	616	0

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.06	0.97	1.00	1.02	1.00	0.97	1.04	1.00	0.97	1.06
Lanes:	0.00	0.00	0.00	0.27	2.53	0.20	0.00	1.47	0.53	1.00	2.00
Final Sat:	0	0	0	479	4653	367	0	2753	946	1750	3800

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.26	0.26	0.26	0.00	0.33	0.33	0.14	0.16
Crit Moves:	0.0	0.0	0.0	23.3	23.3	23.3	0.0	30.2	30.2	12.4	42.7
Green Time:	0.0	0.0	0.0	23.3	23.3	23.3	0.0	30.2	30.2	12.4	42.7
Volume/Cap:	0.00	0.00	0.00	0.83	0.83	0.83	0.00	0.83	0.83	0.83	0.29
Delay/Veh:	0.0	0.0	0.0	20.8	20.8	20.8	0.0	18.2	18.2	35.4	6.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjPctr:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	20.8	20.8	20.8	0.0	18.2	18.2	35.4	6.3
DesignQueue:	0	0	0	4	4	4	0	25	9	9	12

Variant 1

Brandenburg Residential Development
 Project Conditions - 1,500 units/80 k.s.f. retail
 Variant 1 - Grid of Julian-Terraine as Main Route
 Summary Scenario Comparison Report (Peak Average Critical (Daily)
 Future Volume Alternative

Intersection	Existing (AM)			Background (AM)			Project (AM)					Future (AM)						
	LOS	Avg Del (sec)	Crit V/C	Avg Crl Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Del (sec)	Crit V/C	Change (sec)	Avg Crl Del (sec)	Change	LOS	Avg Del (sec)	Crit V/C	Avg Crl Del (sec)		
#25 Terrain/Julian		0.0	0.000	0.0	A	0.4	0.186	0.4	B	9.2	0.251	+0.065	8.3	+7.9	B	8.9	0.265	8.0
#26 TERRAINE/DEVINE		0.0	0.000	0.0	B	7.1	0.310	7.1	B	9.4	0.426	+0.119	9.4	+2.3	B	10.1	0.460	10.1
#28 SAN PEDRO/JULIAN	C	18.6	0.178	16.1	A	2.2	0.209	1.8	B	7.8	0.283	+0.074	8.4	+4.6	B	7.8	0.318	6.2
#3013 87/JULIAN (E) *	D	32.2	0.580	32.0	D	37.0	0.697	37.4	D	37.8	0.752	+0.055	38.0	+1.5	E	48.1	0.823	47.8
#3605 JULIAN/MARKET	C	15.1	0.458	13.6	B	14.9	0.512	14.8	C	15.2	0.536	+0.024	15.0	+0.2	C	18.0	0.508	15.8
#3671 MARKET/ST. JAMES	C	16.2	0.489	16.4	C	18.7	0.526	17.0	C	17.1	0.549	+0.023	17.5	+0.5	C	19.6	0.729	20.2
#3777 SAN PEDRO/ST. JAMES	A	3.3	0.347	2.6	A	3.3	0.381	2.6	A	4.0	0.406	+0.046	3.2	+0.8	A	3.8	0.507	3.1

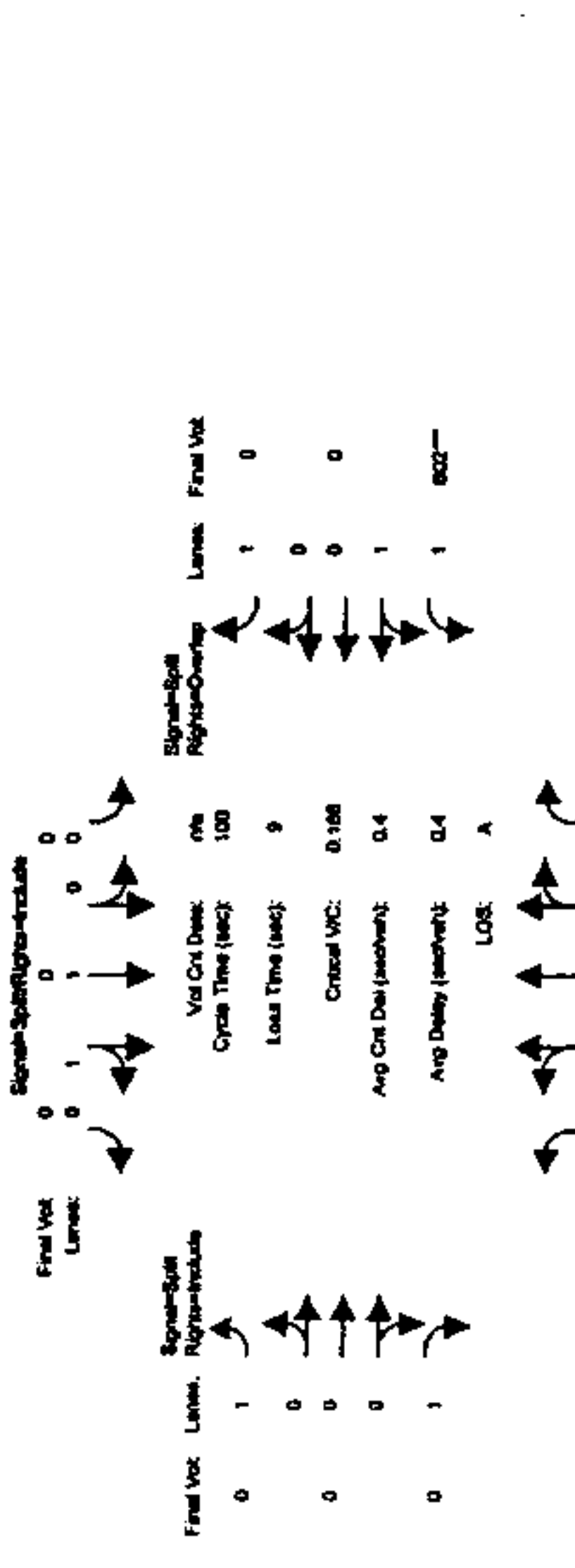
Brandenburg Residential Development
 Project Conditions - 1,500 units/80 k.s.f. retail
 Variant 1 - Grid of Julian-Terraine as Main Route
 Summary Scenario Comparison Report (Peak Average Critical (Daily)
 Future Volume Alternative

Intersection	Existing (PM)			Background (PM)			Project (PM)					Future (PM)						
	LOS	Avg Del (sec)	Crit V/C	Avg Crl Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Del (sec)	Crit V/C	Change (sec)	Avg Crl Del (sec)	Change	LOS	Avg Del (sec)	Crit V/C	Avg Crl Del (sec)		
#25 Terrain/Julian		0.0	0.000	0.0	A	0.5	0.315	0.5	B	6.7	0.367	+0.053	6.4	+5.9	B	6.7	0.378	6.4
#26 TERRAINE/DEVINE		0.0	0.000	0.0	B	14.3	0.521	14.3	C	15.1	0.594	+0.073	15.1	+0.8	C	16.9	0.648	16.9
#28 SAN PEDRO/JULIAN	C	15.2	0.310	14.8	A	2.2	0.319	1.8	B	7.8	0.403	+0.064	6.2	+3.4	B	7.7	0.448	5.5
#3013 87/JULIAN (E) *	D	33.4	0.810	33.6	D	35.8	0.894	37.9	D	36.6	0.731	+0.058	38.5	+1.8	E	54.9	0.987	59.8
#3605 JULIAN/MARKET	C	18.4	0.658	21.0	C	17.1	0.811	18.4	C	17.8	0.877	+0.066	20.1	+1.5	C	19.4	0.786	21.5
#3671 MARKET/ST. JAMES	B	14.9	0.458	13.7	C	16.1	0.534	14.7	C	20.2	0.534	+0.010	14.9	+0.2	C	18.4	0.899	17.4
#3777 SAN PEDRO/ST. JAMES	B	7.2	0.213	6.3	B	6.6	0.238	5.6	B	6.0	0.298	+0.059	4.7	-0.9	B	5.4	0.384	4.2

COMPARE
 Wed Jul 08 17:02:22 2009
 Interchange #25: Terrah/Aulan
 Background (A4)
 Signal Spillback



COMPARE
 Wed Jul 08 17:42:23 2009
 Interchange #25: Terrah/Aulan
 Background (A4)
 Signal Spillback

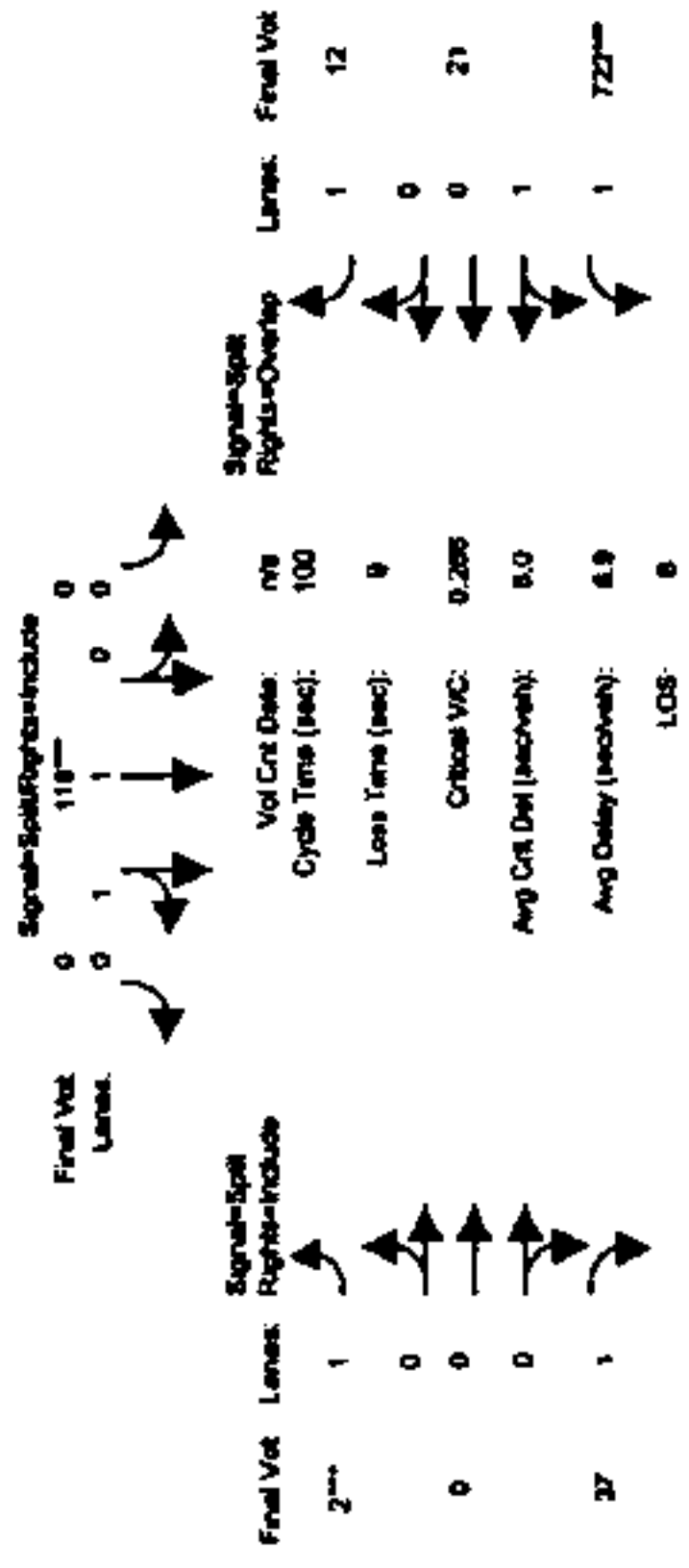


Approach: North Bound South Bound East Bound West Bound
 Movement: L-T-R L-T-R L-T-R L-T-R
 Min. Green: 0 0 0 0 10 10 10 0 10 10 10 10 10 10 10
 Volume Module:
 Base Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Base: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Non-restrip: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 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 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 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 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Saturation Flow Module:
 Sat/Lens: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800
 Adjustment: 0.97 1.06 0.97 1.06 0.97 1.06 0.97 1.06 0.97 1.06 0.97 1.06 0.97 1.06 0.97 1.06
 Lane Sat.: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Capacity Analysis Module:
 Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00
 Crit Moves: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Green Time: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
 Volume/Cap: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00
 Delay/Veh: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
 Delay Adj: 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
 ProgAdjFctr: 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
 AdjDel/Veh: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
 DesignQueue: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

Approach: North Bound South Bound East Bound West Bound
 Movement: L-T-R L-T-R L-T-R L-T-R
 Min. Green: 0 0 0 0 10 10 10 0 10 10 10 10 10 10 10
 Volume Module:
 Base Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Base: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Non-restrip: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 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 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 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 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Saturation Flow Module:
 Sat/Lens: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800
 Adjustment: 0.97 1.06 0.97 1.06 0.97 1.06 0.97 1.06 0.97 1.06 0.97 1.06 0.97 1.06 0.97 1.06
 Lane Sat.: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Capacity Analysis Module:
 Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00
 Crit Moves: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Green Time: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
 Volume/Cap: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00
 Delay/Veh: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
 Delay Adj: 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
 ProgAdjFctr: 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
 AdjDel/Veh: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
 DesignQueue: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

Granbury Residential Development
 Project Conditions - 1,600 unbraked L.L.T. road
 Variant 1 - Grid of Julian-Terrill as Main Route
 Local Volume (veh/h) 1200/1200/1200/1200
 1800 HCM Operations (Future Volume Alternative)
 Future (AM)

Intersection #25: Terrill/Julian



Final Vol: 0 0 0 0
 Lane: 0 0 0 0
 Final Vol: 0 0 0 0
 Lane: 0 0 0 0
 LOS: B

	North Bound		South Bound		East Bound		West Bound	
	L	T	R	L	T	R	L	T
Min. Green:	0	0	0	0	10	10	0	10
Volume Module:	0	0	0	0	0	0	0	0
Base Vol:	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	0	0	0	0	0

Saturation Flow Module:

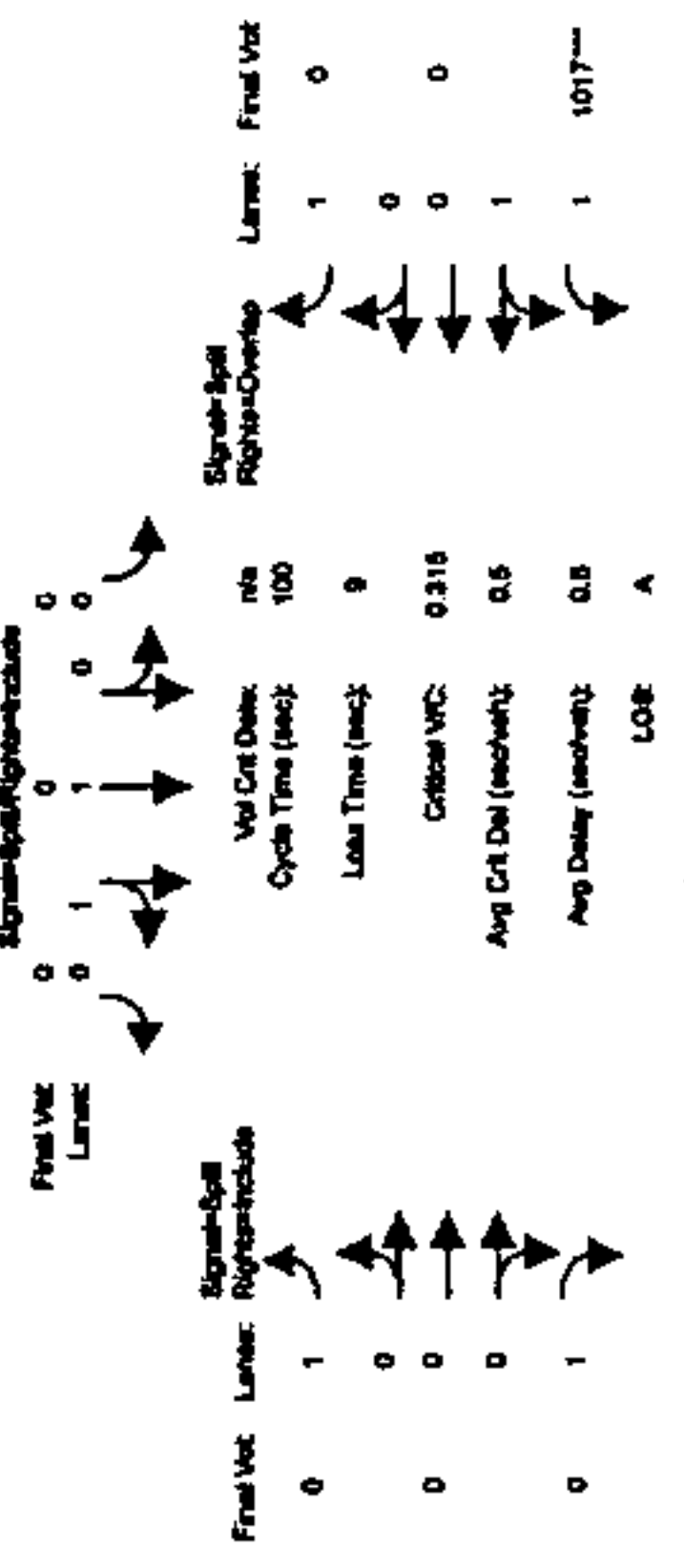
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.06	0.97	0.97	1.06	0.97	0.99	1.00
Lanes:	0.00	0.00	0.00	0.00	2.00	0.00	1.94	0.06
Final Sat.:	0	0	0	0	3700	0	1750	100

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.00	0.03	0.00	0.00	0.02
Crit Moves:	0.00	0.00	0.00	0.00	0.00	0.00	0.02	0.21
Green Time:	0.0	0.0	0.0	0.0	10.7	0.0	10.0	70.3
Volume/Cap:	0.00	0.00	0.00	0.00	0.30	0.00	0.21	0.30
Delay/Veh:	0.0	0.0	0.0	0.0	31.4	0.0	30.8	4.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	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	31.4	0.0	30.8	4.3
DesignQueue:	0	0	0	0	6	0	0	2

Granbury Residential Development
 Project Conditions - 1,600 unbraked L.L.T. road
 Variant 1 - Grid of Julian-Terrill as Main Route
 Local Volume (veh/h) 1200/1200/1200/1200
 1800 HCM Operations (Future Volume Alternative)
 Background (PM)

Intersection #25: Terrill/Julian



Final Vol: 0 0 0 0
 Lane: 0 0 0 0
 Final Vol: 0 0 0 0
 Lane: 0 0 0 0
 LOS: A

	North Bound		South Bound		East Bound		West Bound	
	L	T	R	L	T	R	L	T
Min. Green:	0	0	0	0	10	10	0	10
Volume Module:	0	0	0	0	0	0	0	0
Base Vol:	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	0	0	0	0	0

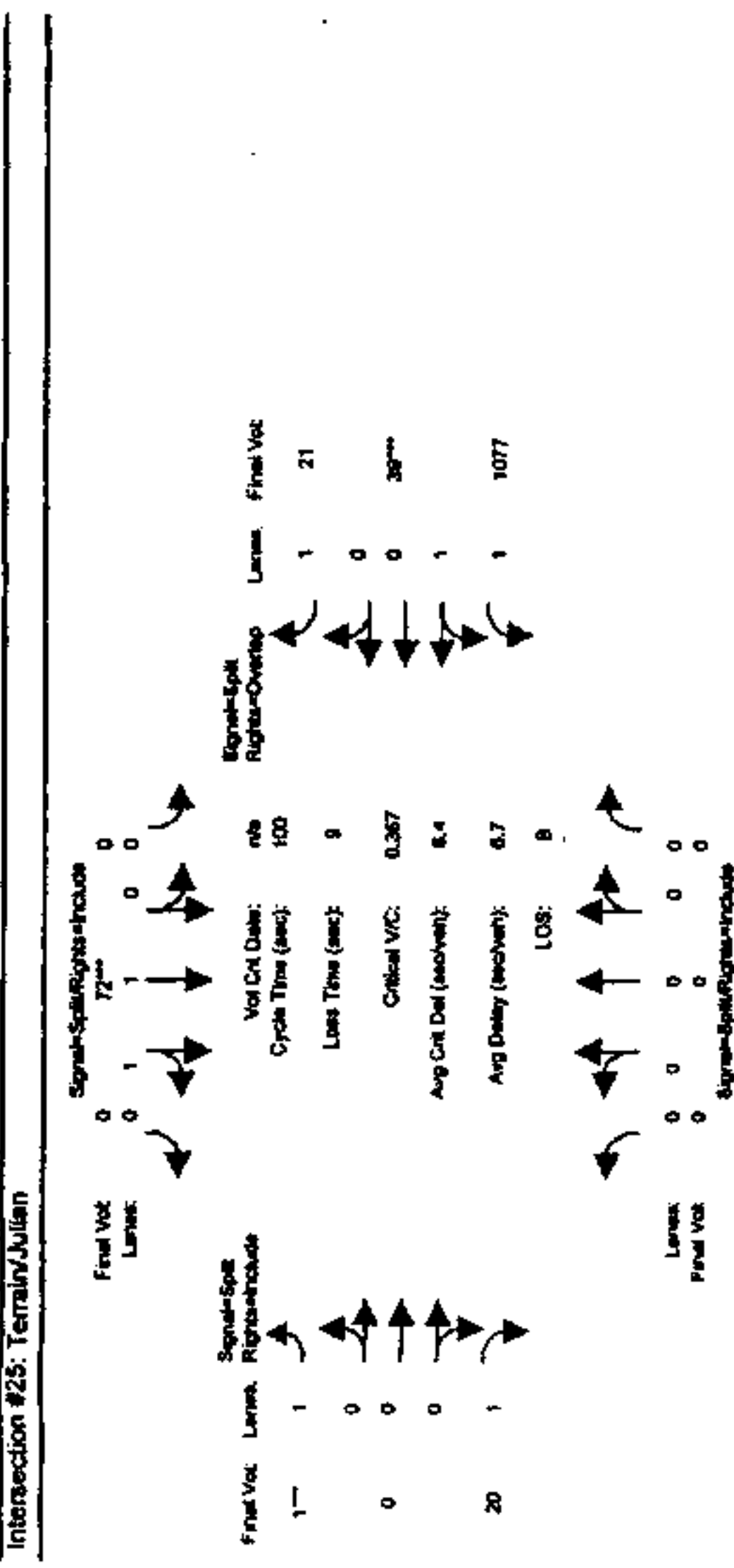
Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.06	0.97	0.97	1.06	0.97	0.99	1.06
Lanes:	0.00	0.00	0.00	0.00	2.00	0.00	1.00	2.00
Final Sat.:	0	0	0	0	3800	0	1750	3550

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.29
Crit Moves:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Green Time:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	91.0
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.31
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5
DesignQueue:	0	0	0	0	0	0	0	5

Brazzaville Residential Development
 Project Conditions - 1,000 units/0 L.L.T. retail
 Variant 1 - Grid w/ Julian-Terrace as Main Route
 LANE OF TRAVEL (SOUTH) (1000001) (1000001)
 1985 HCM Operations (Flows Volume Alternative)
 Project (PM)



Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green:	0	0	0	10	10	10	10	10	10
Volume Module:	0	0	0	0	0	0	0	0	1017
Base Vol:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Growth Adj:	0	0	0	0	0	0	0	0	1017
Initial Base:	0	0	0	0	0	0	0	0	1017
Added Vol:	0	0	0	63	0	1	0	0	20
Non-ResTrip:	0	0	0	9	0	0	0	0	20
Initial Fut:	0	0	0	72	0	1	0	0	20
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	72	0	1	0	0	20
Reduced Vol:	0	0	0	0	0	0	0	0	0
FCE 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	72	0	1	0	0	20

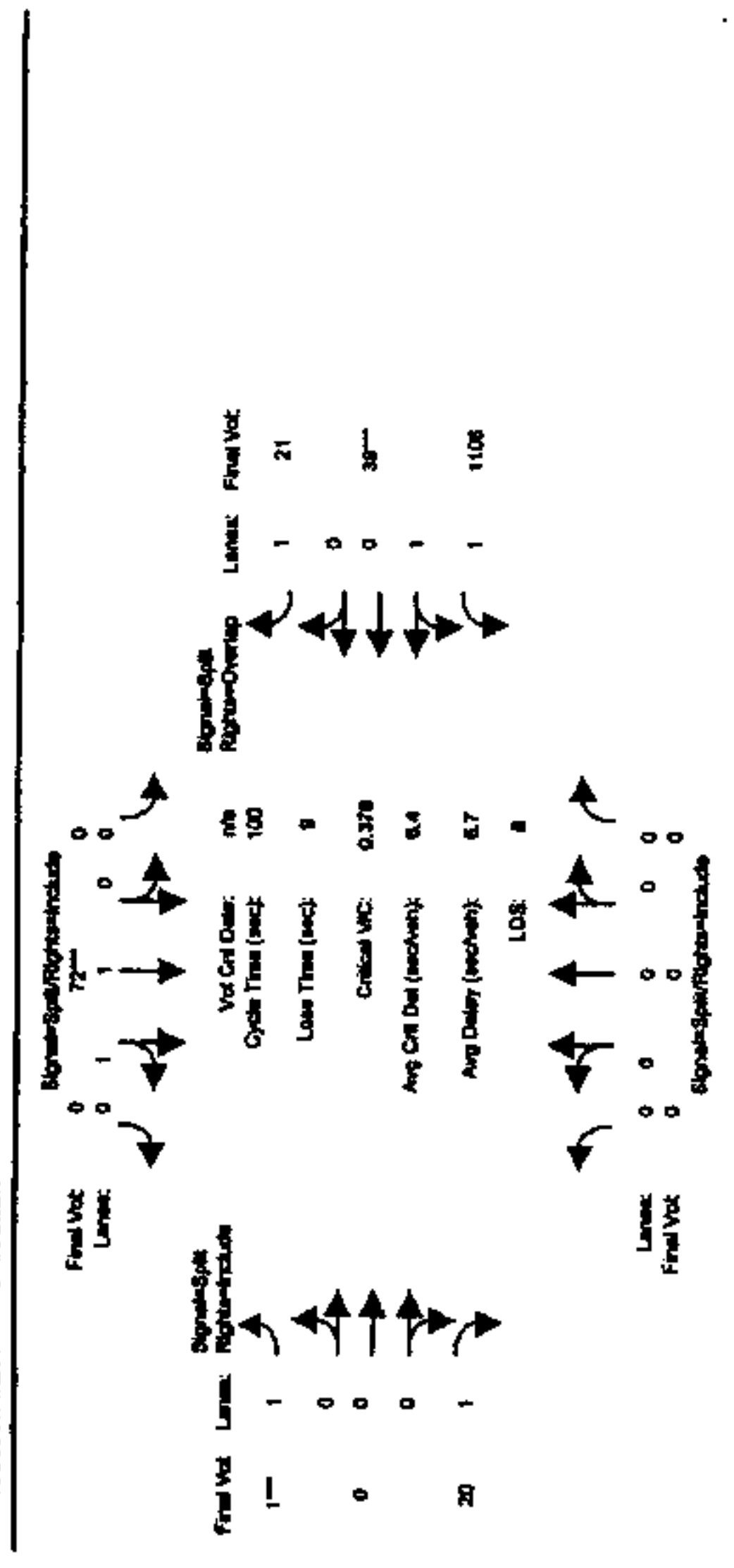
Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.06	0.97	1.03	0.97	1.06	0.97	0.99	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	0.00	1.00	1.93	0.07
Final Sat.:	0	0	0	3700	0	1750	0	1750	3426

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.00	0.00	0.01	0.31
Crit Moves:	0.0	0.0	0.0	10.0	0.0	10.0	0.0	71.0	81.0
Green Time:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.11	0.44
Volume/Cap:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	31.1	4.7
Delay/Veh:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	31.4	0.0	30.8	0.0	31.1	4.7
DesignQueue:	0	0	0	4	0	0	0	1	1.9

Brazzaville Residential Development
 Project Conditions - 1,000 units/0 L.L.T. retail
 Variant 1 - Grid w/ Julian-Terrace as Main Route
 LANE OF TRAVEL (NORTH) (1000001) (1000001)
 1985 HCM Operations (Flows Volume Alternative)
 Project (PM)



Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green:	0	0	0	10	10	10	10	10	10
Volume Module:	0	0	0	0	0	0	0	0	20
Base Vol:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Growth Adj:	0	0	0	0	0	0	0	0	20
Initial Base:	0	0	0	0	0	0	0	0	20
Added Vol:	0	0	0	0	0	0	0	0	0
Non-ResTrip:	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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	0	0	0	0	0	20
Reduced Vol:	0	0	0	0	0	0	0	0	0
FCE 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	0	0	0	0	0	20

Saturation Flow Module:

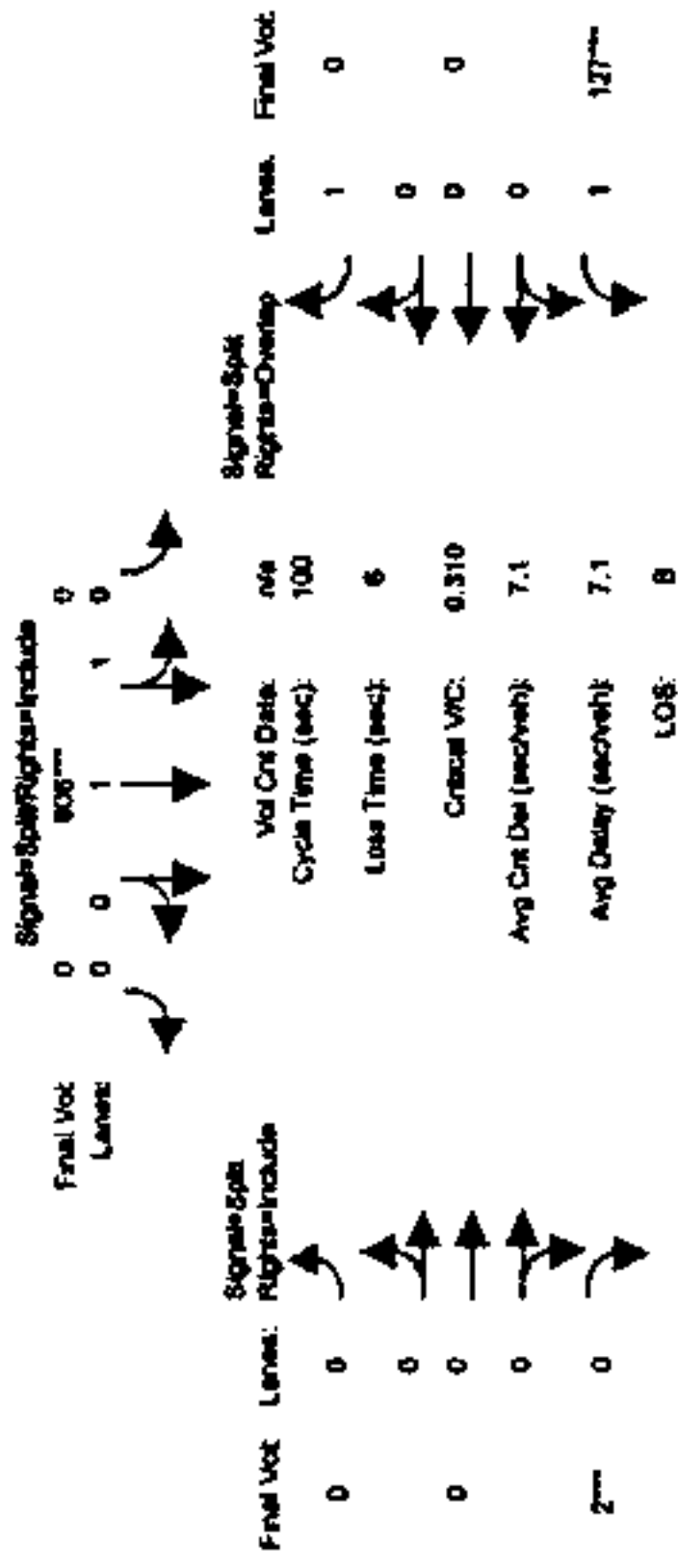
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.06	0.97	1.03	0.97	1.06	0.97	0.99	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	0.00	1.00	1.93	0.07
Final Sat.:	0	0	0	3700	0	1750	0	1750	3426

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.00	0.00	0.01	0.32
Crit Moves:	0.0	0.0	0.0	10.0	0.0	10.0	0.0	71.0	81.0
Green Time:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.11	0.45
Volume/Cap:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	31.1	4.8
Delay/Veh:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	31.4	0.0	30.8	0.0	31.1	4.8
DesignQueue:	0	0	0	4	0	0	0	1	1.9

Brandenburg Residential Development
 Project Conditions - 1,500 units/80 A.U.T. total
 Variant 1 - Grid of Julian-Terraine on Main Route
 1985 HCM Operations (Future Volume Alternative)
 Background (AM)

Intersection #26: TERRAINE/DEVINE



Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green: 0 0 0 10 10 0 0 0 0 0 10 0 10 0 10

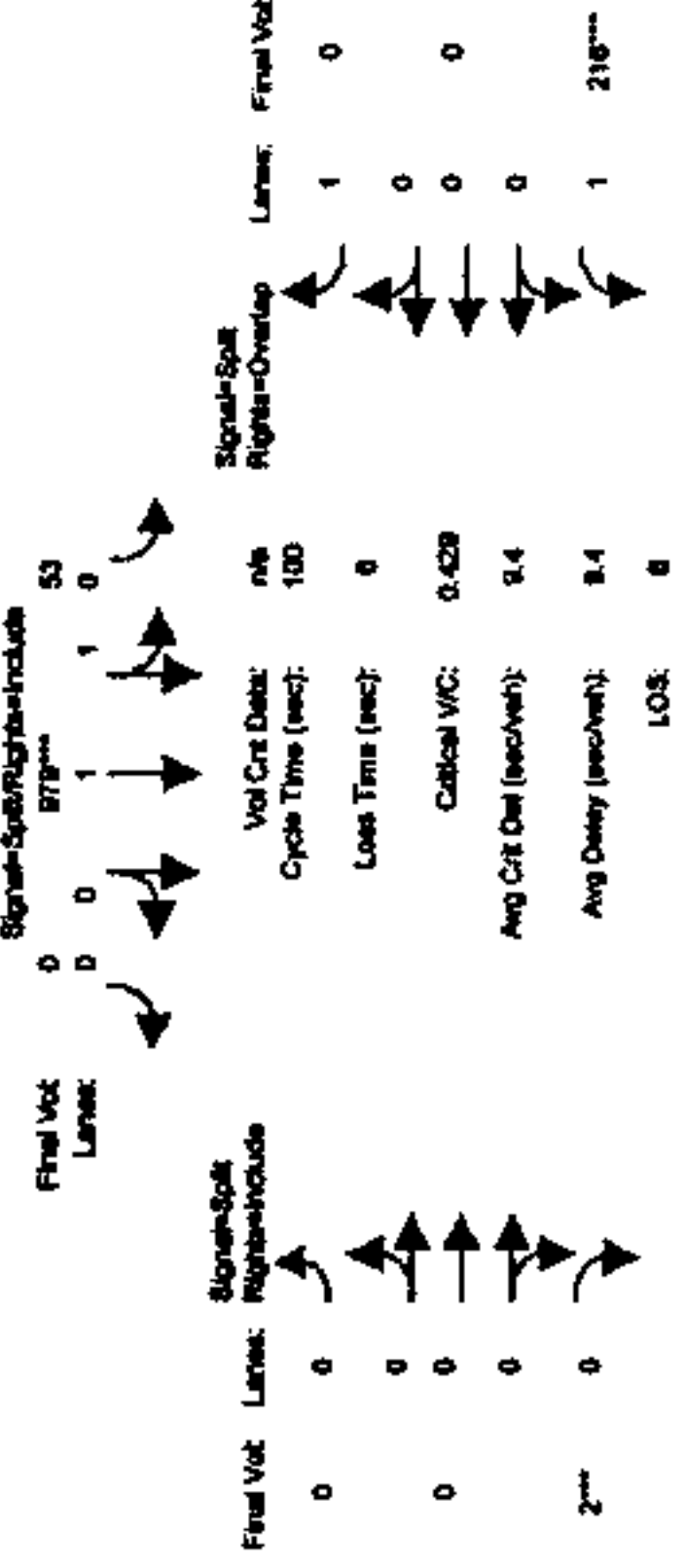
Volume Module:
 Base Vol: 0 0 0 806 0 0 806 0 0 0 2 127 0 0
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 0 0 806 0 0 806 0 0 0 2 127 0 0
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 0 0 806 0 0 806 0 0 0 2 127 0 0
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 0 0 0 806 0 0 806 0 0 0 2 127 0 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 0 0 806 0 0 806 0 0 0 2 127 0 0
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Final Vol.: 0 0 0 806 0 0 806 0 0 0 2 127 0 0

Saturation Flow Module:
 Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800
 Adjustment: 0.97 1.06 0.97 1.03 0.97 0.97 1.06 0.97 0.97 1.06 0.97 1.06 0.97
 Lanes: 0.00 0.00 0.00 0.00 2.00 0.00 0.00 0.00 1.00 1.00 0.00 1.00
 Final Sat.: 0 0 0 0 3700 0 0 0 1750 1750 0 1750

Capacity Analysis Module:
 Vol/Sat: 0.00 0.00 0.00 0.00 0.22 0.00 0.00 0.00 0.00 0.07 0.00 0.00
 Crit Moves: ****
 Green Time: 0.0 0.0 0.0 0.0 70.2 0.0 0.0 0.0 0.4 23.4 0.0 0.0
 Volume/Cap: 0.00 0.00 0.00 0.00 0.31 0.00 0.00 0.00 0.31 0.31 0.00 0.00
 Delay/Veh: 0.0 0.0 0.0 0.0 4.3 0.0 0.0 0.0 44.9 24.2 0.0 0.0
 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 ProgAdjFctr: 1.00 1.00 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 4.3 0.0 0.0 0.0 44.9 24.2 0.0 0.0
 DesignQueue: 0 0 0 0 14 0 0 0 6 6 0 0

Brandenburg Residential Development
 Project Conditions - 1,500 units/80 A.U.T. total
 Variant 1 - Grid of Julian-Terraine on Main Route
 1985 HCM Operations (Future Volume Alternative)
 Project (AM)

Intersection #26: TERRAINE/DEVINE



Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

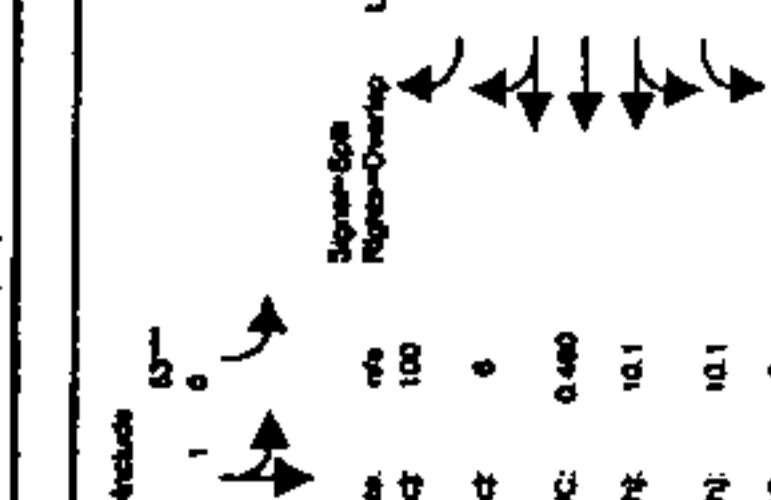
Min. Green: 0 0 0 10 10 0 0 0 0 0 10 0 10 0 10

Volume Module:
 Base Vol: 0 0 0 806 0 0 806 0 0 0 2 127 0 0
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 0 0 806 0 0 806 0 0 0 2 127 0 0
 Added Vol: 0 0 0 53 169 0 0 0 0 89 0 0 0
 Non-resstrip: 0 0 0 0 4 0 0 0 0 0 0 0 0
 Initial Fut: 0 0 0 53 979 0 0 0 0 2 216 0 0
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 0 0 0 53 979 0 0 0 0 2 216 0 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 0 0 53 979 0 0 0 0 2 216 0 0
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Final Vol.: 0 0 0 53 979 0 0 0 0 2 216 0 0

Saturation Flow Module:
 Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800
 Adjustment: 0.97 1.06 0.97 1.03 0.97 0.97 1.06 0.97 0.97 1.06 0.97 1.06 0.97
 Lanes: 0.00 0.00 0.00 0.11 1.89 0.00 0.00 0.00 1.00 1.00 0.00 1.00
 Final Sat.: 0 0 0 190 3510 0 0 0 1750 1750 0 1750

Capacity Analysis Module:
 Vol/Sat: 0.00 0.00 0.00 0.28 0.28 0.00 0.00 0.00 0.00 0.12 0.00 0.00
 Crit Moves: ****
 Green Time: 0.0 0.0 0.0 65.0 65.0 0.0 0.0 0.0 0.3 28.8 0.0 0.0
 Volume/Cap: 0.00 0.00 0.00 0.43 0.43 0.00 0.00 0.00 0.43 0.43 0.00 0.00
 Delay/Veh: 0.0 0.0 0.0 6.5 6.5 0.0 0.0 0.0 62.4 22.4 0.0 0.0
 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 ProgAdjFctr: 1.00 1.00 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 6.5 6.5 0.0 0.0 0.0 62.4 22.4 0.0 0.0
 DesignQueue: 0 0 0 1 21 0 0 0 9 9 0 0

Brandsburg Residential Development
Project Conditions - 1,500 units/60 k.s.f. road
Variant 1 - Grid w/ Julian-Terrace as Main Route
DATE: 07/09/03 10:29:02 AM
1983 HCM Operations (Future Volume Alternative)
Future (AM)

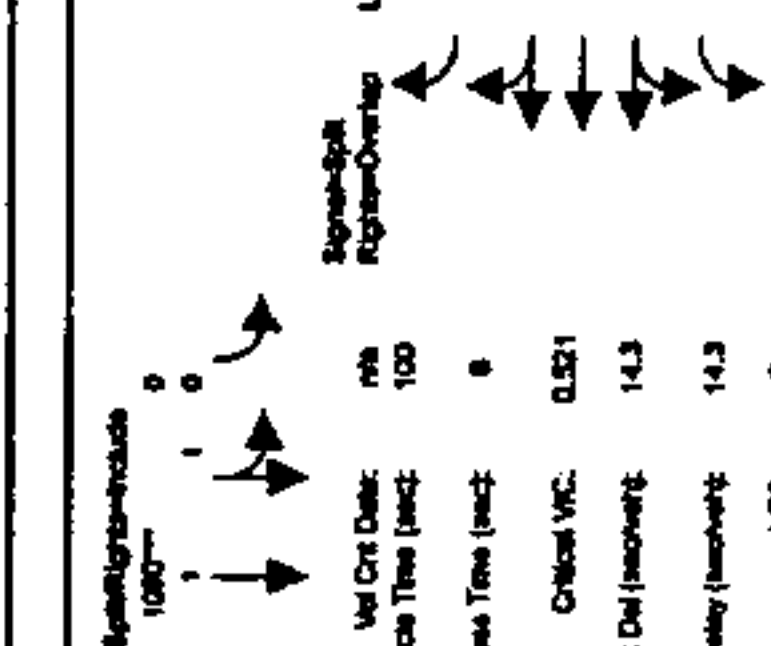


Intersection #28: TERRAINE/DEVINE

Table with columns: Final Vol, Lane, Signal, Right-of-Way, etc. for North, South, East, and West bounds. Includes parameters like Base Vol, Growth Adj, Initial Base, and Sat/Lane.

Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat, Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, Delay Adj, ProgAdjFctr, AdjDel/Veh, DesignQueue. Includes Saturation Flow Module and Capacity Analysis Module data.

Brandsburg Residential Development
Project Conditions - 1,500 units/60 k.s.f. road
Variant 1 - Grid w/ Julian-Terrace as Main Route
DATE: 07/09/03 10:29:02 AM
1983 HCM Operations (Future Volume Alternative)
Background (PM)



Intersection #26: TERRAINE/DEVINE

Table with columns: Final Vol, Lane, Signal, Right-of-Way, etc. for North, South, East, and West bounds. Includes parameters like Base Vol, Growth Adj, Initial Base, and Sat/Lane.

Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat, Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, Delay Adj, ProgAdjFctr, AdjDel/Veh, DesignQueue. Includes Saturation Flow Module and Capacity Analysis Module data.

Intersection #28: SAN PEDRO JULIAN
 Signal Phase/Right-of-Way
 Project Conditions - 1,800 vehicles L.L.E. total
 Variant 1 - One of Alish-Terraza as Main Road
 Variant 2 - One of Alish-Terraza as Main Road
 Variant 3 - One of Alish-Terraza as Main Road
 Variant 4 - One of Alish-Terraza as Main Road
 1983 HCM Operations (Phase Volume Alternative)
 Background (PH)



LOS: A

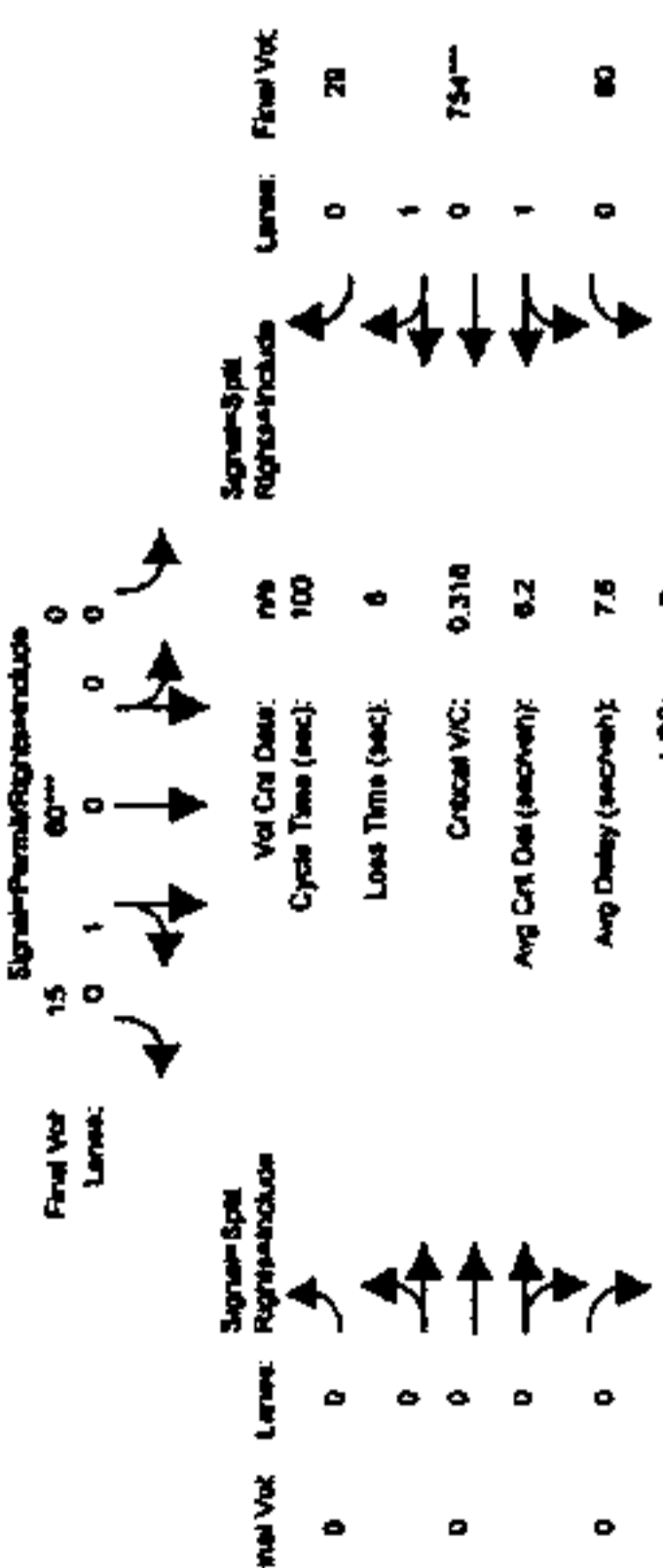
North Bound		South Bound		East Bound		West Bound	
L	T	L	T	L	T	L	T
1	0	1	0	1	0	0	0
Final Vol	15	Final Vol	30	Final Vol	15	Final Vol	30

Approach: North Bound South Bound East Bound West Bound
 Movement: L T R L T R L T R L T R
 Min. Green: 7 10 0 0 10 10 0 0 0 0 10 10 10 10 10

Volume Module:	North Bound	South Bound	East Bound	West Bound
Base Vol:	30	79	15	0
Growth Adj:	1.00	1.00	1.00	1.00
Initial Bse:	30	79	15	0
Added Vol:	0	0	0	0
PasserByVol:	0	0	0	0
Initial Fut:	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00
PHF Volume:	30	79	15	0
Reduced Vol:	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00
Final Vol.:	30	79	15	0

Capacity Analysis Module:	North Bound	South Bound	East Bound	West Bound
Vol/Sat:	0.02	0.04	0.04	0.04
Crit Moves:	0.02	0.04	0.04	0.04
Green Time:	7.0	19.9	12.9	12.9
Volume/Cap:	0.24	0.21	0.32	0.32
Delay/Veh:	25.9	25.5	30.4	30.4
Delay Adj:	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.9	25.5	30.4	30.4
DesignQueue:	2	4	3	1

Intersection #28: SAN PEDRO JULIAN
 Signal Phase/Right-of-Way
 Project Conditions - 1,800 vehicles L.L.E. total
 Variant 1 - One of Alish-Terraza as Main Road
 Variant 2 - One of Alish-Terraza as Main Road
 Variant 3 - One of Alish-Terraza as Main Road
 Variant 4 - One of Alish-Terraza as Main Road
 1983 HCM Operations (Phase Volume Alternative)
 Future (PH)



LOS: B

North Bound		South Bound		East Bound		West Bound	
L	T	L	T	L	T	L	T
1	0	1	0	1	0	0	0
Final Vol	15	Final Vol	30	Final Vol	15	Final Vol	30

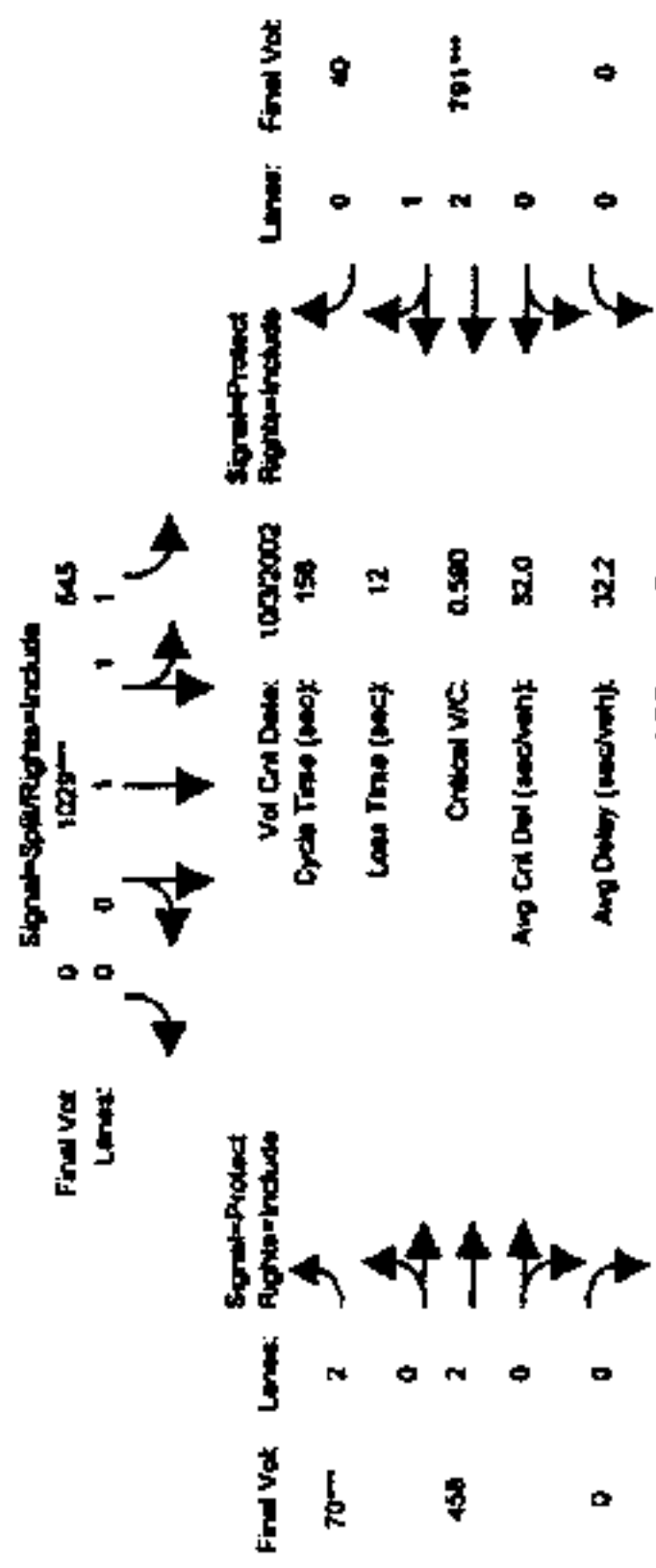
Approach: North Bound South Bound East Bound West Bound
 Movement: L T R L T R L T R L T R
 Min. Green: 7 10 0 0 10 10 0 0 0 0 10 10 10 10

Volume Module:	North Bound	South Bound	East Bound	West Bound
Base Vol:	30	79	15	0
Growth Adj:	1.00	1.00	1.00	1.00
Initial Bse:	30	79	15	0
Added Vol:	0	0	0	0
PasserByVol:	0	0	0	0
Initial Fut:	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00
PHF Volume:	30	79	15	0
Reduced Vol:	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00
Final Vol.:	30	79	15	0

Capacity Analysis Module:	North Bound	South Bound	East Bound	West Bound
Vol/Sat:	0.02	0.04	0.04	0.04
Crit Moves:	0.02	0.04	0.04	0.04
Green Time:	7.0	19.9	12.9	12.9
Volume/Cap:	0.24	0.21	0.32	0.32
Delay/Veh:	25.9	25.5	30.4	30.4
Delay Adj:	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.9	25.5	30.4	30.4
DesignQueue:	2	4	3	1

Starrburg Residential Development
 Project Conditions - 1,800 units/80 k.s.f. retail
 Variant 1 - Grid of Julian-Terrace at Main Route
 1800 HCM Operations (Future Volume Alternative)
 Existing (Alt)

Intersection #3013: 87/JULIAN (E)



Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

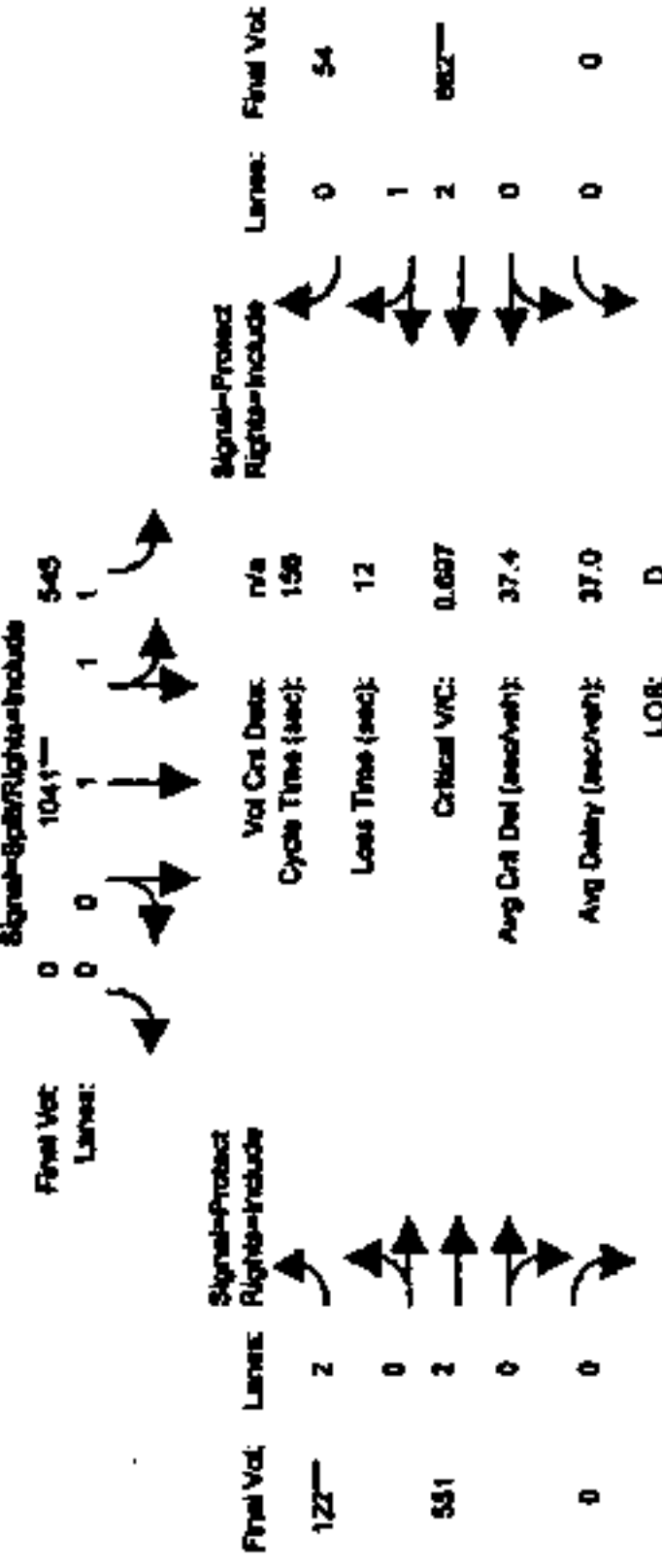
Min. Green	10	10	10	10	10	10	10	10	10	10	10
Volume Module: >> Count Date: 3 Oct 2002 << 7:45-8:45AM											
Base Vol:	118	215	98	545	1029	0	70	458	0	791	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	118	215	98	545	1029	0	70	458	0	791	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	118	215	98	545	1029	0	70	458	0	791	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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:	118	215	98	545	1029	0	70	458	0	791	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	215	98	545	1029	0	70	458	0	791	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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.:	118	215	98	545	1029	0	70	458	0	791	40

Saturation Flow Module:
 Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800
 Adjustment: 0.97 1.04 1.00 0.97 1.03 0.97 0.88 1.06 0.97 0.97 1.04 1.00
 Lanes: 1.00 1.36 0.64 1.08 1.92 0.00 2.00 2.00 0.00 0.00 2.85 0.15
 Final Sat.: 1750 2541 1158 1886 3560 0 3150 3800 0 0 5330 270

Capacity Analysis Module:
 Vol/Sat: 0.07 0.08 0.08 0.29 0.29 0.00 0.02 0.12 0.00 0.00 0.15 0.15
 Crit Moves: ****
 Green/Cycle: 0.14 0.14 0.14 0.49 0.49 0.00 0.04 0.29 0.00 0.00 0.25 0.25
 Volume/Cap: 0.47 0.59 0.59 0.59 0.59 0.00 0.50 0.41 0.00 0.00 0.59 0.59
 Delay/Veh: 47.1 48.6 48.6 22.3 22.3 0.0 57.5 33.7 0.0 0.0 39.7 39.7
 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 ProgAdjFctr: 1.00 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 48.6 48.6 22.3 22.3 0.0 57.5 33.7 0.0 0.0 39.7 39.7
 DesignQueue: 9 16 7 26 50 0 6 29 0 0 54 3

Starrburg Residential Development
 Project Conditions - 1,800 units/80 k.s.f. retail
 Variant 1 - Grid of Julian-Terrace at Main Route
 1800 HCM Operations (Future Volume Alternative)
 Background (Alt)

Intersection #3013: 87/JULIAN (E)



Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

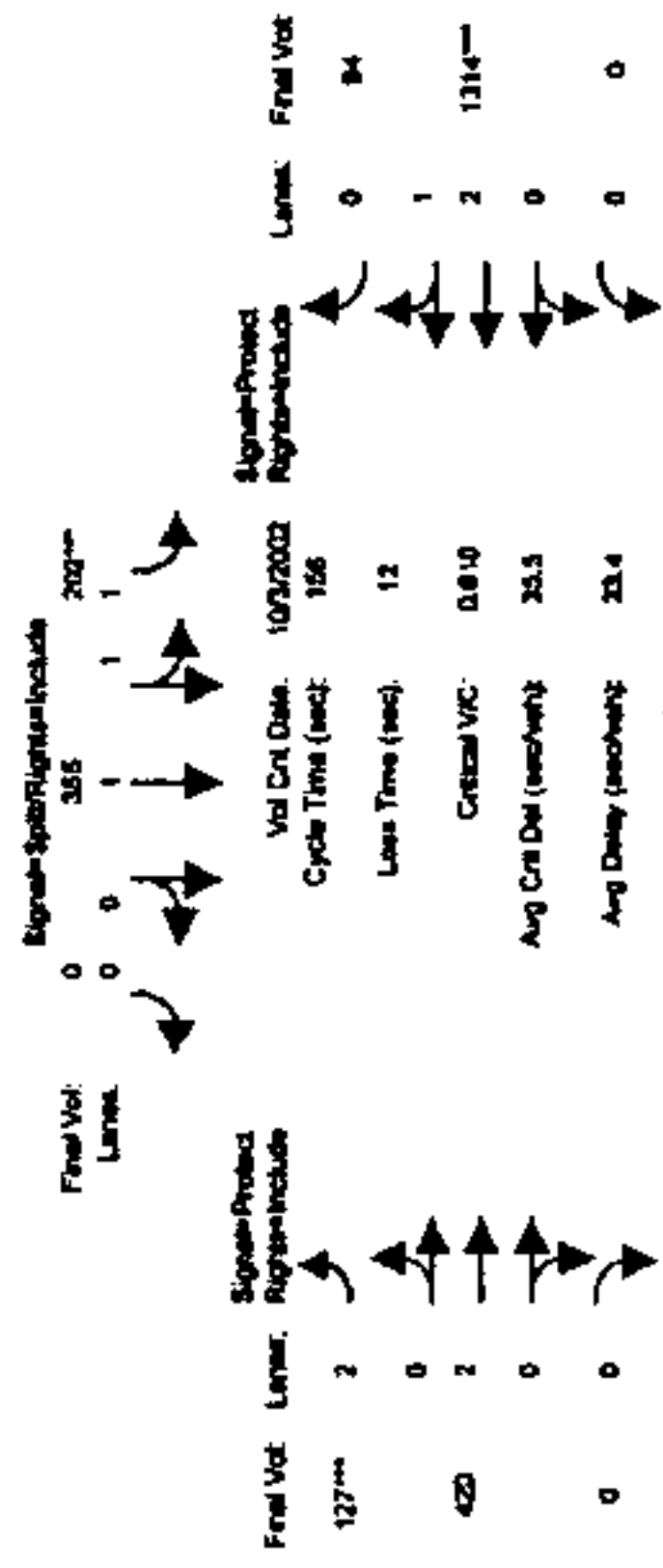
Min. Green	10	10	10	10	10	10	10	10	10	10	10
Volume Module: 0.787											
Base Vol:	426	248	108	545	1041	0	122	551	0	882	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	426	248	108	545	1041	0	122	551	0	882	54
Added Vol:	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	426	248	108	545	1041	0	122	551	0	882	54
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:	426	248	108	545	1041	0	122	551	0	882	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	426	248	108	545	1041	0	122	551	0	882	54
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.:	426	248	108	545	1041	0	122	551	0	882	54

Saturation Flow Module:
 Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800
 Adjustment: 0.98 1.00 1.00 0.97 1.03 0.97 0.88 1.06 0.97 0.97 1.04 1.00
 Lanes: 1.65 0.94 0.41 1.07 1.93 0.00 2.00 2.00 0.00 0.00 2.82 0.18
 Final Sat.: 2914 1697 739 1872 3575 0 3150 3800 0 0 5276 323

Capacity Analysis Module:
 Vol/Sat: 0.15 0.15 0.15 0.29 0.29 0.00 0.04 0.14 0.00 0.00 0.17 0.17
 Crit Moves: ****
 Green Time: 32.7 32.7 32.7 65.2 65.2 0.0 8.7 46.1 0.0 0.0 37.4 37.4
 Volume/Cap: 0.70 0.70 0.70 0.70 0.70 0.00 0.70 0.49 0.00 0.00 0.70 0.70
 Delay/Veh: 44.7 44.7 44.7 29.0 29.0 0.0 62.7 34.7 0.0 0.0 42.3 42.3
 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 ProgAdjFctr: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 44.7 44.7 44.7 29.0 29.0 0.0 62.7 34.7 0.0 0.0 42.3 42.3
 DesignQueue: 30 18 8 30 57 0 10 35 0 0 61 4

1885 HCM Operations (Future Volume Alternative)
 Existing (PM)

Intersection #3013: 87/JULIAN (E)



Approach: North Bound 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 0 0 10 10

Volume Module: >> Count Date: 3 Oct 2002 << 4:30-5:30PM

Base Vol: 499 349 57 202 355 0 127 420 0 1314 94

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 499 349 57 202 355 0 127 420 0 1314 94

Added Vol: 0 0 0 0 0 0 0 0 0 0 0

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 499 349 57 202 355 0 127 420 0 1314 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

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: 499 349 57 202 355 0 127 420 0 1314 94

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 499 349 57 202 355 0 127 420 0 1314 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

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.: 499 349 57 202 355 0 127 420 0 1314 94

Saturation Flow Module:

Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800

Adjustment: 0.98 1.00 1.00 0.97 1.03 0.97 0.88 1.06 0.97 0.97 1.04

Lanes: 1.67 1.14 0.19 1.13 1.87 0.00 2.00 2.00 0.00 0.00 2.79

Final Sat.: 2950 2063 337 1975 3471 0 3150 3800 0 5226 374

Capacity Analysis Module:

Vol/Sat: 0.17 0.17 0.17 0.10 0.10 0.00 0.04 0.11 0.00 0.00 0.25

Crit Moves: ****

Green/Cycle: 0.28 0.28 0.28 0.17 0.17 0.00 0.07 0.48 0.00 0.00 0.41

Volume/Cap: 0.61 0.61 0.61 0.61 0.61 0.00 0.61 0.23 0.00 0.00 0.61

Delay/Veh: 37.8 37.8 37.8 46.6 46.6 0.0 57.5 18.2 0.0 0.0 27.7

Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

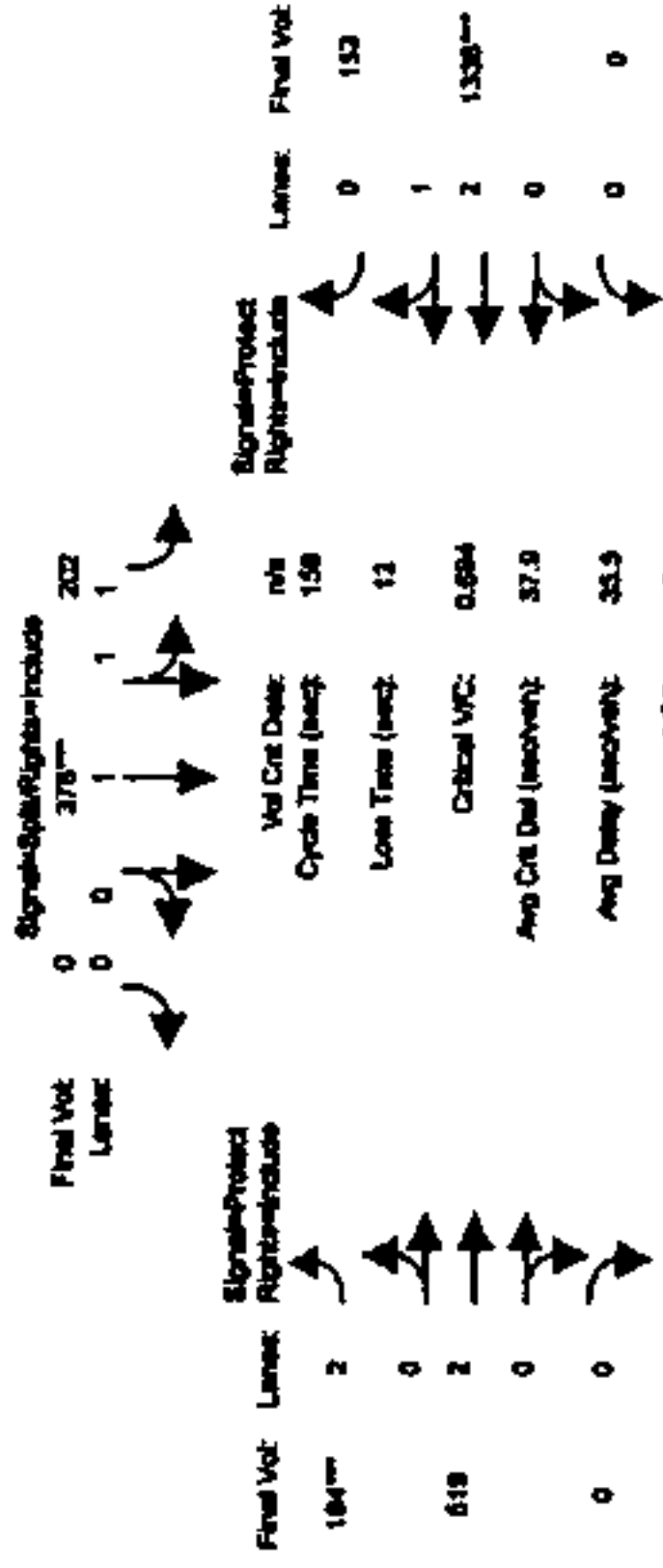
ProgAdjFctr: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

AdjDel/Veh: 37.8 37.8 37.8 46.6 46.6 0.0 57.5 18.2 0.0 0.0 27.7

DesignQueue: 33 23 4 15 26 0 10 20 0 0 72

1885 HCM Operations (Future Volume Alternative)
 Background (PM)

Intersection #3013: 87/JULIAN (E)



Approach: North Bound 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 0 0 10 10

Volume Module:

Base Vol: 593 390 136 202 378 0 184 519 0 184 519 153

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 593 390 136 202 378 0 184 519 0 184 519 153

Added Vol: 0 0 0 0 0 0 0 0 0 0 0

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 593 390 136 202 378 0 184 519 0 184 519 153

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: 593 390 136 202 378 0 184 519 0 184 519 153

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 593 390 136 202 378 0 184 519 0 184 519 153

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.: 593 390 136 202 378 0 184 519 0 184 519 153

Saturation Flow Module:

Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800

Adjustment: 0.98 1.00 1.00 0.97 1.03 0.97 0.88 1.06 0.97 0.97 1.04

Lanes: 1.60 1.04 0.36 1.08 1.92 0.00 2.00 2.00 0.00 0.00 2.68

Final Sat.: 2835 1864 650 1897 3549 0 3150 3800 0 5025 575

Capacity Analysis Module:

Vol/Sat: 0.21 0.21 0.21 0.11 0.11 0.00 0.06 0.14 0.00 0.00 0.27

Crit Moves: ****

Green Time: 47.0 47.0 47.0 23.9 23.9 0.0 13.1 73.0 0.0 0.0 59.9

Volume/Cap: 0.69 0.69 0.69 0.69 0.69 0.00 0.69 0.29 0.00 0.00 0.69

Delay/Veh: 37.5 37.5 37.5 49.3 49.3 0.0 58.0 19.5 0.0 0.0 31.4

Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

ProgAdjFctr: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

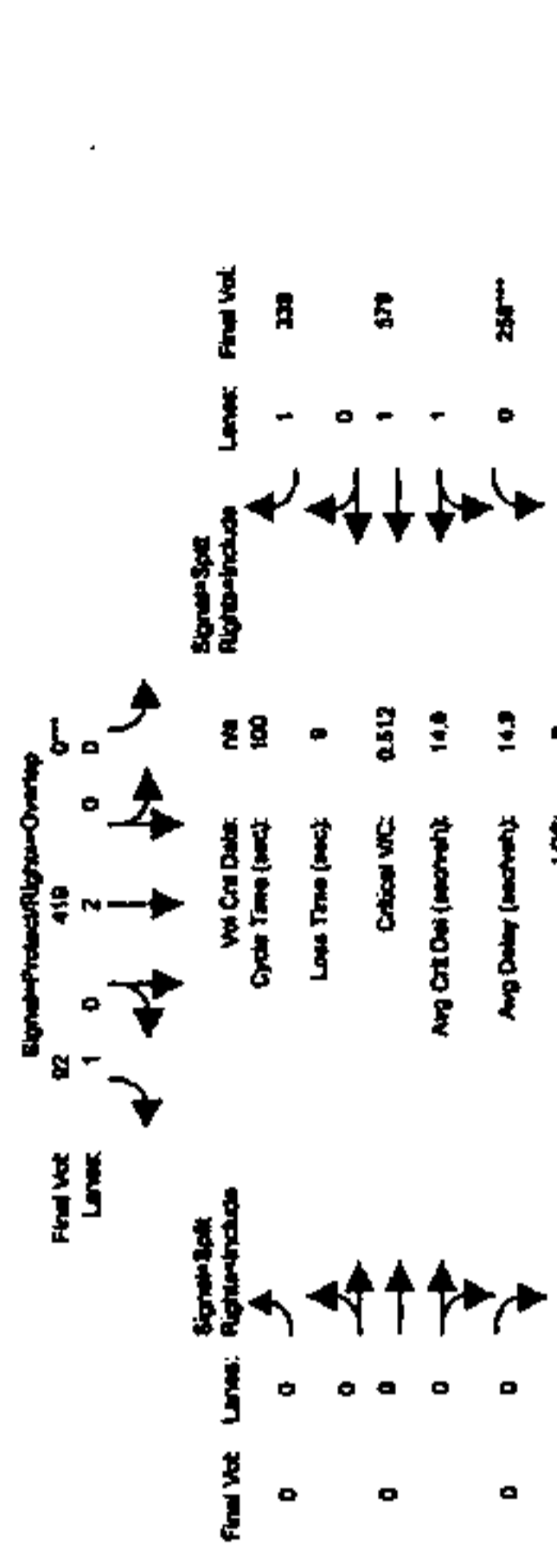
AdjDel/Veh: 37.5 37.5 37.5 49.3 49.3 0.0 58.0 19.5 0.0 0.0 31.4

DesignQueue: 38 25 9 15 29 0 15 25 0 0 77

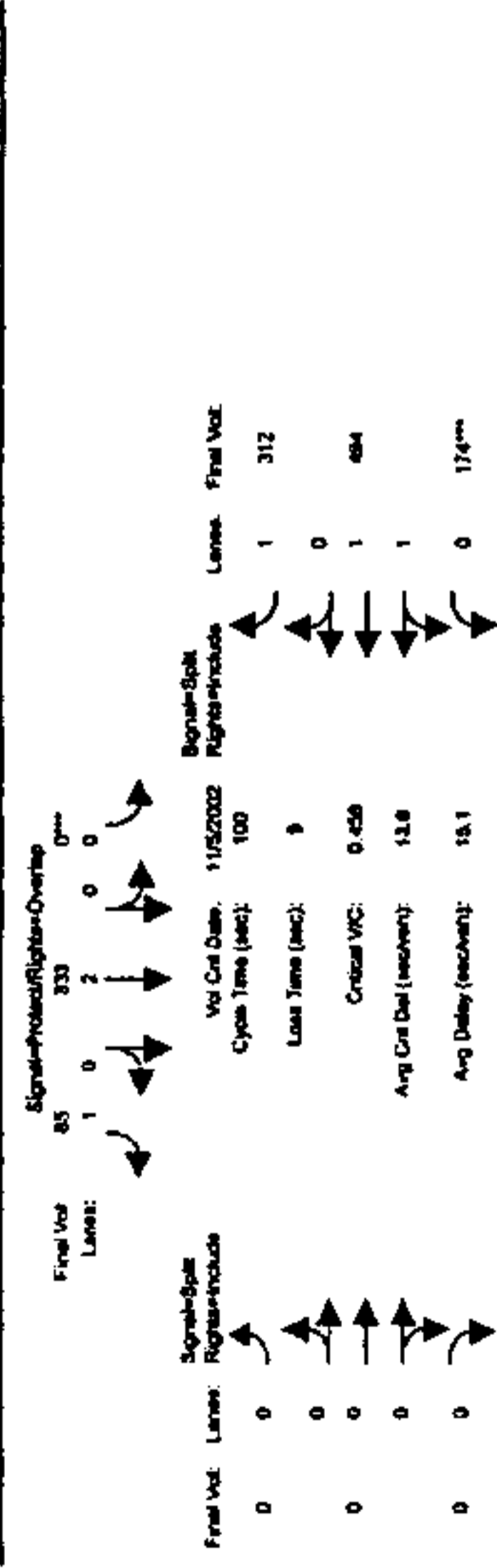
1085 HCM Operations (Future Volume Alternative)
Background (AM)

1085 HCM Operations (Future Volume Alternative)
Background (AM)

Intersection #3605: JULIAN/MARKET



Intersection #3605: JULIAN/MARKET



Final Vol: 7 10 0 0 10 10 10 10 10
Lanes: 1 0 0 0 0 0 0 0

Final Vol: 85 333 85 312
Lanes: 1 0 0 0 0 0 1 0 1 1

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:	North Bound	South Bound	East Bound	West Bound
Base Vol:	10 1276	0 419 92	0 0 0 0	258 579 339
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	10 1276	0 419 92	0 0 0 0	258 579 339
Added Vol:	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0
PasserByVol:	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0
Initial Fut:	10 1276 68	0 419 92	0 0 0 0	258 579 339
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	10 1276 68	0 419 92	0 0 0 0	258 579 339
Reduct Vol:	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0
Reduced Vol:	10 1276 68	0 419 92	0 0 0 0	258 579 339
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Final Vol.:	10 1276 68	0 419 92	0 0 0 0	258 579 339

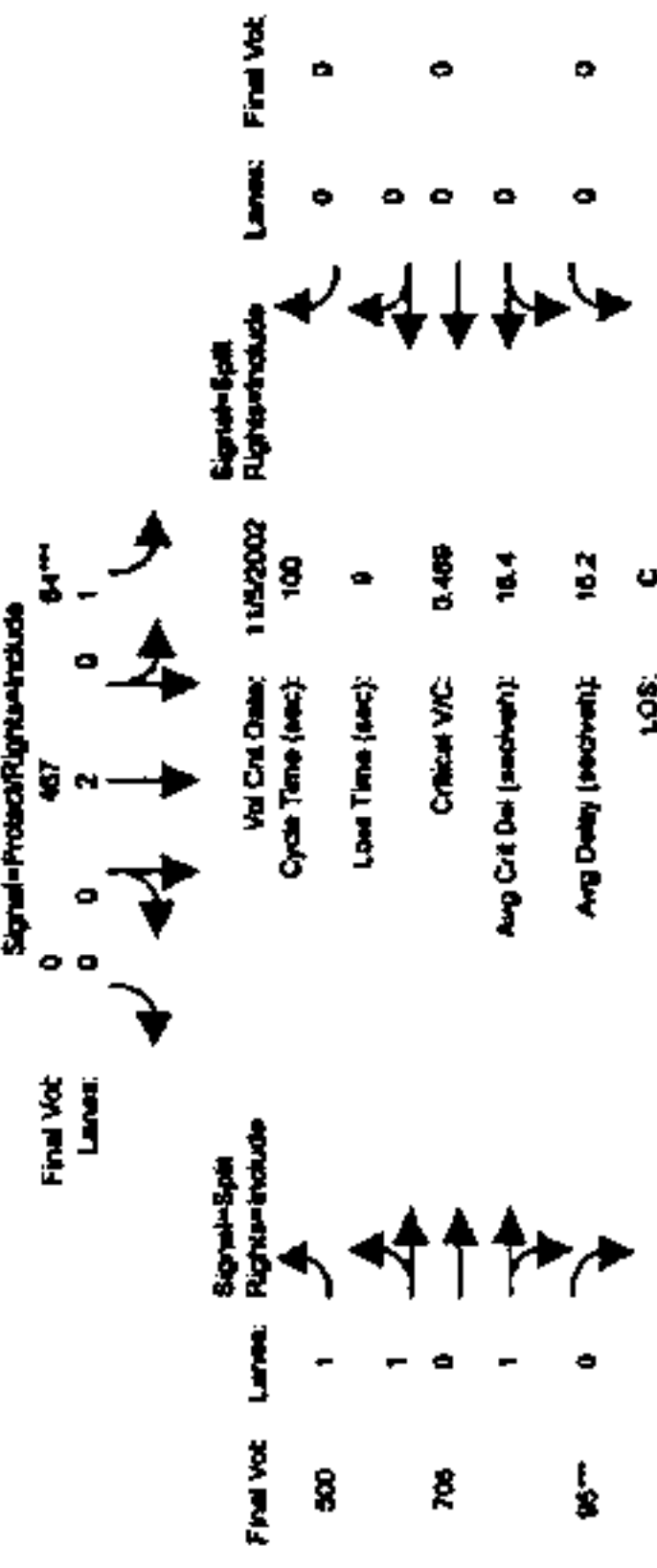
Volume Module:	North Bound	South Bound	East Bound	West Bound
Base Vol:	37 1243 68	0 333 85	0 0 0 0	174 494 312
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	37 1243 68	0 333 85	0 0 0 0	174 494 312
Added Vol:	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0
PasserByVol:	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0
Initial Fut:	37 1243 68	0 333 85	0 0 0 0	174 494 312
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	37 1243 68	0 333 85	0 0 0 0	174 494 312
Reduct Vol:	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0
Reduced Vol:	37 1243 68	0 333 85	0 0 0 0	174 494 312
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Final Vol.:	37 1243 68	0 333 85	0 0 0 0	174 494 312

Capacity Analysis Module:
Vol/Sat: 0.02 0.23 0.23 0.00 0.09 0.05 0.00 0.00 0.00 0.18 0.18 0.18
Crit Moves: ****
Green/Cycle: 0.21 0.51 0.51 0.00 0.30 0.30 0.00 0.00 0.00 0.40 0.40 0.40
Volume/Cap: 0.10 0.46 0.46 0.00 0.29 0.16 0.00 0.00 0.00 0.46 0.46 0.45
Delay/Veh: 24.1 11.8 11.8 0.0 20.3 19.5 0.0 0.0 0.0 17.1 17.1 17.2
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
ProgAdjFctr: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 24.1 11.8 11.8 0.0 20.3 19.5 0.0 0.0 0.0 17.1 17.1 17.2
DesignQueue: 2 36 2 0 13 3 0 0 0 6 6 11

Capacity Analysis Module:
Vol/Sat: 0.01 0.24 0.24 0.00 0.11 0.05 0.00 0.00 0.00 0.23 0.23 0.23
Crit Moves: ****
Green/Cycle: 7.0 46.8 46.8 0.0 39.8 39.8 0.0 0.0 0.0 44.2 44.2 44.2
Volume/Cap: 0.08 0.51 0.51 0.00 0.28 0.13 0.00 0.00 0.00 0.51 0.51 0.48
Delay/Veh: 33.1 14.3 14.3 0.0 15.5 14.5 0.0 0.0 0.0 15.5 15.5 15.0
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
ProgAdjFctr: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 33.1 14.3 14.3 0.0 15.5 14.5 0.0 0.0 0.0 15.5 15.5 15.0
DesignQueue: 1 40 2 0 14 3 0 0 0 8 8 11

Interchange #3871: MARKET/ST. JAMES
 Erlanger/Headsong Development
 Project Conditions -- 1,500 units/80 L.L.T. retail
 Variant 1 - Grid of Julian-Terrace on Main Road
 1865 HCM Operations (Future Volume Alternative)
 Erlanger (AA)

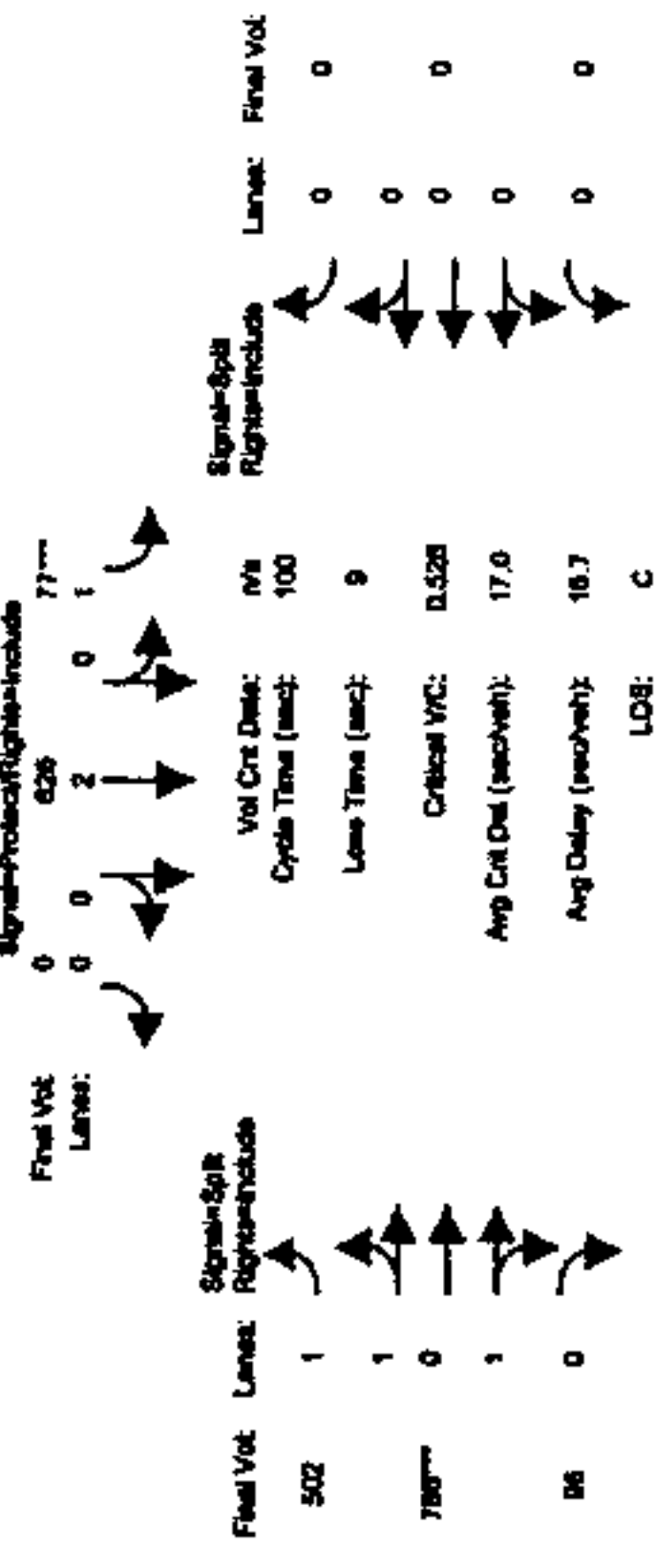
Interchange #3871: MARKET/ST. JAMES
 Erlanger/Headsong Development
 Project Conditions -- 1,500 units/80 L.L.T. retail
 Variant 1 - Grid of Julian-Terrace on Main Road
 1865 HCM Operations (Future Volume Alternative)
 Background (AA)



Lanes: 0 0 2 1 0
 Final Vol: 0 843 83

Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Min. Green: 0 10 10 7 10 0 10 10 10 0 0 0 0 0 0 0
 Volume Module: >> Count Date: 5 Nov 2002 <<
 Base Vol: 0 843 83 64 467 0 500 706 95 0 0 0 0 0 0 0
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Base: 0 843 83 64 467 0 500 706 95 0 0 0 0 0 0 0
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 843 83 64 467 0 500 706 95 0 0 0 0 0 0 0
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 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: 0 843 83 64 467 0 500 706 95 0 0 0 0 0 0 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 843 83 64 467 0 500 706 95 0 0 0 0 0 0 0
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 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.: 0 843 83 64 467 0 500 706 95 0 0 0 0 0 0 0

Saturation Flow Module:
 Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800
 Adjustment: 0.97 1.04 1.00 0.97 1.06 0.97 0.98 1.00 1.00 0.97 1.06 0.97 1.06 0.97 1.06 0.97
 Lanes: 0.00 2.72 0.28 1.00 2.00 0.00 1.17 1.61 0.22 0.00 0.00 0.00 0.00 0.00 0.00 0.00
 Final Sat.: 0.5097 502 1750 3800 0 2056 2903 391 0 0 0 0 0 0 0 0
 Capacity Analysis Module:
 Vol/Sat: 0.00 0.17 0.17 0.04 0.12 0.00 0.24 0.24 0.24 0.24 0.00 0.00 0.00 0.00 0.00 0.00
 Crit Moves: 0.00 0.34 0.34 0.07 0.41 0.00 0.50 0.50 0.50 0.50 0.00 0.00 0.00 0.00 0.00 0.00
 Green/Cycle: 0.00 0.49 0.49 0.49 0.30 0.00 0.49 0.49 0.49 0.49 0.00 0.00 0.00 0.00 0.00 0.00
 Volume/Cap: 0.00 20.1 20.1 36.1 15.0 0.0 12.8 12.8 12.8 12.8 0.0 0.0 0.0 0.0 0.0 0.0
 Delay/Veh: 0.0 20.1 20.1 36.1 15.0 0.0 12.8 12.8 12.8 12.8 0.0 0.0 0.0 0.0 0.0 0.0
 Delay Adj: 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
 ProgAdjPctr: 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
 AdjDel/Veh: 0.0 20.1 20.1 36.1 15.0 0.0 12.8 12.8 12.8 12.8 0.0 0.0 0.0 0.0 0.0 0.0
 DesignQueue: 0 32 3 3 16 0 15 21 3 0 0 0 0 0 0 0



Lanes: 0 0 2 1 0
 Final Vol: 0 890 97

Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Min. Green: 0 10 10 7 10 0 10 10 10 0 0 0 0 0 0 0
 Volume Module: 0.669
 Base Vol: 0 890 97 77 626 0 502 786 96 0 0 0 0 0 0 0
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Base: 0 890 97 77 626 0 502 786 96 0 0 0 0 0 0 0
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 890 97 77 626 0 502 786 96 0 0 0 0 0 0 0
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 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: 0 890 97 77 626 0 502 786 96 0 0 0 0 0 0 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 890 97 77 626 0 502 786 96 0 0 0 0 0 0 0
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 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.: 0 890 97 77 626 0 502 786 96 0 0 0 0 0 0 0

Saturation Flow Module:
 Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800
 Adjustment: 0.97 1.04 1.00 0.97 1.06 0.97 0.97 1.06 0.97 0.97 1.06 0.97 1.06 0.97 1.06 0.97
 Lanes: 0.00 2.69 0.31 1.00 2.00 0.00 1.11 1.69 0.20 0.00 0.00 0.00 0.00 0.00 0.00 0.00
 Final Sat.: 0.5049 550 1750 3800 0 1940 3038 371 0 0 0 0 0 0 0 0
 Capacity Analysis Module:
 Vol/Sat: 0.00 0.18 0.18 0.04 0.16 0.00 0.26 0.26 0.26 0.26 0.00 0.00 0.00 0.00 0.00 0.00
 Crit Moves: 0.00 0.33 0.33 0.07 0.41 0.00 0.50 0.50 0.50 0.50 0.00 0.00 0.00 0.00 0.00 0.00
 Green/Cycle: 0.00 0.53 0.53 0.53 0.39 0.00 0.53 0.53 0.53 0.53 0.00 0.00 0.00 0.00 0.00 0.00
 Volume/Cap: 0.00 20.6 20.6 36.1 15.5 0.0 13.4 13.4 13.4 13.4 0.0 0.0 0.0 0.0 0.0 0.0
 Delay/Veh: 0.0 20.6 20.6 36.1 15.5 0.0 13.4 13.4 13.4 13.4 0.0 0.0 0.0 0.0 0.0 0.0
 Delay Adj: 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
 ProgAdjPctr: 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
 AdjDel/Veh: 0.0 20.6 20.6 36.1 15.5 0.0 13.4 13.4 13.4 13.4 0.0 0.0 0.0 0.0 0.0 0.0
 DesignQueue: 0 34 4 4 21 0 15 24 3 0 0 0 0 0 0 0

Brandenburg Residential Development
Project Conditions - 1,500 units/90 k.s.f. retail
Version 1 - Grid w/ 3-lane - Terminus to Main Route
1985 HCM Operations (Plan's Volume Alternative)
Project (All)

Intersection #3871: MARKET/ST. JAMES

Final Vol Lane:	Signal-Split Right-Through	Vol Cnt Data: Cycle Time (sec):	Loss Time (sec):	Critical V/C:	Avg Cnt Del (sec/vch):	Avg Delay (sec/vch):	LOE:
518	1	0	9	0.548	17.5	17.1	C
819	0	100					
105***	0						

Signal-Split: Right-Through
745
Final Vol: Lane: 0 0 2 1 1
Signal-Split: Right-Through
801***
Final Vol: Lane: 0 0 2 1 0

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green: 0 10 10 7 10 0 10 10 10 0 0 0

Volume Module:

Base Vol:	1800	1800	1800	1800	1800
Growth Adj:	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0 890	97 77 626	0 502 786	96 0 0	0 0 0
Added Vol:	0 11	0 15 10	0 12 33	9 0 0	0 0 0
Non-resTrip:	0 0	0 0	0 2	0 0	0 0
Initial Fut:	0 901	97 92 636	0 516 819	105 0 0	0 0 0
User Adj:	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0 901	97 92 636	0 516 819	105 0 0	0 0 0
Reduced Vol:	0 0	0 0	0 0	0 0	0 0
PCE Adj:	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0 901	97 92 636	0 516 819	105 0 0	0 0 0

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800
Adjustment:	0.97	1.04	1.00	0.97	1.06
Lanes:	0.00	2.70	0.30	1.09	1.69
Final Sat.:	0 5055	544 1750 3800	0 1917 3042	390 0 0	0 0 0

Capacity Analysis Module:

Vol/Sat:	0.00	0.18	0.05	0.17	0.00	0.27	0.27
Crit Moves:	0.00	0.18	0.05	0.17	0.00	0.27	0.27
Green Time:	0.0	32.4	9.6	42.0	0.0	49.0	49.0
Volume/Cap:	0.0	0.55	0.55	0.40	0.00	0.55	0.55
Delay/Veh:	0.0	21.4	21.4	35.7	15.4	13.7	13.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	21.4	21.4	35.7	15.4	13.7	13.7
DesignQueue:	0	35	4	5	21	16	25

Brandenburg Residential Development
Project Conditions - 1,500 units/90 k.s.f. retail
Version 1 - Grid w/ 3-lane - Terminus to Main Route
1985 HCM Operations (Plan's Volume Alternative)
Project (All)

Intersection #3871: MARKET/ST. JAMES

Final Vol Lane:	Signal-Split Right-Through	Vol Cnt Data: Cycle Time (sec):	Loss Time (sec):	Critical V/C:	Avg Cnt Del (sec/vch):	Avg Delay (sec/vch):	LOE:
559	1	0	9	0.779	20.3	18.8	C
809	0	100					
384***	0						

Signal-Split: Right-Through
745
Final Vol: Lane: 0 0 2 1 1
Signal-Split: Right-Through
1077***
Final Vol: Lane: 0 0 2 1 0

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green: 0 10 10 7 10 0 10 10 10 0 0 0

Volume Module:

Base Vol:	1800	1800	1800	1800	1800
Growth Adj:	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0 1077	105 146 745	0 558 969	394 0 0	0 0 0
Added Vol:	0 0	0 0	0 0	0 0	0 0
PasserByVol:	0 0	0 0	0 0	0 0	0 0
Initial Fut:	0 1077	105 146 745	0 558 969	394 0 0	0 0 0
User Adj:	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0 1077	105 146 745	0 558 969	394 0 0	0 0 0
Reduced Vol:	0 0	0 0	0 0	0 0	0 0
PCE Adj:	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0 1077	105 146 745	0 558 969	394 0 0	0 0 0

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800
Adjustment:	0.97	1.04	1.00	0.97	1.06
Lanes:	0.00	2.72	0.28	1.00	1.41
Final Sat.:	0 5102	497 1750 3800	0 1750 2630	1069 0 0	0 0 0

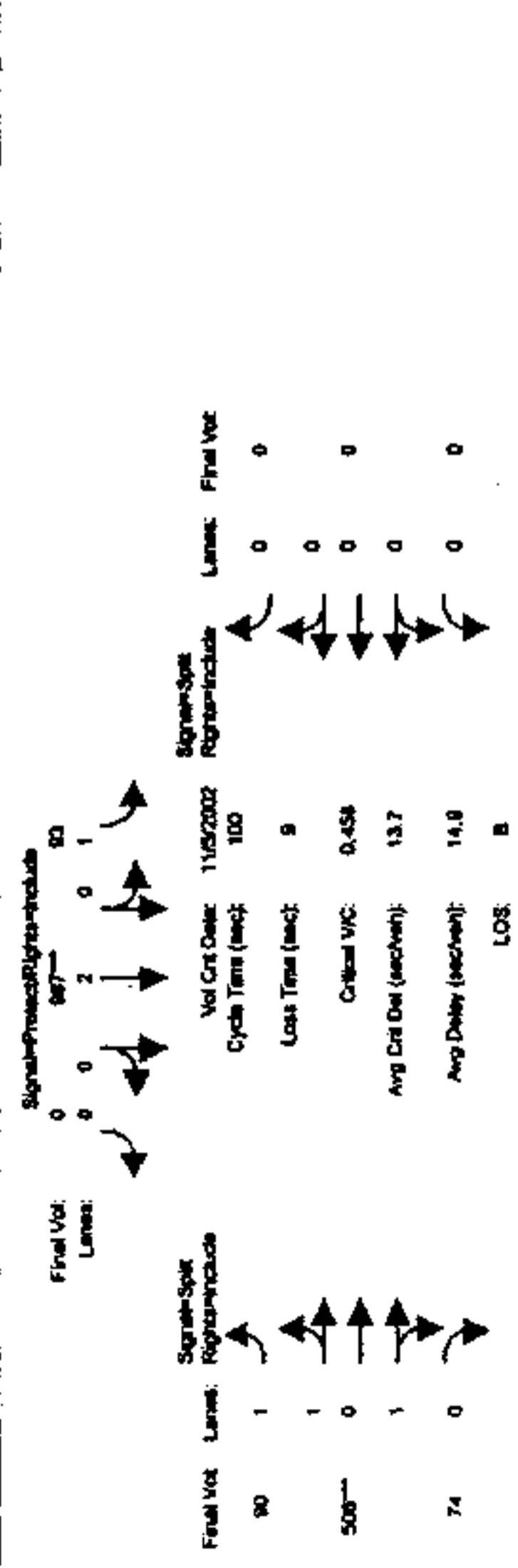
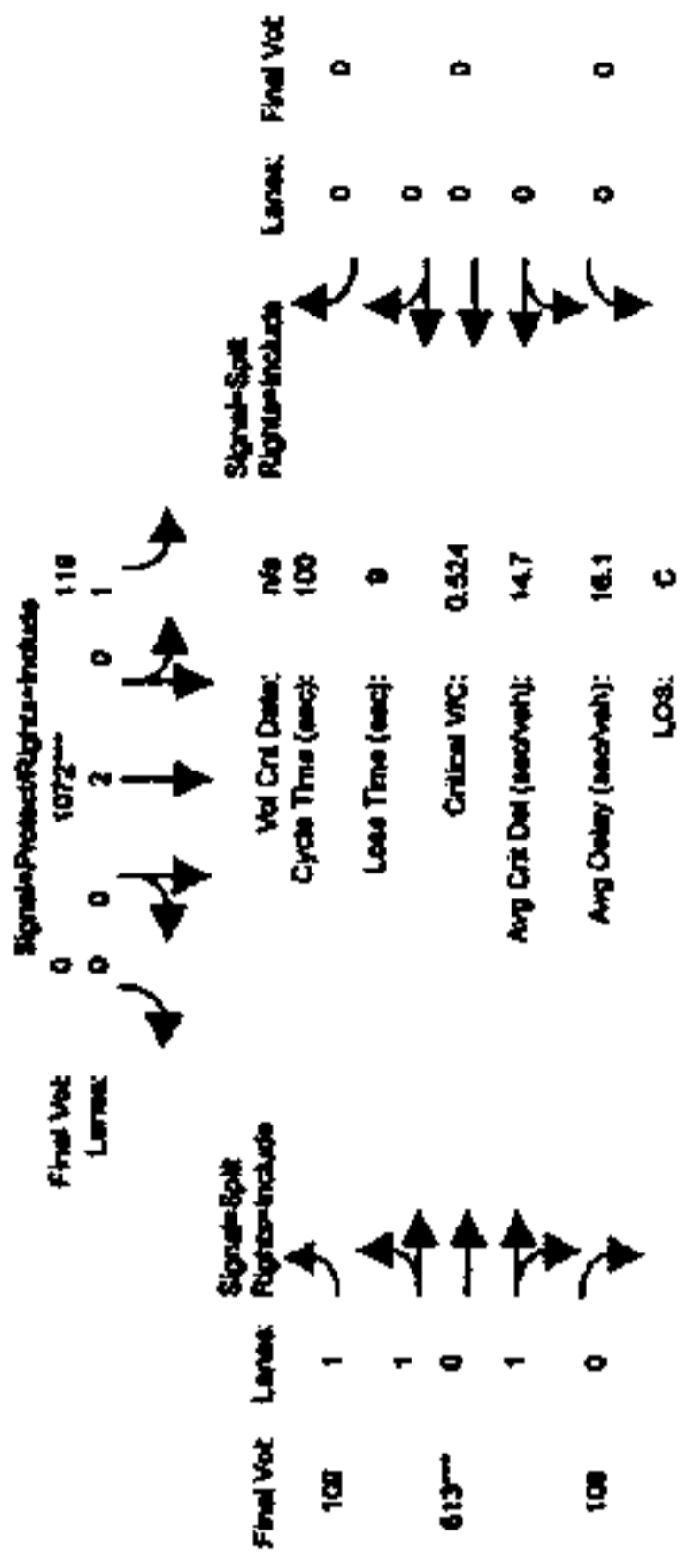
Capacity Analysis Module:

Vol/Sat:	0.00	0.21	0.08	0.20	0.00	0.32	0.37
Crit Moves:	0.00 <td>0.21<td>0.08<td>0.20<td>0.00<td>0.32<td>0.37</td></td></td></td></td></td>	0.21 <td>0.08<td>0.20<td>0.00<td>0.32<td>0.37</td></td></td></td></td>	0.08 <td>0.20<td>0.00<td>0.32<td>0.37</td></td></td></td>	0.20 <td>0.00<td>0.32<td>0.37</td></td></td>	0.00 <td>0.32<td>0.37</td></td>	0.32 <td>0.37</td>	0.37
Green Time:	0.0	29.0	11.5	40.4	0.0	50.6	50.6
Volume/Cap:	0.0	0.73	0.73	0.48	0.00	0.63	0.73
Delay/Veh:	0.0	25.5	40.9	17.0	0.0	13.9	15.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	25.5	40.9	17.0	0.0	13.9	15.4
DesignQueue:	0	45	4	7	26	17	29

1885 HCM Operations (Phase Volume Alternative)
 Background (PH)

1885 HCM Operations (Phase Volume Alternative)
 Background (PH)

Intersection #3871: MARKET/ST. JAMES

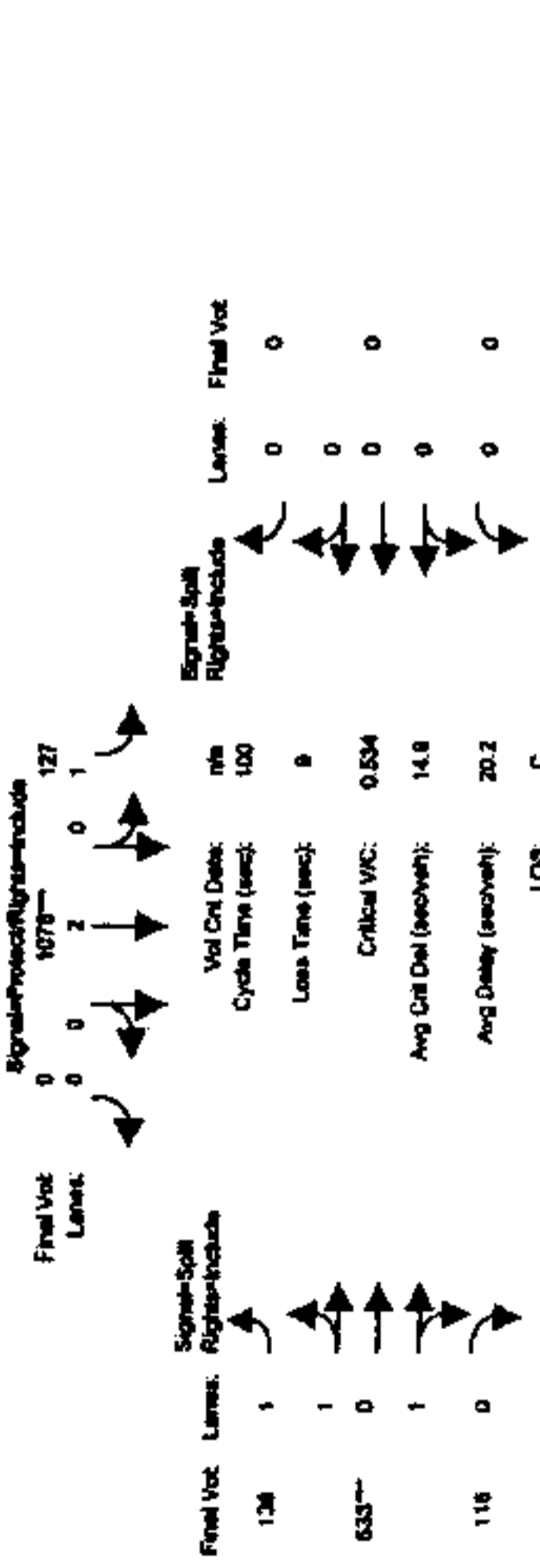


Approach: North Bound South Bound East Bound West Bound
 Movement: L-T-R L-T-R L-T-R L-T-R
 Min. Green: 0 10 10 7 10 10 0 10 10 10 0 0 0 0
 Volume Module: 0.479
 Base Vol: 0 405 56 119 1072 0 109 613 108 0 0 0 0
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 405 56 119 1072 0 109 613 108 0 0 0 0
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 405 56 119 1072 0 109 613 108 0 0 0 0
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 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: 0 405 56 119 1072 0 109 613 108 0 0 0 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 405 56 119 1072 0 109 613 108 0 0 0 0
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 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.: 0 405 56 119 1072 0 109 613 108 0 0 0 0
 Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800
 Adjustment: 0.97 1.04 1.00 0.97 1.06 0.97 0.97 1.03 1.00 0.97 1.06 0.97 0.97
 Lanes: 0.00 2.62 0.38 1.00 2.00 0.00 1.00 1.69 0.31 0.00 0.00 0.00 0.00
 Final Sat.: 0 4919 680 1750 3800 0 1750 3145 554 0 0 0 0
 Capacity Analysis Module:
 Vol/Sat: 0.00 0.08 0.08 0.07 0.28 0.08 0.06 0.19 0.15 0.00 0.00 0.00 0.00
 Crit Moves: ****
 Green Time: 0.0 31.7 31.7 22.2 53.8 0.0 37.2 37.2 37.2 0.0 0.0 0.0 0.0
 Volume/Cap: 0.00 0.26 0.26 0.31 0.52 0.00 0.17 0.52 0.52 0.00 0.00 0.00 0.00
 Delay/Veh: 0.0 19.4 19.4 24.9 11.5 0.0 16.0 18.9 18.9 0.0 0.0 0.0 0.0
 Delay Adj: 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
 ProgAdjFctr: 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
 AdjDel/Veh: 0.0 19.4 19.4 24.9 11.5 0.0 16.0 18.9 18.9 0.0 0.0 0.0 0.0
 DesignQueue: 0 16 2 5 30 0 4 23 4 0 0 0 0

Approach: North Bound South Bound East Bound West Bound
 Movement: L-T-R L-T-R L-T-R L-T-R
 Min. Green: 0 10 10 7 10 10 0 10 10 10 0 0 0 0
 Volume Module: >> Count Date: 5 Nov 2002 <<
 Base Vol: 0 342 22 93 987 0 90 506 74 0 0 0 0
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 342 22 93 987 0 90 506 74 0 0 0 0
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 342 22 93 987 0 90 506 74 0 0 0 0
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 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: 0 342 22 93 987 0 90 506 74 0 0 0 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 342 22 93 987 0 90 506 74 0 0 0 0
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 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.: 0 342 22 93 987 0 90 506 74 0 0 0 0
 Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800
 Adjustment: 0.97 1.04 1.00 0.97 1.06 0.97 0.97 1.03 1.00 0.97 1.06 0.97 0.97
 Lanes: 0.00 2.81 0.19 1.00 2.00 0.00 1.00 1.74 0.26 0.00 0.00 0.00 0.00
 Final Sat.: 0 5261 338 1750 3800 0 1750 3228 472 0 0 0 0
 Capacity Analysis Module:
 Vol/Sat: 0.00 0.07 0.07 0.05 0.26 0.00 0.05 0.16 0.16 0.00 0.00 0.00 0.00
 Crit Moves: ****
 Green Time: 0.00 0.33 0.33 0.23 0.57 0.00 0.34 0.34 0.34 0.00 0.00 0.00 0.00
 Volume/Cap: 0.00 0.19 0.19 0.23 0.46 0.00 0.15 0.46 0.46 0.00 0.00 0.00 0.00
 Delay/Veh: 0.0 18.0 18.0 23.6 9.7 0.0 17.3 19.6 19.6 0.0 0.0 0.0 0.0
 Delay Adj: 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
 ProgAdjFctr: 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
 AdjDel/Veh: 0.0 18.0 18.0 23.6 9.7 0.0 17.3 19.6 19.6 0.0 0.0 0.0 0.0
 DesignQueue: 0 13 1 4 25 0 3 19 3 0 0 0 0

Erwinburg Roadside Development
Project Conditions - 1,500 units @ 1.5 ft retail
Variant 1 - Grid of Julian-Terrace de Main Route
Lanes for Signal and Right-Turn Traffic
1965 HCM Operations (Future Volume Alternative)
Project (PH)

Intersection #3671: MARKET/ST. JAMES



Final Vol Lanes: 1 0 0 1 127
1079
0 0 2 0 1
Final Vol Lanes: 1 0 0 1 100
100
0 0 2 0 0
Final Vol Lanes: 1 0 0 1 0
100
0 0 2 0 0
Final Vol Lanes: 1 0 0 1 0
100
0 0 2 0 0

Vol Crd Del: 1079 100
Cyclic Time (sec): 100
Loss Time (sec): 0
Critical V/C: 0.504
Avg Crd Del (sec/Veh): 14.6
Avg Delay (sec/Veh): 20.2
LOS: C

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

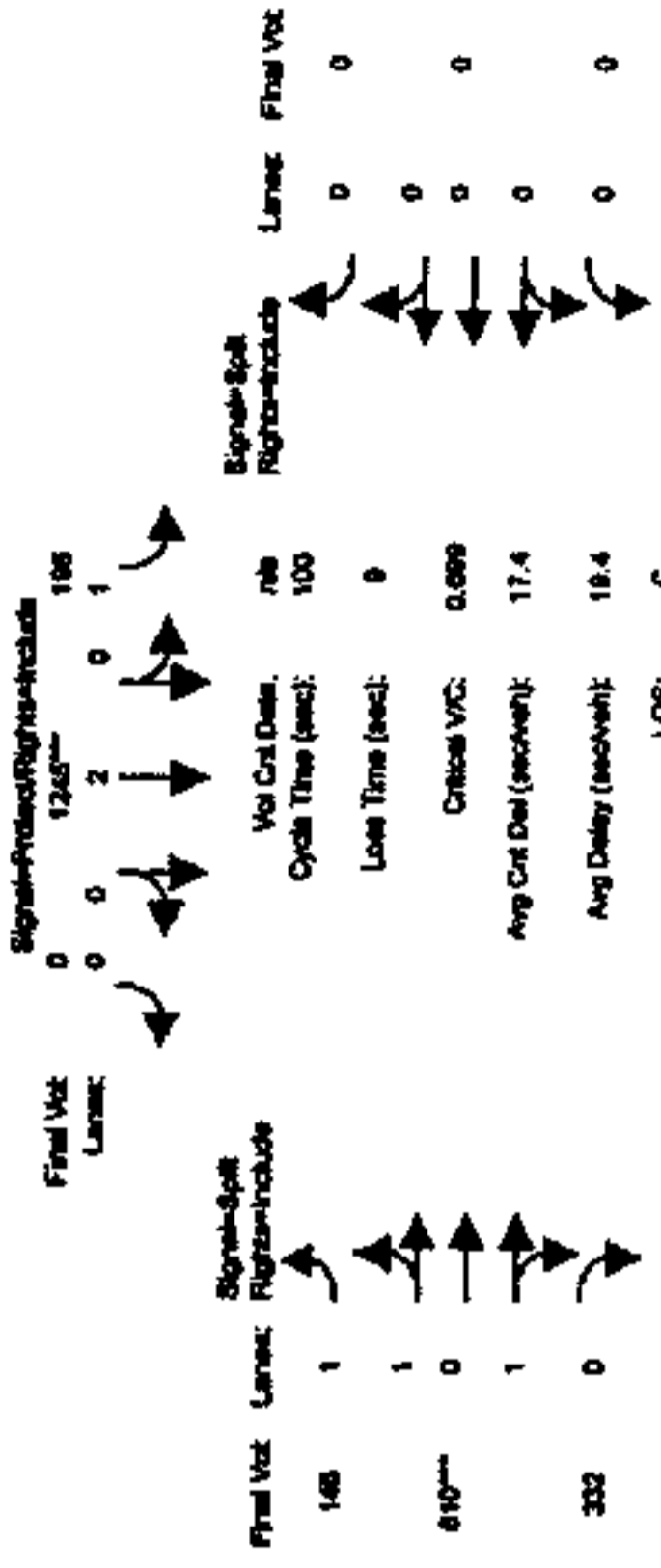
Table with 4 columns: Approach, Movement, Sat/Lane, Volume. Rows include: Min. Green (0 10 10 7 10 0 10 10 10 0 0 0), Volume Module (Base Vol: 0 405 56 119 1072 0 109 613 108 0 0), Growth Adj (1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00), Initial Base (0 405 56 119 1072 0 109 613 108 0 0 0), Added Vol (0 20 0 8 6 0 22 18 5 0 0 0), Non-satrip (0 4 0 0 0 0 7 2 3 0 0 0), Initial Fut (0 429 56 127 1078 0 138 633 116 0 0 0), User Adj (1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00), PHF Adj (1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00), PHF Volume (0 429 56 127 1078 0 138 633 116 0 0 0), Reduct Vol (0 0 0 0 0 0 0 0 0 0 0 0), Reduced Vol (0 429 56 127 1078 0 138 633 116 0 0 0), PCE Adj (1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00), MFLF Adj (1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00), Final Vol (0 429 56 127 1078 0 138 633 116 0 0 0). Saturation Flow Module: Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800, Adj: 0.97 1.04 1.00 0.97 1.06 0.97 0.97 1.03 1.00 0.97 1.06 0.97, Lanes: 0.00 2.64 0.36 1.00 2.00 0.00 1.00 1.68 0.32 0.00 0.00 0.00, Final Sat: 0 4953 646 1750 3800 0 1750 3127 573 0 0 0.

Saturation Flow Module: Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800

Capacity Analysis Module: Vol/Sat: 0.00 0.09 0.09 0.07 0.28 0.00 0.08 0.20 0.20 0.00 0.00 0.00, Crit Moves: ****, Green Time: 0.0 10.0 10.0 43.1 53.1 0.0 37.9 37.9 37.9 0.0 0.0 0.0, Volume/Cap: 0.00 0.87 0.87 0.17 0.53 0.00 0.21 0.53 0.53 0.00 0.00 0.00, Delay/Veh: 0.0 43.1 43.1 13.3 11.9 0.0 15.9 18.6 18.6 0.0 0.0 0.0, Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00, ProgAdjFctr: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00, AdjDel/Veh: 0.0 43.1 43.1 13.3 11.9 0.0 15.9 18.6 18.6 0.0 0.0 0.0, DesignQueue: 0 22 3 4 30 0 5 23 4 0 0 0

Erwinburg Roadside Development
Project Conditions - 1,500 units @ 1.5 ft retail
Variant 1 - Grid of Julian-Terrace de Main Route
Lanes for Signal and Right-Turn Traffic
1965 HCM Operations (Future Volume Alternative)
Project (PH)

Intersection #3671: MARKET/ST. JAMES



Final Vol Lanes: 0 0 0 1 196
1245
0 0 2 0 1
Final Vol Lanes: 0 0 0 1 100
100
0 0 2 0 0
Final Vol Lanes: 0 0 0 1 0
100
0 0 2 0 0
Final Vol Lanes: 0 0 0 1 0
100
0 0 2 0 0

Vol Crd Del: 1245 100
Cyclic Time (sec): 100
Loss Time (sec): 0
Critical V/C: 0.099
Avg Crd Del (sec/Veh): 17.4
Avg Delay (sec/Veh): 18.4
LOS: C

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

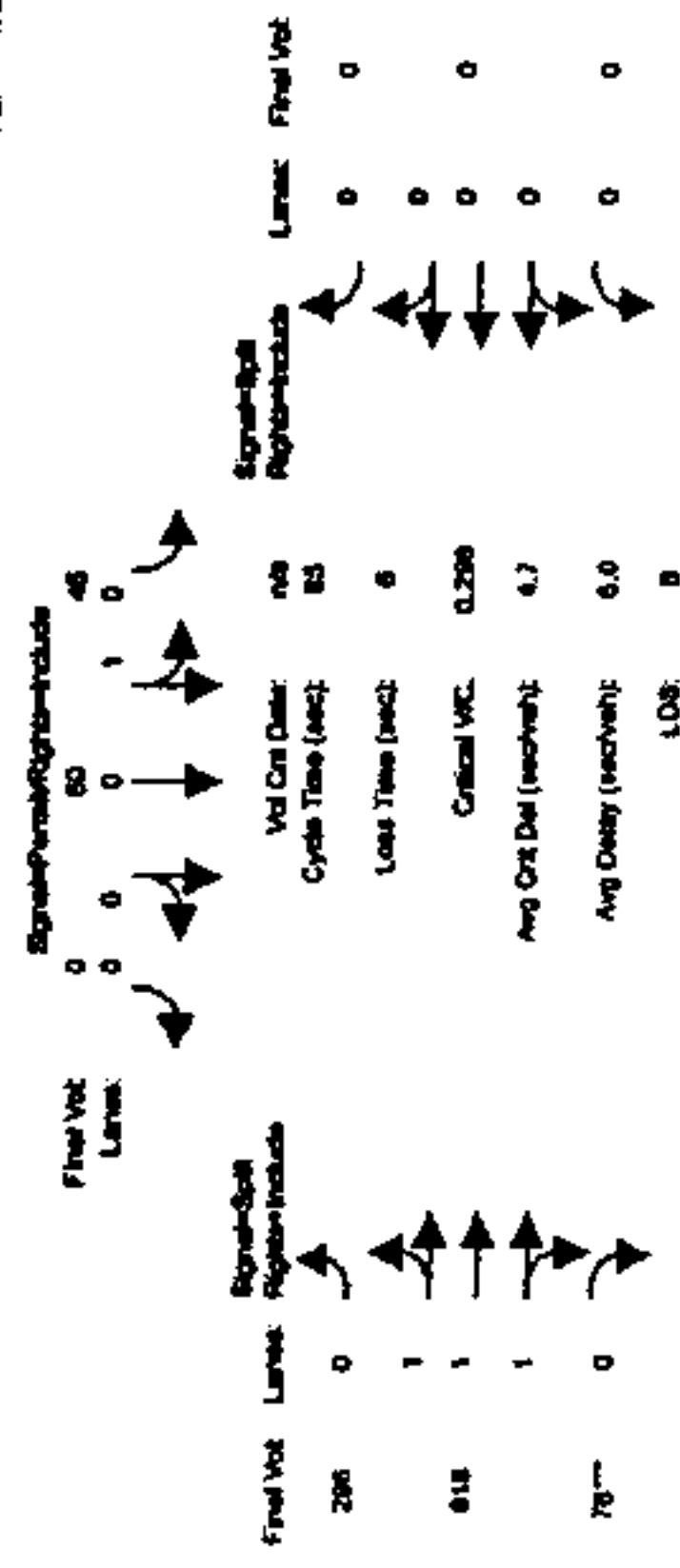
Table with 4 columns: Approach, Movement, Sat/Lane, Volume. Rows include: Min. Green (0 10 10 7 10 0 10 10 10 0 0 0), Volume Module (Base Vol: 0 607 59 196 1245 0 146 810 332 0 0), Growth Adj (1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00), Initial Base (0 607 59 196 1245 0 146 810 332 0 0 0), Added Vol (0 0 0 0 0 0 0 0 0 0 0 0), PasserByVol (0 0 0 0 0 0 0 0 0 0 0 0), Initial Fut (0 607 59 196 1245 0 146 810 332 0 0 0), User Adj (1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00), PHF Adj (1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00), PHF Volume (0 607 59 196 1245 0 146 810 332 0 0 0), Reduct Vol (0 0 0 0 0 0 0 0 0 0 0 0), Reduced Vol (0 607 59 196 1245 0 146 810 332 0 0 0), PCE Adj (1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00), MFLF Adj (1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00), Final Vol (0 607 59 196 1245 0 146 810 332 0 0 0). Saturation Flow Module: Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800, Adj: 0.97 1.04 1.00 0.97 1.06 0.97 0.97 1.03 1.00 0.97 1.06 0.97, Lanes: 0.00 2.72 0.28 1.00 2.00 0.00 1.00 1.40 0.60 0.00 0.00 0.00, Final Sat: 0 5103 496 1750 3800 0 1750 2624 1075 0 0 0.

Saturation Flow Module: Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800

Capacity Analysis Module: Vol/Sat: 0.00 0.12 0.12 0.11 0.33 0.00 0.08 0.31 0.31 0.00 0.00 0.00, Crit Moves: ****, Green Time: 0.0 24.1 24.1 22.7 46.9 0.0 44.1 44.1 44.1 0.0 0.0 0.0, Volume/Cap: 0.00 0.49 0.49 0.49 0.70 0.00 0.19 0.70 0.70 0.00 0.00 0.00, Delay/Veh: 0.0 25.1 25.1 26.4 16.8 0.0 12.9 18.0 18.0 0.0 0.0 0.0, Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00, ProgAdjFctr: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00, AdjDel/Veh: 0.0 25.1 25.1 26.4 16.8 0.0 12.9 18.0 18.0 0.0 0.0 0.0, DesignQueue: 0 26 3 9 40 0 5 27 11 0 0 0

San Pedro St, James
 Project Conditions - 1800 Lanes, 1.00 Lanes, 1.00 Lanes, 1.00 Lanes
 Volume 1 - 100% of Volume - Terminal as Main Road
 1800 HCL Operations (Future Volume Alternative)
 Project (PH)

Intersection #3777: SAN PEDRO ST, JAMES



Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green: 0 10 10 10 10 10 10 10 10 10 10 0 0 0 0

Volume Module:

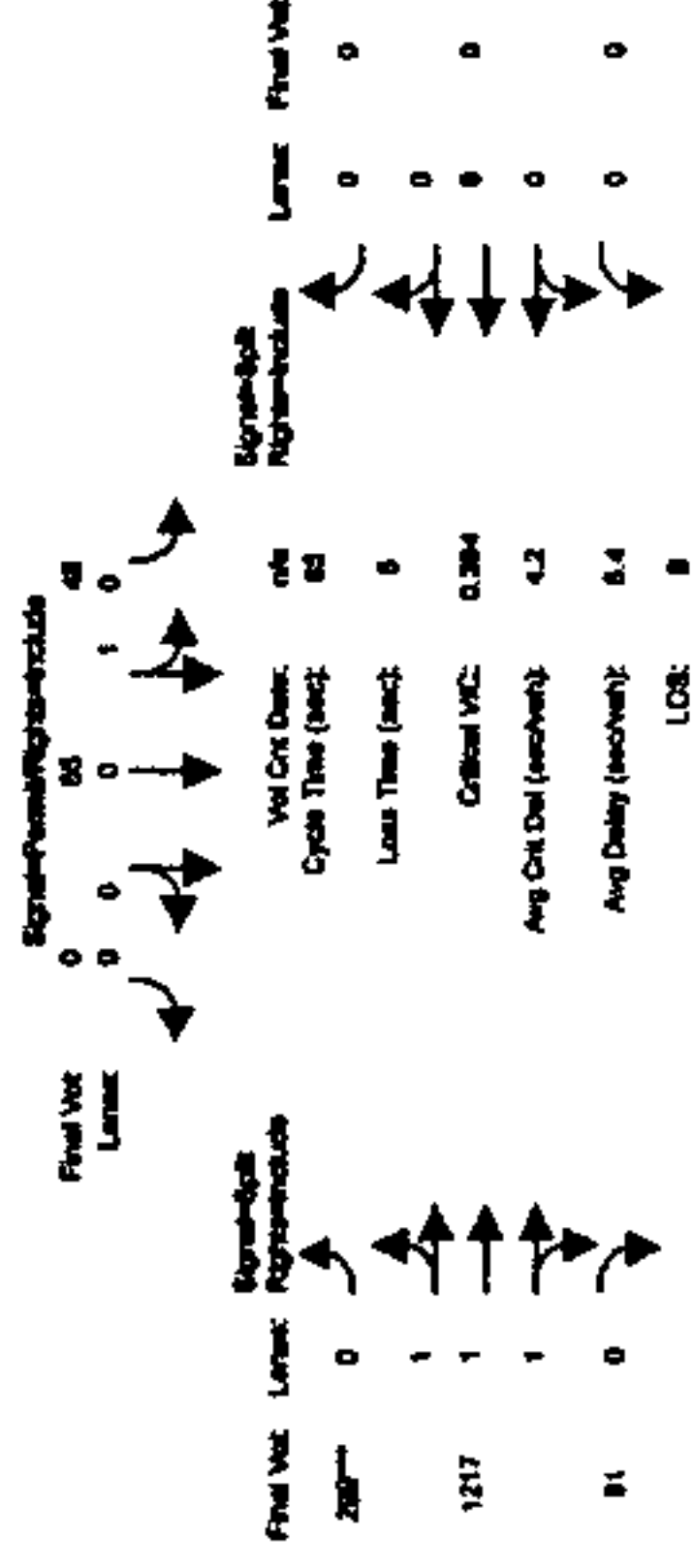
Base Vol: 0 49 59 20 57 0 31 787 76 0 0 0 0 0 0
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 49 59 20 57 0 31 787 76 0 0 0 0 0 0
 Added Vol: 0 2 0 22 2 0 235 22 0 0 0 0 0 0
 Non-resrip: 0 0 0 4 1 0 30 7 0 0 0 0 0 0
 Initial Fut: 0 51 59 46 60 0 296 816 76 0 0 0 0 0 0
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 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 51 59 46 60 0 296 816 76 0 0 0 0 0 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 51 59 46 60 0 296 816 76 0 0 0 0 0 0
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MUF Adj: 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 51 59 46 60 0 296 816 76 0 0 0 0 0 0

Saturation Flow Module:
 Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800
 Adjustment: 0.97 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.97 1.00 1.00 0.97 1.06 0.97
 Lanes: 0.00 0.46 0.54 0.43 0.57 0.00 0.76 2.04 0.20 0.00 0.00 0.00 0.00 0.00 0.00
 Final Sat.: 0 835 965 781 1019 0 1370 3777 352 0 0 0 0 0 0

Capacity Analysis Module:
 Vol/Sat: 0.00 0.06 0.06 0.06 0.06 0.00 0.22 0.22 0.22 0.22 0.00 0.00 0.00 0.00 0.00
 Crit Moves: ****
 Green Time: 0.0 17.4 17.4 17.4 17.4 0.0 61.6 61.6 61.6 0.0 0.0 0.0 0.0 0.0 0.0
 Volume/Cap: 0.0 0.30 0.30 0.29 0.29 0.00 0.30 0.30 0.30 0.00 0.00 0.00 0.00 0.00 0.00
 Delay/Veh: 0.0 21.9 21.9 21.8 21.8 0.0 3.1 3.1 3.1 0.0 0.0 0.0 0.0 0.0 0.0
 Delay Adj: 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
 ProgAdjFctr: 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
 AdjDel/Veh: 0.0 21.9 21.9 21.8 21.8 0.0 3.1 3.1 3.1 0.0 0.0 0.0 0.0 0.0 0.0
 DesignQueue: 0 2 2 2 2 0 4 11 1 0 0 0 0 0 0

San Pedro St, James
 Project Conditions - 1800 Lanes, 1.00 Lanes, 1.00 Lanes, 1.00 Lanes
 Volume 1 - 100% of Volume - Terminal as Main Road
 1800 HCL Operations (Future Volume Alternative)
 Project (PH)

Intersection #3777: SAN PEDRO ST, JAMES



Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green: 0 10 10 10 10 10 10 10 10 10 10 0 0 0 0

Volume Module:

Base Vol: 0 55 64 48 65 0 299 1217 81 0 0 0 0 0 0
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 55 64 48 65 0 299 1217 81 0 0 0 0 0 0
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Non-resrip: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 55 64 48 65 0 299 1217 81 0 0 0 0 0 0
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 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 55 64 48 65 0 299 1217 81 0 0 0 0 0 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 55 64 48 65 0 299 1217 81 0 0 0 0 0 0
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MUF Adj: 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 55 64 48 65 0 299 1217 81 0 0 0 0 0 0

Saturation Flow Module:
 Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800
 Adjustment: 0.97 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.97 1.06 0.97
 Lanes: 0.00 0.46 0.54 0.43 0.58 0.00 0.57 2.28 0.15 0.00 0.00 0.00 0.00 0.00 0.00
 Final Sat.: 0 832 968 765 1035 0 1030 4191 279 0 0 0 0 0 0

Capacity Analysis Module:
 Vol/Sat: 0.00 0.07 0.07 0.06 0.06 0.00 0.29 0.29 0.29 0.29 0.00 0.00 0.00 0.00 0.00
 Crit Moves: ****
 Green Time: 0.0 14.6 14.6 14.6 14.6 0.0 64.4 64.4 64.4 0.0 0.0 0.0 0.0 0.0 0.0
 Volume/Cap: 0.0 0.38 0.38 0.36 0.36 0.00 0.38 0.38 0.38 0.00 0.00 0.00 0.00 0.00 0.00
 Delay/Veh: 0.0 24.1 24.1 23.9 23.9 0.0 2.7 2.7 2.7 0.0 0.0 0.0 0.0 0.0 0.0
 Delay Adj: 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
 ProgAdjFctr: 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
 AdjDel/Veh: 0.0 24.1 24.1 23.9 23.9 0.0 2.7 2.7 2.7 0.0 0.0 0.0 0.0 0.0 0.0
 DesignQueue: 0 2 3 3 3 0 4 15 1 0 0 0 0 0 0

Variant 2

Job No. 17-01-10-000
 Project Name: [REDACTED]
 Project Location: [REDACTED]
 Project Start: 01/01/2010
 Project End: 12/31/2010
 Project Manager: [REDACTED]
 Project Engineer: [REDACTED]

Job No. 17-01-10-000
 Project Name: [REDACTED]
 Project Location: [REDACTED]
 Project Start: 01/01/2010
 Project End: 12/31/2010
 Project Manager: [REDACTED]
 Project Engineer: [REDACTED]

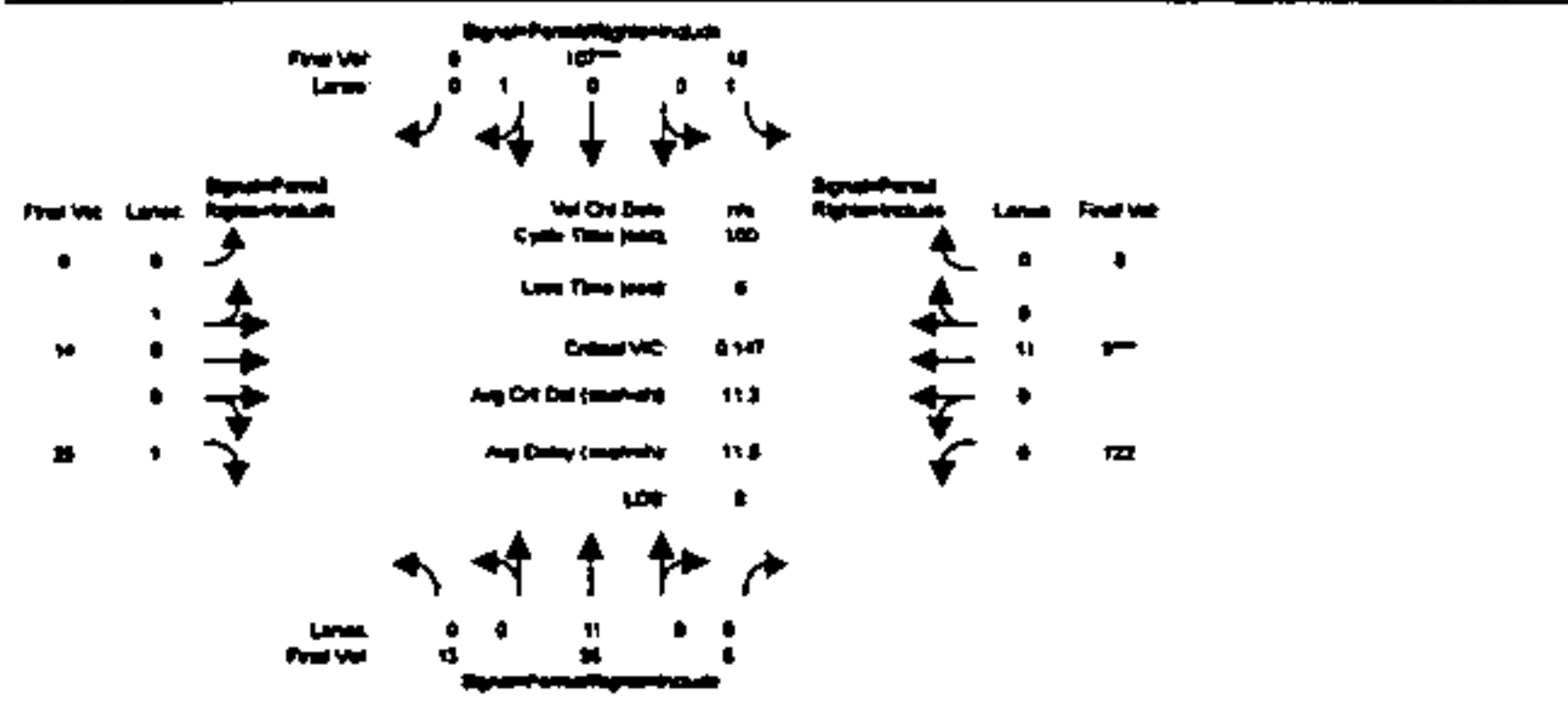
Job No. 17-01-10-000
 Project Name: [REDACTED]
 Project Location: [REDACTED]
 Project Start: 01/01/2010
 Project End: 12/31/2010
 Project Manager: [REDACTED]
 Project Engineer: [REDACTED]

Job No.	Job Name	Easting (M)				Northing (M)				Projected (M)				Future (M)			
		Avg	Min	Max	Stdev	Avg	Min	Max	Stdev	Avg	Min	Max	Stdev	Avg	Min	Max	Stdev
620	TERMINAL	11.2	8.224	11.4	0.000	11.4	8.224	11.4	0.000	11.4	8.224	11.4	0.000	11.4	8.224	11.4	0.000
620	TERMINAL	11.2	8.224	11.4	0.000	11.4	8.224	11.4	0.000	11.4	8.224	11.4	0.000	11.4	8.224	11.4	0.000
620	TERMINAL	11.2	8.224	11.4	0.000	11.4	8.224	11.4	0.000	11.4	8.224	11.4	0.000	11.4	8.224	11.4	0.000
620	TERMINAL	11.2	8.224	11.4	0.000	11.4	8.224	11.4	0.000	11.4	8.224	11.4	0.000	11.4	8.224	11.4	0.000
620	TERMINAL	11.2	8.224	11.4	0.000	11.4	8.224	11.4	0.000	11.4	8.224	11.4	0.000	11.4	8.224	11.4	0.000

Job No.	Job Name	Easting (M)				Northing (M)				Projected (M)				Future (M)			
		Avg	Min	Max	Stdev	Avg	Min	Max	Stdev	Avg	Min	Max	Stdev	Avg	Min	Max	Stdev
620	TERMINAL	11.2	8.224	11.4	0.000	11.4	8.224	11.4	0.000	11.4	8.224	11.4	0.000	11.4	8.224	11.4	0.000
620	TERMINAL	11.2	8.224	11.4	0.000	11.4	8.224	11.4	0.000	11.4	8.224	11.4	0.000	11.4	8.224	11.4	0.000
620	TERMINAL	11.2	8.224	11.4	0.000	11.4	8.224	11.4	0.000	11.4	8.224	11.4	0.000	11.4	8.224	11.4	0.000
620	TERMINAL	11.2	8.224	11.4	0.000	11.4	8.224	11.4	0.000	11.4	8.224	11.4	0.000	11.4	8.224	11.4	0.000
620	TERMINAL	11.2	8.224	11.4	0.000	11.4	8.224	11.4	0.000	11.4	8.224	11.4	0.000	11.4	8.224	11.4	0.000

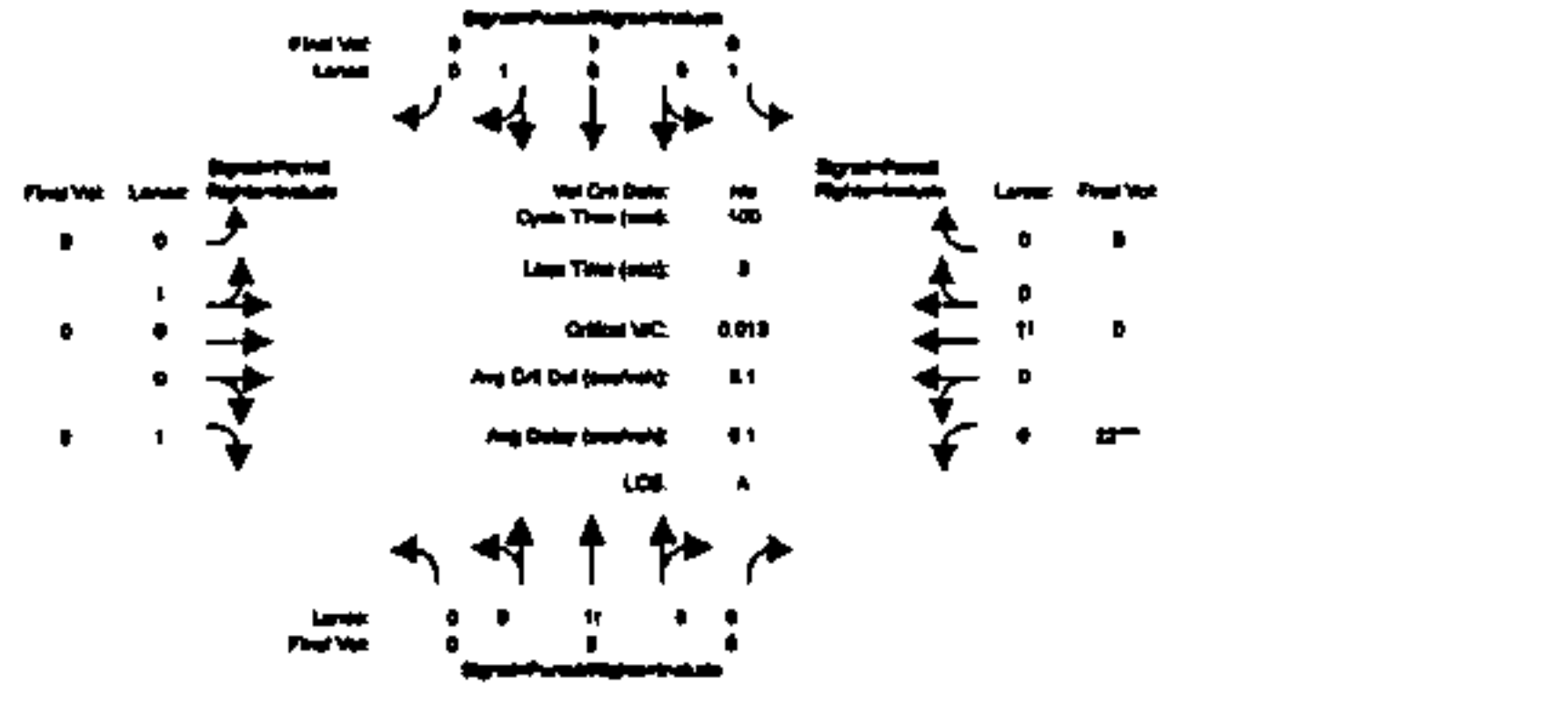
Job No.	Job Name	Easting (M)				Northing (M)				Projected (M)				Future (M)			
		Avg	Min	Max	Stdev	Avg	Min	Max	Stdev	Avg	Min	Max	Stdev	Avg	Min	Max	Stdev
620	TERMINAL	11.2	8.224	11.4	0.000	11.4	8.224	11.4	0.000	11.4	8.224	11.4	0.000	11.4	8.224	11.4	0.000
620	TERMINAL	11.2	8.224	11.4	0.000	11.4	8.224	11.4	0.000	11.4	8.224	11.4	0.000	11.4	8.224	11.4	0.000
620	TERMINAL	11.2	8.224	11.4	0.000	11.4	8.224	11.4	0.000	11.4	8.224	11.4	0.000	11.4	8.224	11.4	0.000
620	TERMINAL	11.2	8.224	11.4	0.000	11.4	8.224	11.4	0.000	11.4	8.224	11.4	0.000	11.4	8.224	11.4	0.000
620	TERMINAL	11.2	8.224	11.4	0.000	11.4	8.224	11.4	0.000	11.4	8.224	11.4	0.000	11.4	8.224	11.4	0.000

Intersection #25 Terrain/Jukan
 Level of Service (LOS) Summary
 1988 HCM Operations (Future Volume Alternative)
 Future (AM)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Volume Module:	Base Vol: 13 35 6 18 107 0 0 14 25 122 8 8 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 Initial Bse: 13 35 6 18 107 0 0 14 25 122 8 8 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 Initial Put: 13 35 6 18 107 0 0 14 25 122 8 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: 13 35 6 18 107 0 0 14 25 122 8 8 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 Reduced Vol: 13 35 6 18 107 0 0 14 25 122 8 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.: 13 35 6 18 107 0 0 14 25 122 8 8											
Saturation Flow Module:	Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 Adjustment: 0.97 0.97 0.97 0.97 1.00 1.00 1.00 1.00 0.97 0.97 0.97 0.97 Lanes: 0.24 0.63 0.11 1.00 1.00 0.00 0.00 1.00 1.00 0.98 0.06 0.06 Final Sat.: 421 1134 194 1750 1800 0 0 1800 1750 1547 101 101											
Capacity Analysis Module:	Vol/Sat: 0.03 0.03 0.03 0.01 0.06 0.00 0.00 0.01 0.01 0.08 0.08 0.08 Crit Moves: 40.4 40.4 40.4 40.4 40.4 0.0 0.0 53.6 53.6 53.6 53.6 53.6 Green Time: 0.08 0.08 0.08 0.03 0.15 0.00 0.00 0.01 0.03 0.15 0.15 0.15 Volume/Cap: 13.9 13.9 13.9 13.6 14.4 0.0 0.0 8.2 8.3 8.9 8.9 8.9 Delay/Veh: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 PropAdjFctr: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 AdjDel/Veh: 13.9 13.9 13.9 13.6 14.4 0.0 0.0 8.2 8.3 8.9 8.9 8.9 DesignQueue: 0 1 0 1 4 0 0 0 0 2 3 0											

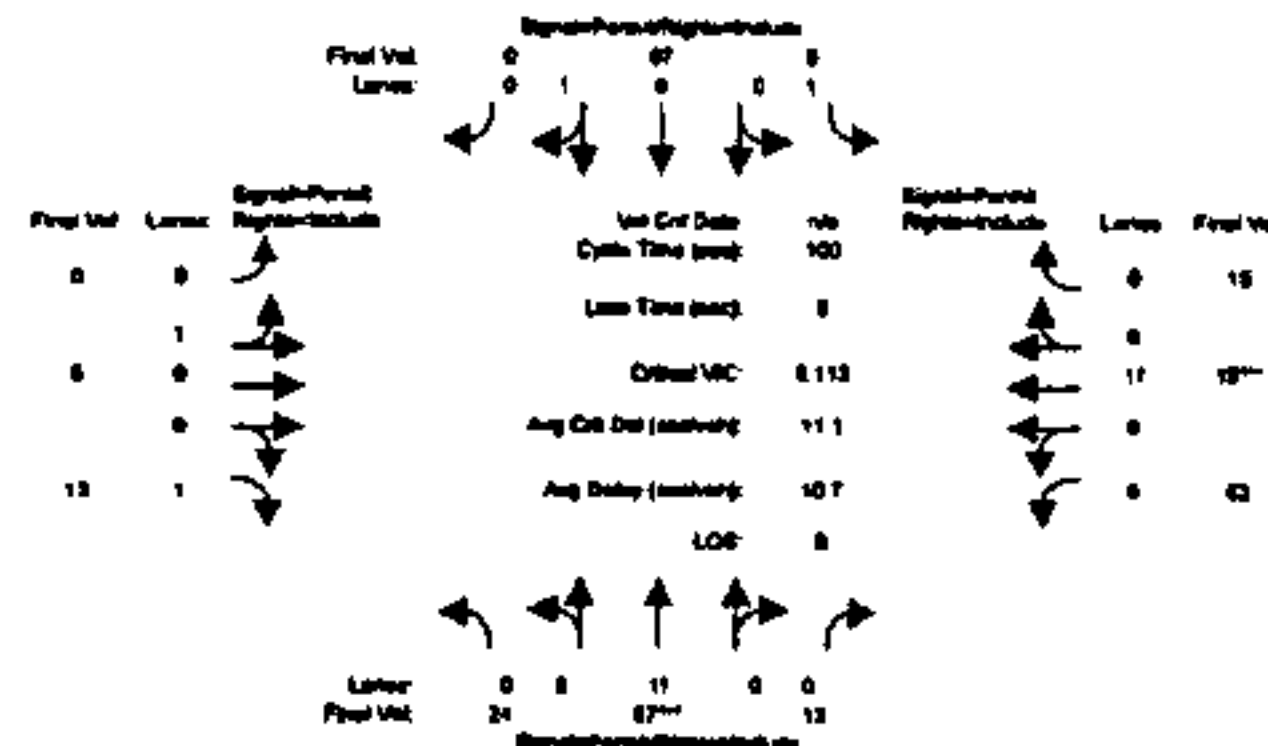
Intersection #25 Terrain/Jukan
 Level of Service (LOS) Summary
 1988 HCM Operations (Future Volume Alternative)
 Background (PM)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Volume Module:	Base Vol: 0 0 0 0 0 0 0 0 0 22 0 0 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 Initial Bse: 0 0 0 0 0 0 0 0 0 22 0 0 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 Initial Put: 0 0 0 0 0 0 0 0 0 22 0 0 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 PHF Volume: 0 0 0 0 0 0 0 0 0 22 0 0 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 Reduced Vol: 0 0 0 0 0 0 0 0 0 22 0 0 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 Final Vol.: 0 0 0 0 0 0 0 0 0 22 0 0											
Saturation Flow Module:	Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 Adjustment: 0.97 0.97 0.97 0.97 1.00 1.00 1.00 1.00 0.97 0.97 1.06 0.97 Lanes: 0.00 1.00 0.00 1.00 1.00 0.00 0.00 1.00 1.00 1.00 0.00 0.00 Final Sat.: 0 1750 0 1750 1800 0 0 1800 1750 1750 0 0											
Capacity Analysis Module:	Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.01 0.30 0.00 Crit Moves: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 94.0 0.0 0.0 Green Time: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.01 0.00 0.00 Volume/Cap: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0 Delay/Veh: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 PropAdjFctr: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 AdjDel/Veh: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.0 DesignQueue: 0 0 0 0 0 0 0 0 0 0 0 0											

Franklinburg Residential Development
 Project Conditions - 1,000 units/40 L.L.U. total
 Volume 2 - East of Two-Way St. Junction
 Level of Service (LOS) and Delay
 1995 HCM Operations (Future Volume Alternative)
 Future (FM)

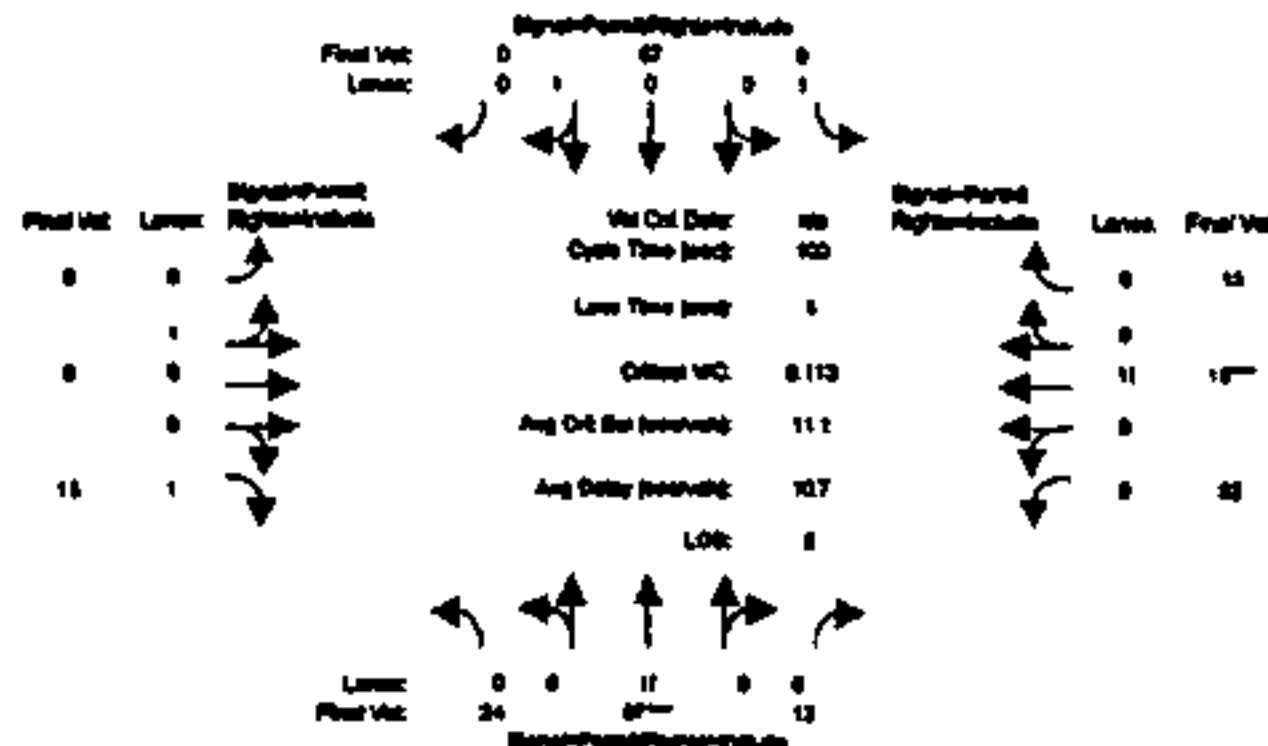
Intersection #25: Terrain/Urban



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Volume Module:	Base Vol: 0 0 0 0 0 0 0 0 0 0 22 0 0 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 Initial Bse: 0 0 0 0 0 0 0 0 0 0 22 0 0 Added Vol: 24 62 9 9 57 0 0 0 0 13 19 15 15 Non-resTrip: 0 5 4 0 10 0 0 0 0 0 11 0 0 Initial Fut: 24 67 13 9 67 0 0 0 0 13 52 15 15 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 PHF Volume: 24 67 13 9 67 0 0 0 0 13 52 15 15 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 Reduced Vol: 24 67 13 9 67 0 0 0 0 13 52 15 15 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 MFL Adj: 1.00 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 67 13 9 67 0 0 0 0 13 52 15 15											
Saturation Flow Module:	Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 Adjustment: 0.97 0.97 0.97 0.97 1.00 1.00 1.00 1.00 1.00 0.97 0.97 0.97 Lane: 0.23 0.65 0.12 1.00 1.00 0.00 0.00 1.00 1.00 0.64 0.18 0.18 Final Sat.: 404 1127 219 1750 1800 0 0 1800 1750 1110 320 320											
Capacity Analysis Module:	Vol/Sat: 0.06 0.06 0.06 0.01 0.04 0.00 0.00 0.00 0.01 0.03 0.05 0.05 Crit Moves: **** Green Time: 52.6 52.6 52.6 52.6 52.6 0.0 0.0 41.4 41.4 41.4 41.4 41.4 Volume/Cap: 0.11 0.11 0.11 0.01 0.07 0.00 0.00 0.01 0.02 0.11 0.11 0.11 Delay/Veh: 9.1 9.1 9.1 8.6 8.9 0.0 0.0 13.1 13.1 13.7 13.7 13.7 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 ProgAdjFctr: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 AdjDel/Veh: 9.1 9.1 9.1 8.6 8.9 0.0 0.0 13.1 13.1 13.7 13.7 13.7 DesignQueue: 1 2 0 0 2 0 0 0 0 2 0 0											

Franklinburg Residential Development
 Project Conditions - 1,000 units/40 L.L.U. total
 Volume 2 - East of Two-Way St. Junction
 Level of Service (LOS) and Delay
 1995 HCM Operations (Future Volume Alternative)
 Future (FM)

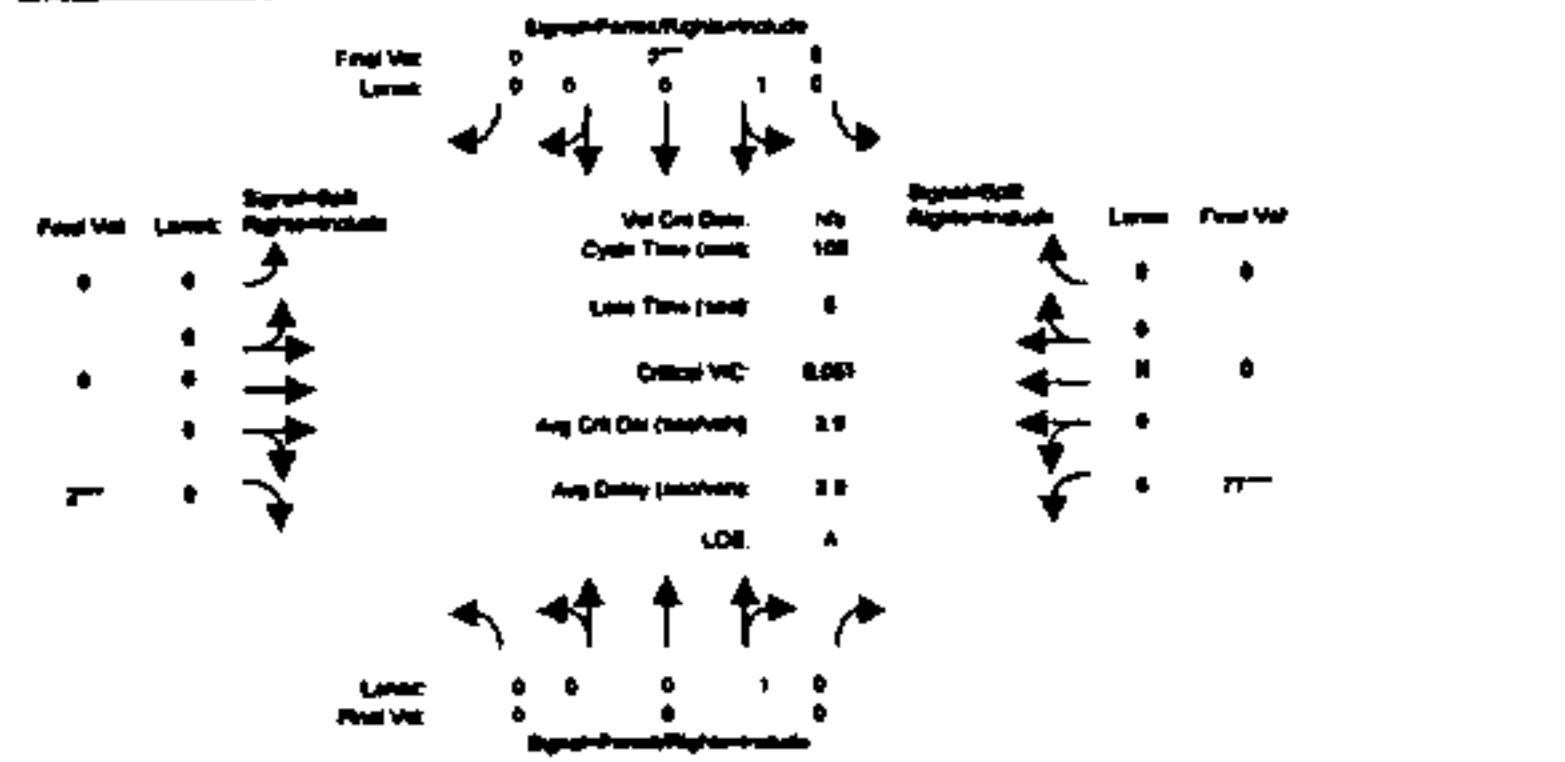
Intersection #25: Terrain/Urban



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Volume Module:	Base Vol: 24 67 13 9 67 0 0 0 0 13 52 15 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: 24 67 13 9 67 0 0 0 0 13 52 15 15 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 Initial Fut: 24 67 13 9 67 0 0 0 0 13 52 15 15 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 PHF Volume: 24 67 13 9 67 0 0 0 0 13 52 15 15 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 Reduced Vol: 24 67 13 9 67 0 0 0 0 13 52 15 15 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 MFL Adj: 1.00 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 67 13 9 67 0 0 0 0 13 52 15 15											
Saturation Flow Module:	Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 Adjustment: 0.97 0.97 0.97 0.97 1.00 1.00 1.00 1.00 1.00 0.97 0.97 0.97 Lane: 0.23 0.65 0.12 1.00 1.00 0.00 0.00 1.00 1.00 0.64 0.18 0.18 Final Sat.: 404 1127 219 1750 1800 0 0 1800 1750 1110 320 320											
Capacity Analysis Module:	Vol/Sat: 0.06 0.06 0.06 0.01 0.04 0.00 0.00 0.00 0.01 0.03 0.05 0.05 Crit Moves: **** Green Time: 52.6 52.6 52.6 52.6 52.6 0.0 0.0 41.4 41.4 41.4 41.4 41.4 Volume/Cap: 0.11 0.11 0.11 0.01 0.07 0.00 0.00 0.01 0.02 0.11 0.11 0.11 Delay/Veh: 9.1 9.1 9.1 8.6 8.9 0.0 0.0 13.1 13.1 13.7 13.7 13.7 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 ProgAdjFctr: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 AdjDel/Veh: 9.1 9.1 9.1 8.6 8.9 0.0 0.0 13.1 13.1 13.7 13.7 13.7 DesignQueue: 1 2 0 0 2 0 0 0 0 2 0 0											

Bronxville Residential Development
 Project Conditions - 1,800 units/8.5 E.U. total
 Variant 2 - Grid of Two-Way St. Joints
 CD-RPT-03-0002 (Interchange) (RPT)
 1995 HCM Operations (Future Volume Alternative)
 Background (AM)

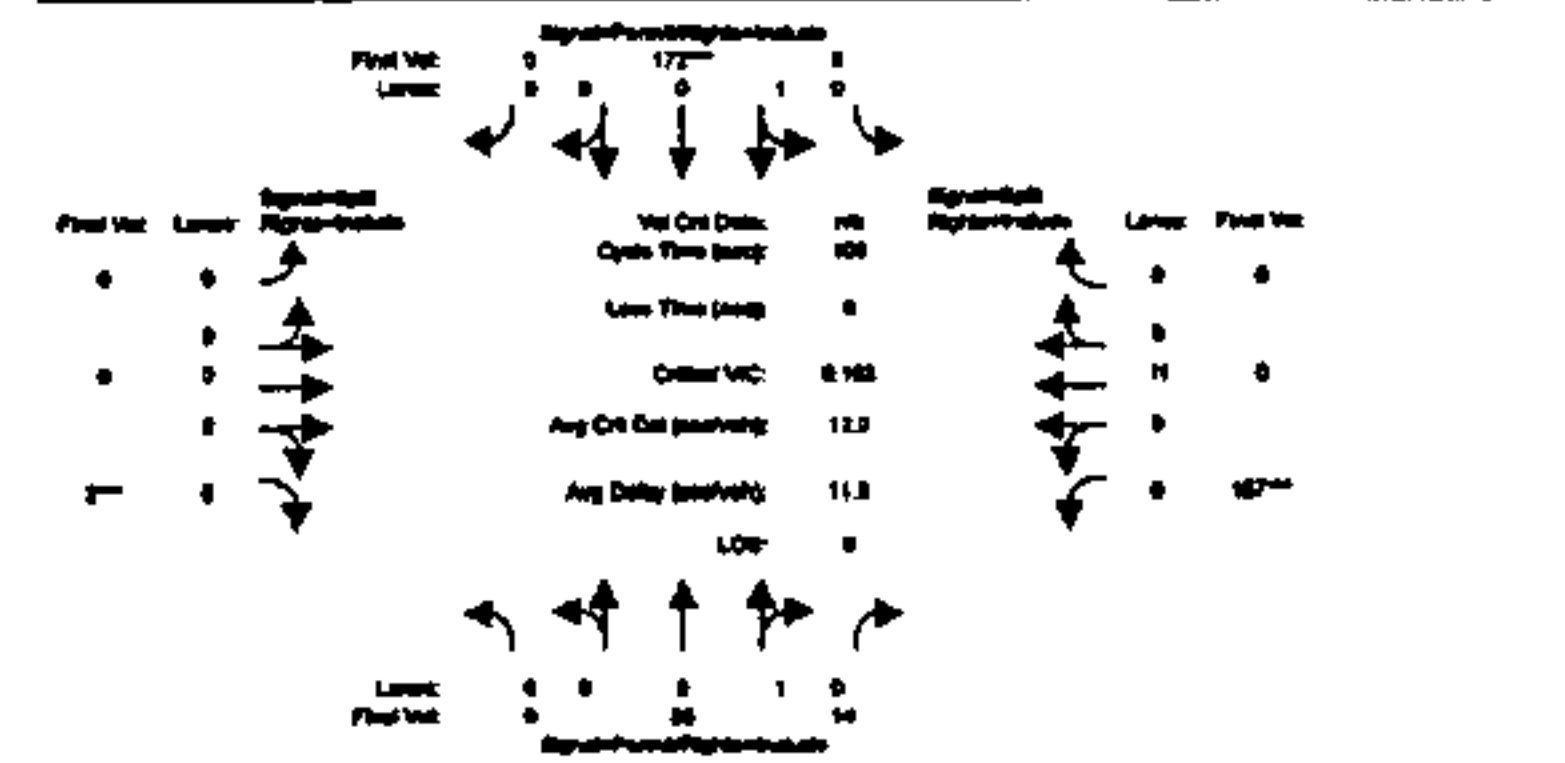
Intersection #28: TERRAINE/DEVINE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	10	10	0	0	0	0	10	0	10
Volume Module:	Base Vol: 0 0 0 0 5 0 0 0 0 2 77 0 0 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 Initial Bse: 0 0 0 0 5 0 0 0 0 2 77 0 0 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 Initial Fut: 0 0 0 0 5 0 0 0 0 2 77 0 0 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 PHF Vol: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 PHF Volume: 0 0 0 0 5 0 0 0 0 2 77 0 0 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 Reduced Vol: 0 0 0 0 5 0 0 0 0 2 77 0 0 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 Final Vol: 0 0 0 0 5 0 0 0 0 2 77 0 0											
Saturation Flow Module:	Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 Adjustment: 0.97 1.00 1.00 0.97 1.06 0.97 0.97 1.06 0.97 0.97 1.06 0.97 Lane Sat: 0.00 1.00 0.00 0.00 1.00 0.00 0.00 0.00 1.00 1.00 0.00 0.00 Final Sat: 0 1800 0 0 1900 0 0 0 0 1750 1750 0 0											
Capacity Analysis Module:	Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.04 0.00 0.00 Crit Moves: **** * Green Time: 0.0 0.0 0.0 0.0 10.0 0.0 0.0 0.0 2.1 81.9 0.0 0.0 Volume/Cap: 0.00 0.00 0.00 0.00 0.03 0.00 0.00 0.00 0.05 0.05 0.00 0.00 Delay/Veh: 0.0 0.0 0.0 0.0 30.9 0.0 0.0 0.0 38.4 1.3 0.0 0.0 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 ProgAdjFctr: 1.00 1.00 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 30.9 0.0 0.0 0.0 38.4 1.3 0.0 0.0 DesignQueue: 0 0 0 0 0 0 0 0 0 1 0 0											

Bronxville Residential Development
 Project Conditions - 1,800 units/8.5 E.U. total
 Variant 2 - Grid of Two-Way St. Joints
 CD-RPT-03-0002 (Interchange) (RPT)
 1995 HCM Operations (Future Volume Alternative)
 Project (AM)

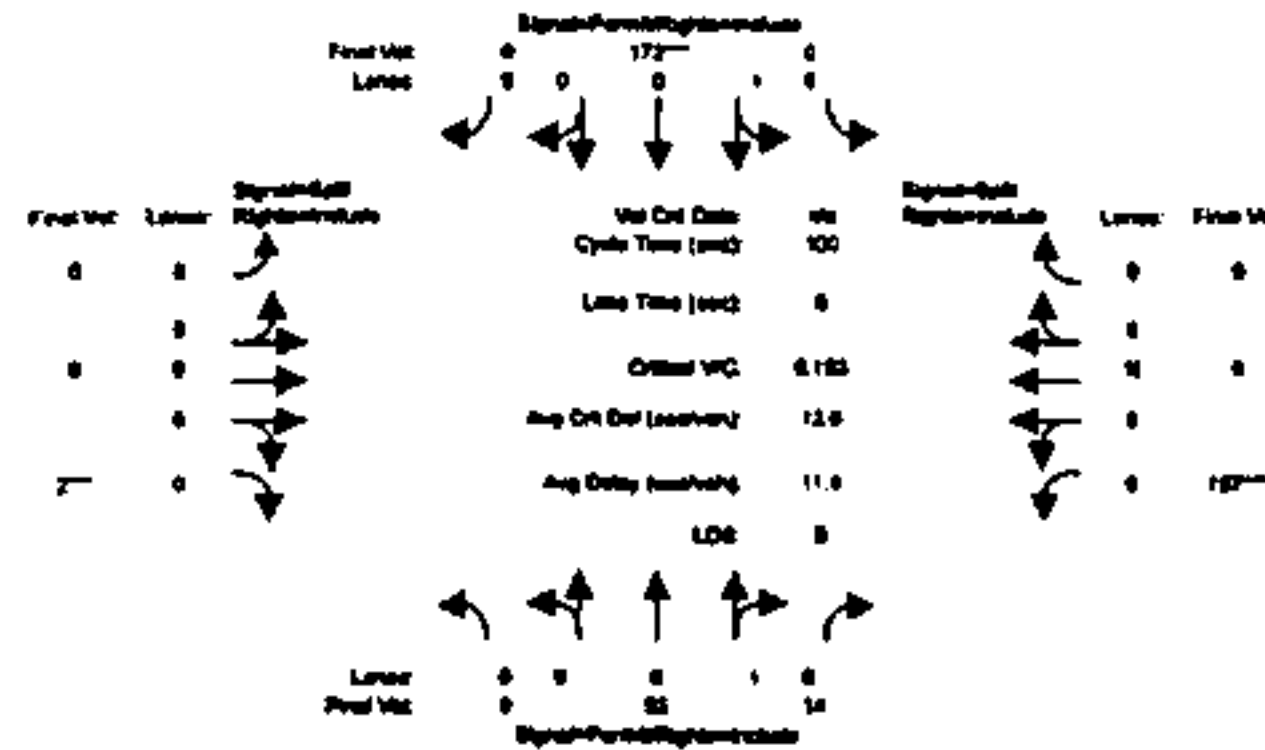
Intersection #28: TERRAINE/DEVINE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	10	10	0	0	0	0	10	0	10
Volume Module:	Base Vol: 0 0 0 0 5 0 0 0 0 2 77 0 0 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 Initial Bse: 0 0 0 0 5 0 0 0 0 2 77 0 0 Added Vol: 0 52 13 0 144 0 0 0 0 0 80 0 0 Non-reaTrip: 0 3 1 0 3 0 0 0 0 0 0 0 0 Initial Fut: 0 55 14 0 172 0 0 0 0 2 157 0 0 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 PHF Vol: 1.00 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 55 14 0 172 0 0 0 0 2 157 0 0 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 Reduced Vol: 0 55 14 0 172 0 0 0 0 2 157 0 0 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 Final Vol: 0 55 14 0 172 0 0 0 0 2 157 0 0											
Saturation Flow Module:	Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 Adjustment: 0.97 1.00 1.00 0.97 1.06 0.97 0.97 1.06 0.97 0.97 1.06 0.97 Lane Sat: 0.00 0.80 0.20 0.00 1.00 0.00 0.00 0.00 1.00 1.00 0.00 0.00 Final Sat: 0 1435 365 0 1900 0 0 0 0 1750 1750 0 0											
Capacity Analysis Module:	Vol/Sat: 0.00 0.04 0.04 0.00 0.09 0.00 0.00 0.00 0.00 0.09 0.00 0.00 Crit Moves: **** * Green Time: 0.0 46.9 46.9 0.0 46.9 0.0 0.0 0.0 0.6 46.5 0.0 0.0 Volume/Cap: 0.00 0.08 0.08 0.00 0.19 0.00 0.00 0.00 0.19 0.19 0.00 0.00 Delay/Veh: 0.0 11.1 11.1 0.0 11.8 0.0 0.0 0.0 39.7 12.0 0.0 0.0 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 ProgAdjFctr: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 AdjDel/Veh: 0.0 11.1 11.1 0.0 11.8 0.0 0.0 0.0 38.7 12.0 0.0 0.0 DesignQueue: 0 2 0 0 5 0 0 0 0 5 0 0											

Franklin Regional Development
 Project Corridor - 1,800 units/80 k.s.f. total
 Variant 2 - Grid of Two-Way St. Access
 I-505/2000/2000/2000/2000
 1886 HCM Operations (Phase Volume Alternative)
 Phase (AM)

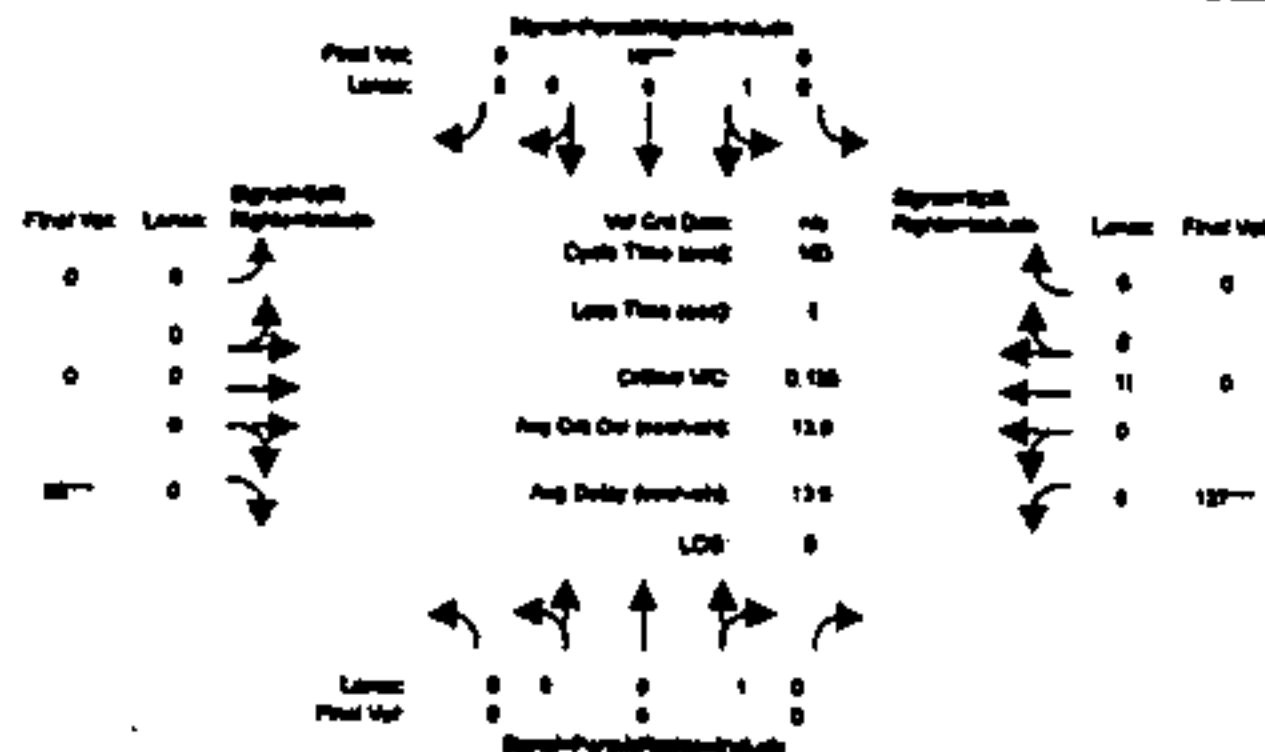
Intersection #26: TERRAINE/DEVINE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	10	10	0	0	0	0	10	0	10
Volume Module:	Base Vol: 0 55 14 0 172 0 0 0 0 2 157 0 0 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 Initial Bse: 0 55 14 0 172 0 0 0 0 2 157 0 0 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 Initial Fut: 0 55 14 0 172 0 0 0 0 2 157 0 0 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 PHF Volume: 0 55 14 0 172 0 0 0 0 2 157 0 0 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 Reduced Vol: 0 55 14 0 172 0 0 0 0 2 157 0 0 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 Final Vol.: 0 55 14 0 172 0 0 0 0 2 157 0 0											
Saturation Flow Module:	Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 Adjustment: 0.97 1.00 1.00 0.97 1.06 0.97 0.97 1.06 0.97 0.97 1.06 0.97 Lanes: 0.00 0.00 0.20 0.00 1.00 0.00 0.00 0.00 1.00 1.00 0.00 0.00 Final Sat.: 0 1435 365 0 1900 0 0 0 0 1750 1750 0 0											
Capacity Analysis Module:	Vol/Sat: 0.00 0.04 0.04 0.00 0.09 0.00 0.00 0.00 0.00 0.09 0.00 0.00 Crit Moves: **** Green Time: 0.0 46.9 46.9 0.0 46.9 0.0 0.0 0.0 0.6 46.5 0.0 0.0 Volume/Cap: 0.00 0.08 0.08 0.00 0.19 0.00 0.00 0.00 0.19 0.19 0.00 0.00 Delay/Veh: 0.0 11.1 11.1 0.0 11.9 0.0 0.0 0.0 38.7 12.0 0.0 0.0 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 ProgAdjPctr: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 AdjDel/Veh: 0.0 11.1 11.1 0.0 11.8 0.0 0.0 0.0 38.7 12.0 0.0 0.0 DesignQueue: 0 2 0 0 5 0 0 0 0 5 0 0 0											

Franklin Regional Development
 Project Corridor - 1,800 units/80 k.s.f. total
 Variant 2 - Grid of Two-Way St. Access
 I-505/2000/2000/2000/2000
 1886 HCM Operations (Phase Volume Alternative)
 Background (PM)

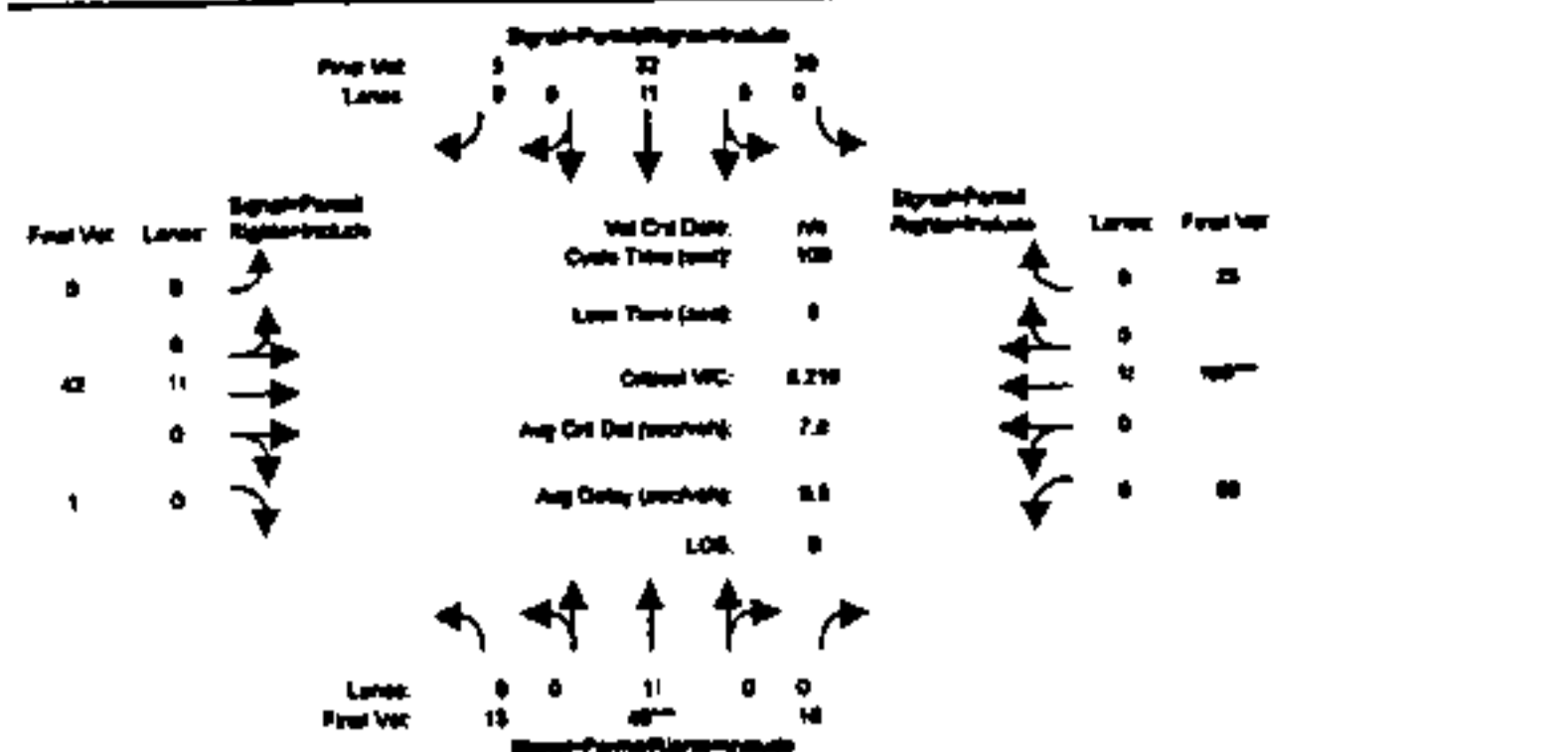
Intersection #26: TERRAINE/DEVINE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	10	10	0	0	0	0	10	0	10
Volume Module:	Base Vol: 0 0 0 0 10 0 0 0 0 86 127 0 0 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 Initial Bse: 0 0 0 0 10 0 0 0 0 86 127 0 0 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 Initial Fut: 0 0 0 0 10 0 0 0 0 86 127 0 0 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 PHF Volume: 0 0 0 0 10 0 0 0 0 86 127 0 0 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 Reduced Vol: 0 0 0 0 10 0 0 0 0 86 127 0 0 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 Final Vol.: 0 0 0 0 10 0 0 0 0 86 127 0 0											
Saturation Flow Module:	Sat/Lane: 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 Adjustment: 0.97 1.00 1.00 0.97 1.06 0.97 0.97 1.06 0.97 0.97 1.06 0.97 Lanes: 0.00 1.00 0.00 0.00 1.00 0.00 0.00 0.00 1.00 1.00 0.00 0.00 Final Sat.: 0 1800 0 0 1900 0 0 0 0 1750 1750 0 0											
Capacity Analysis Module:	Vol/Sat: 0.00 0.00 0.00 0.00 0.01 0.00 0.00 0.00 0.05 0.07 0.00 0.00 Crit Moves: **** Green Time: 0.0 0.0 0.0 0.0 10.0 0.0 0.0 0.0 33.9 50.1 0.0 0.0 Volume/Cap: 0.00 0.00 0.00 0.00 0.05 0.00 0.00 0.00 0.14 0.14 0.00 0.00 Delay/Veh: 0.0 0.0 0.0 0.0 30.9 0.0 0.0 0.0 17.5 10.2 0.0 0.0 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 ProgAdjPctr: 1.00 1.00 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 30.9 0.0 0.0 0.0 17.5 10.2 0.0 0.0 DesignQueue: 0 0 0 0 1 0 0 0 3 4 0 0 0											

Brandywine Regional Development
Project Conditions - 1,000 units/0.5 A.C. lot
Version 2 - 08/17/2023
1888 NCM Operations (Future Volume Alternative)
Future (PM)

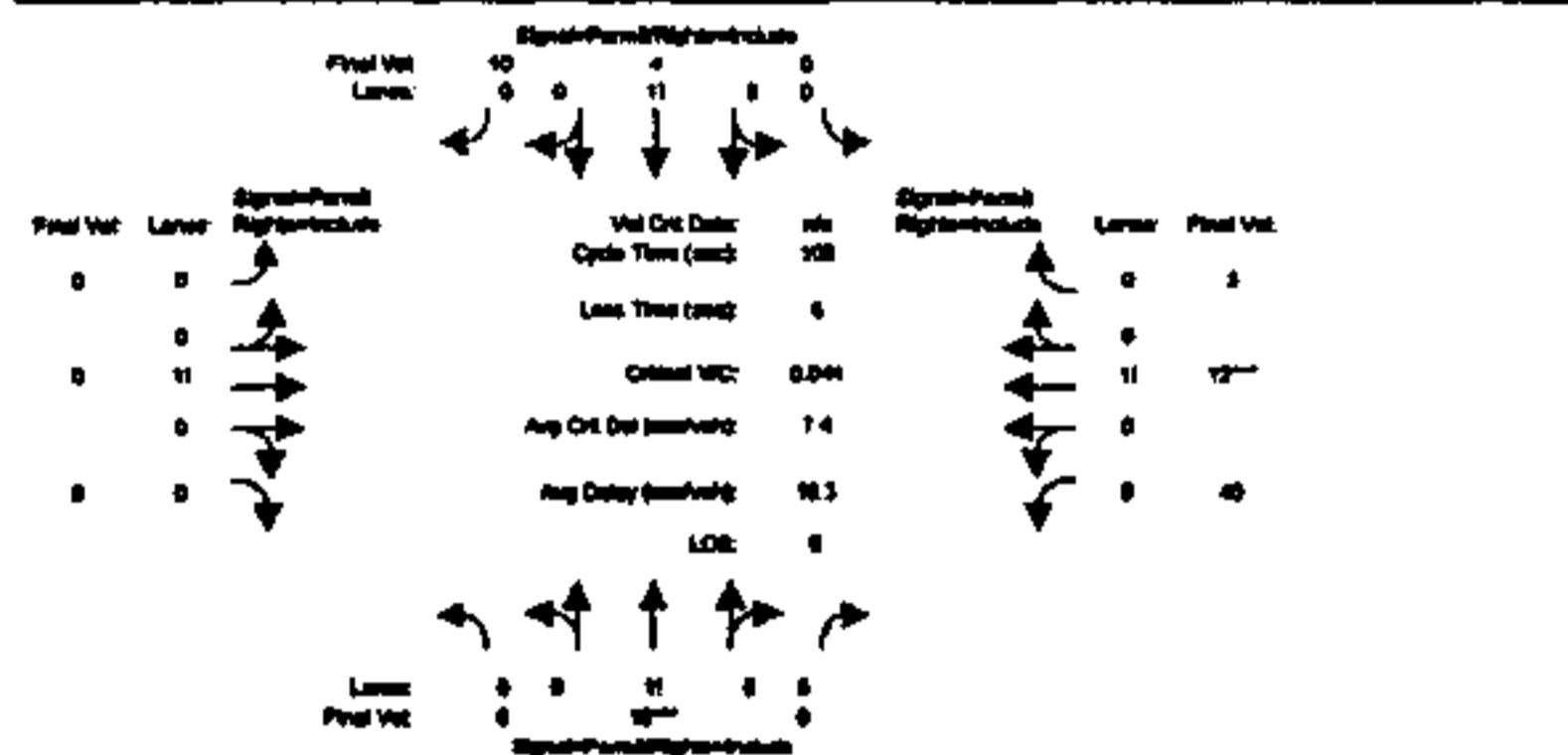
Intersection #28: SAN PEDRO/JALIAN



Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Min. Green:	10 10 10	10 10 10	10 10 10	10 10 10
Volume Module:				
Base Vol:	13 46 16	30 32 5	0 42 1	88 168 25
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Base:	13 46 16	30 32 5	0 42 1	88 168 25
Added Vol:	0 0 0	0 0 0	0 0 0	0 0 0
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0
Initial Fut:	13 46 16	30 32 5	0 42 1	88 168 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
PRF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PRF Volume:	13 46 16	30 32 5	0 42 1	88 168 25
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	13 46 16	30 32 5	0 42 1	88 168 25
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Final Vol.:	13 46 16	30 32 5	0 42 1	88 168 25
Saturation Flow Module:				
Sat/Lane:	1800 1800 1800	1800 1800 1800	1800 1800 1800	1800 1800 1800
Adjustment:	0.97 0.97 0.97	0.97 0.97 0.97	0.97 1.00 1.00	0.97 0.97 0.97
Lanes:	0.17 0.62 0.21	0.45 0.48 0.07	0.00 0.98 0.02	0.31 0.60 0.09
Final Sat.:	303 1073 373	784 836 131	0 1758 42	548 1046 156
Capacity Analysis Module:				
Vol/Sat:	0.04 0.04 0.04	0.04 0.04 0.04	0.00 0.02 0.02	0.16 0.16 0.16
Crit Moves:	****	****	****	****
Green Time:	19.8 19.8 19.8	19.8 19.8 19.8	0.0 74.2 74.2	74.2 74.2 74.2
Volume/Cap:	0.22 0.22 0.22	0.19 0.19 0.19	0.00 0.03 0.03	0.22 0.22 0.22
Delay/Veh:	23.6 23.6 23.6	23.4 23.4 23.4	0.0 2.6 2.6	3.0 3.0 3.0
Delay Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
ProgAdj/Fctr:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
AdjDel/Veh:	23.6 23.6 23.6	23.4 23.4 23.4	0.0 2.6 2.6	3.0 3.0 3.0
DesignQueue:	1 2 1	1 1 0	0 1 0	1 3 0

Brandywine Regional Development
Project Conditions - 1,000 units/0.5 A.C. lot
Version 2 - 08/17/2023
1888 NCM Operations (Future Volume Alternative)
Background (PM)

Intersection #28: SAN PEDRO/JALIAN



Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Min. Green:	10 10 10	10 10 10	10 10 10	10 10 10
Volume Module:				
Base Vol:	0 16 0	0 4 10	0 0 0	40 12 5
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Base:	0 16 0	0 4 10	0 0 0	40 12 5
Added Vol:	0 0 0	0 0 0	0 0 0	0 0 0
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0
Initial Fut:	0 16 0	0 4 10	0 0 0	40 12 5
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PRF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PRF Volume:	0 16 0	0 4 10	0 0 0	40 12 5
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	0 16 0	0 4 10	0 0 0	40 12 5
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Final Vol.:	0 16 0	0 4 10	0 0 0	40 12 5
Saturation Flow Module:				
Sat/Lane:	1800 1800 1800	1800 1800 1800	1800 1800 1800	1800 1800 1800
Adjustment:	0.97 1.06 0.97	0.97 1.00 1.00	0.97 0.97 0.97	0.97 0.97 0.97
Lanes:	0.00 1.00 0.00	0.00 0.29 0.71	0.00 1.00 0.00	0.70 0.21 0.09
Final Sat.:	0 1900 0	0 514 1286	0 1750 0	1228 368 154
Capacity Analysis Module:				
Vol/Sat:	0.00 0.01 0.00	0.00 0.01 0.01	0.00 0.00 0.00	0.03 0.03 0.03
Crit Moves:	****	****	****	****
Green Time:	0.0 19.3 0.0	0.0 19.3 19.3	0.0 0.0 0.0	74.7 74.7 74.7
Volume/Cap:	0.00 0.04 0.00	0.00 0.04 0.04	0.00 0.00 0.00	0.04 0.04 0.04
Delay/Veh:	0.0 25.0 0.0	0.0 24.9 24.9	0.0 0.0 0.0	2.5 2.5 2.5
Delay Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
ProgAdj/Fctr:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
AdjDel/Veh:	0.0 25.0 0.0	0.0 24.9 24.9	0.0 0.0 0.0	2.5 2.5 2.5
DesignQueue:	0 2 0	0 0 0	0 0 0	1 0 0

Brandywine Residential Development
Project Conditions - 1.000 units/400 h.a. total
Variant 2 - 0.04 of Two-Way R. Access
Level of Service (LOS) - 2000
1995 HCM Operations (Future Volume Alternative)
Background (P&I)

Intersection #3013: 87/JULIAN (E)

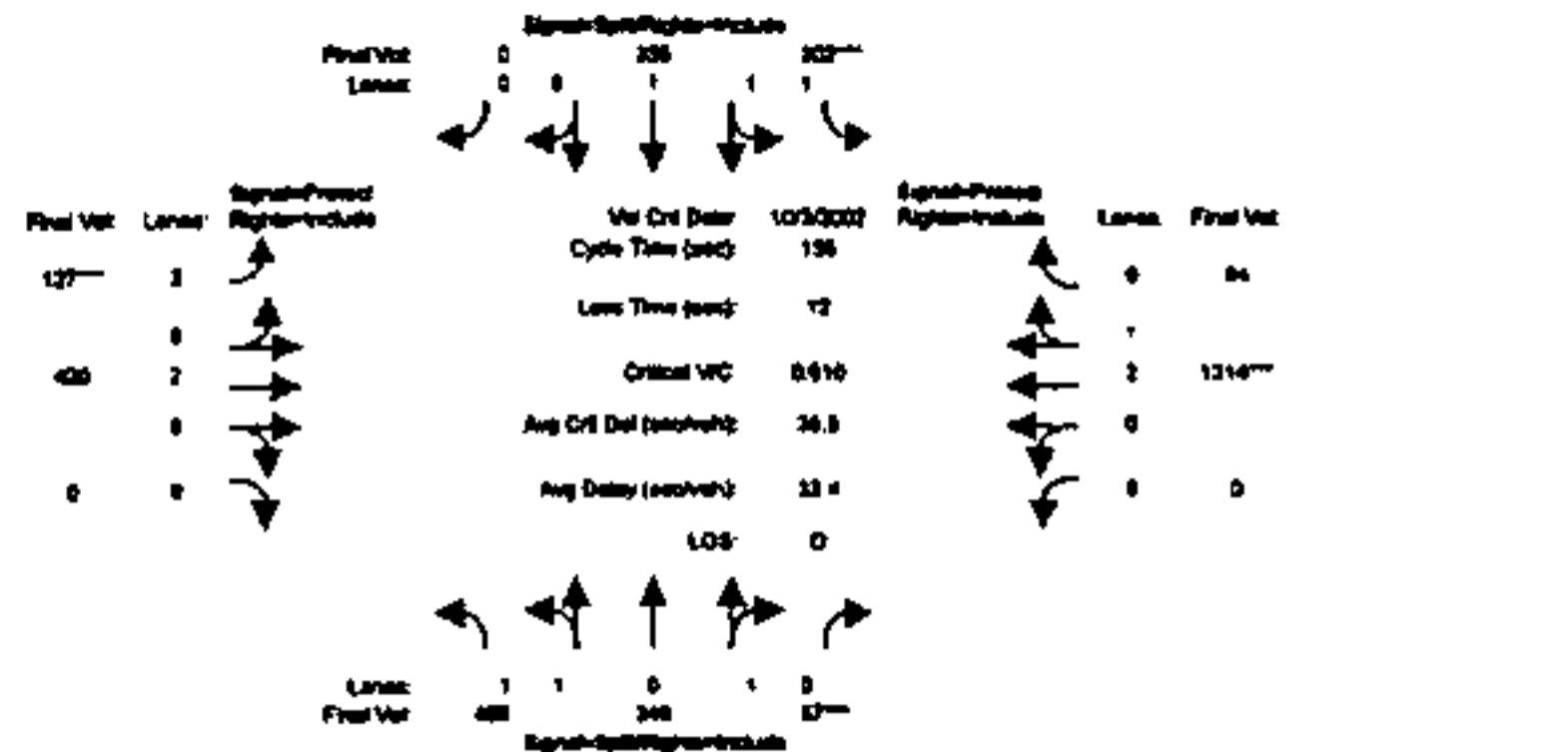


Table with columns for Approach (North, South, East, West) and Movement (L, T, R). It contains data for Volume Module, Saturation Flow Module, and Capacity Analysis Module. Key values include Base Vol, Initial Base, Final Vol, Sat/Lane, and Vol/Sat.

Brandywine Residential Development
Project Conditions - 1.000 units/400 h.a. total
Variant 2 - 0.04 of Two-Way R. Access
Level of Service (LOS) - 2000
1995 HCM Operations (Future Volume Alternative)
Background (P&I)

Intersection #3013: 87/JULIAN (E)

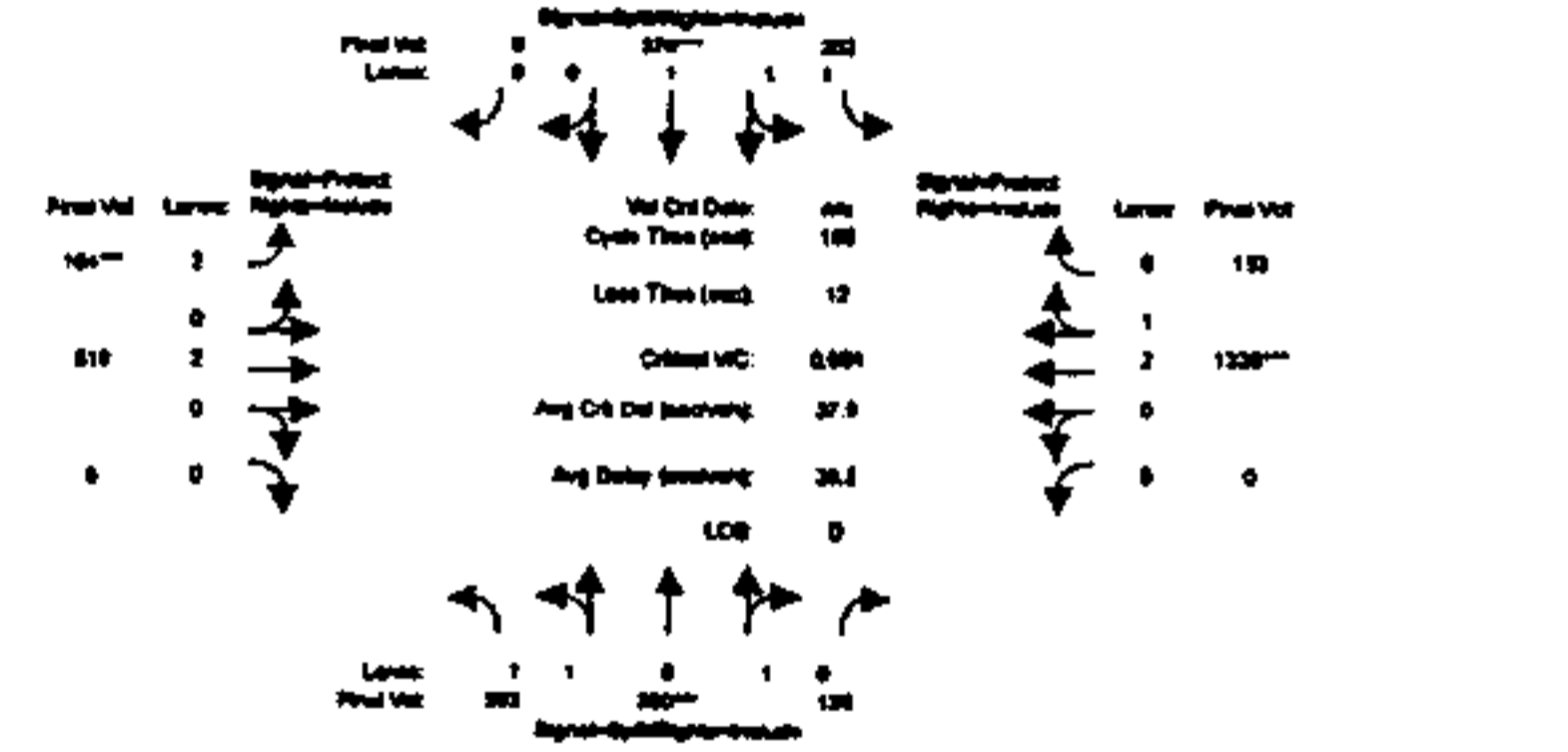


Table with columns for Approach (North, South, East, West) and Movement (L, T, R). It contains data for Volume Module, Saturation Flow Module, and Capacity Analysis Module. Key values include Base Vol, Initial Base, Final Vol, Sat/Lane, and Vol/Sat.

Brackleyburg Roadwork Development
Project Conditions - 1,800 units/80 k.s.f. road
Version 2 - One of Two-Way B. Jones
LDR/TP DESIGN CONSULTANTS
1995 HCM Operations (Future Volume Alternative)
Existing (Add)

Intersection #3605: JULIANMARKET

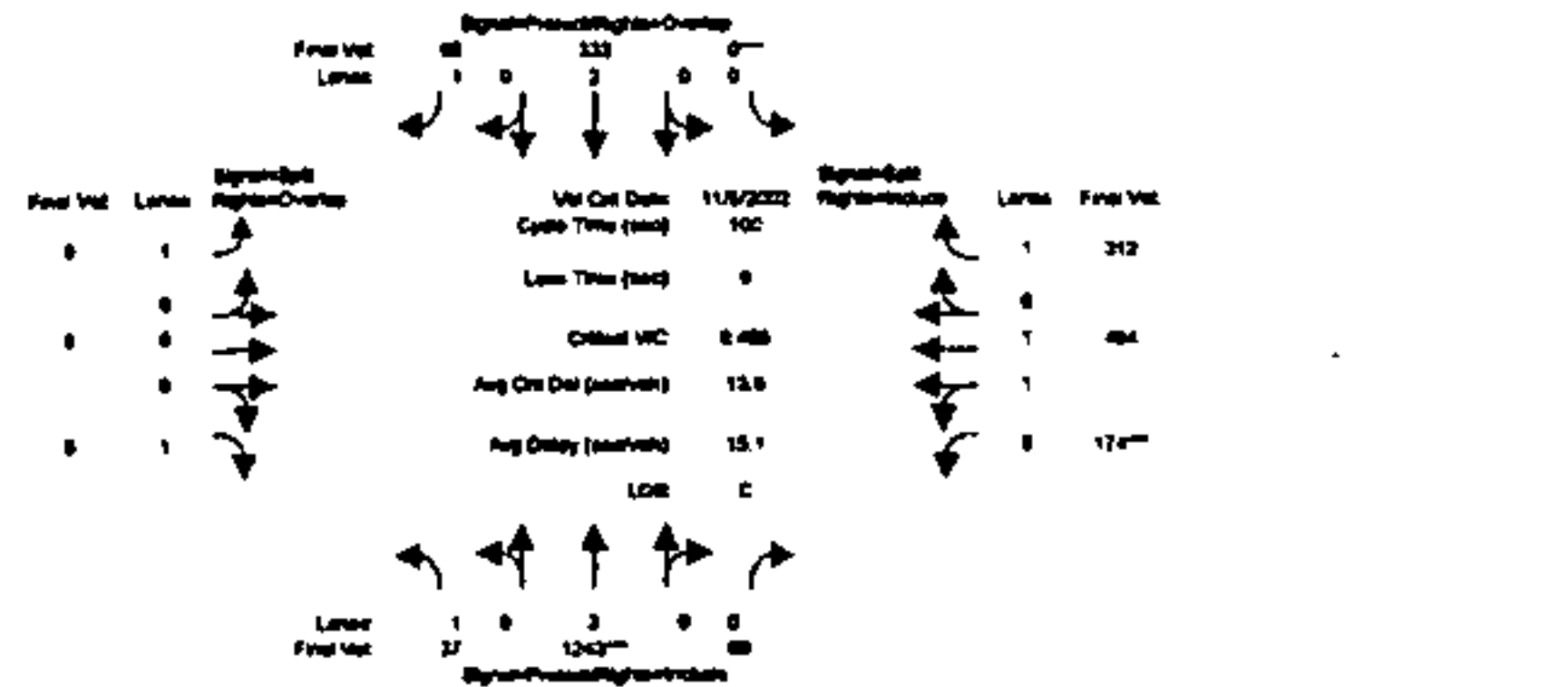


Table with columns: Approach, Movement, Min. Green, Volume Module, Sat/Lane, Adjustment, Lane, Final Sat., Capacity Analysis Module. Contains detailed traffic volume and capacity analysis data for the intersection.

Brackleyburg Roadwork Development
Project Conditions - 1,800 units/80 k.s.f. road
Version 2 - One of Two-Way B. Jones
LDR/TP DESIGN CONSULTANTS
1995 HCM Operations (Future Volume Alternative)
Background (Add)

Intersection #3606: JULIANMARKET

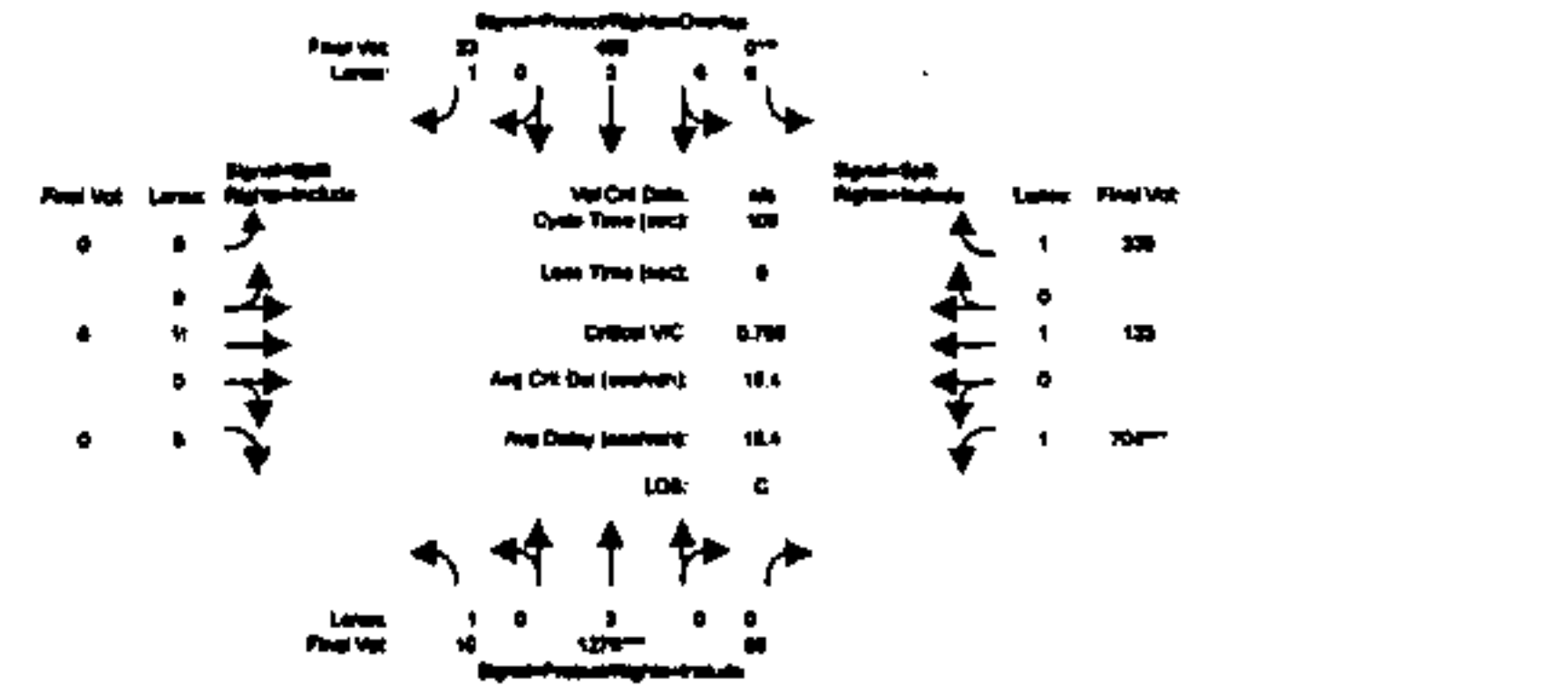
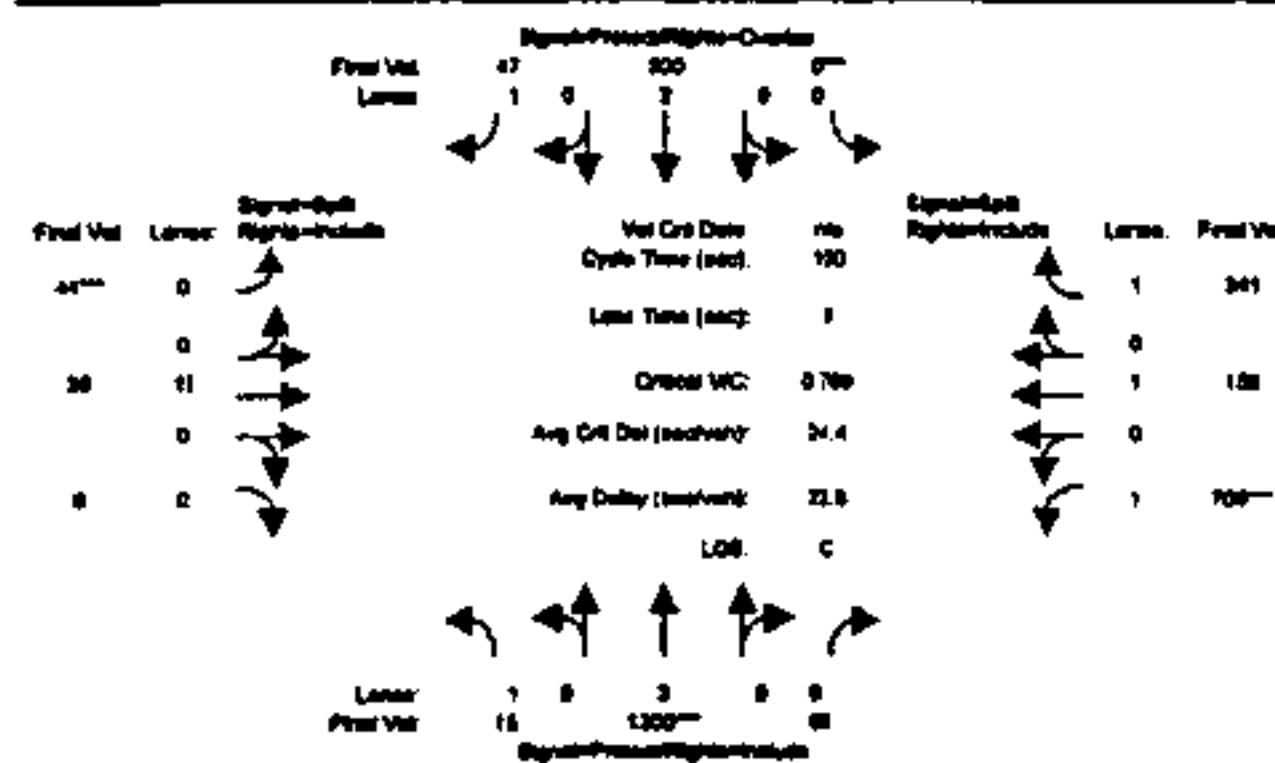


Table with columns: Approach, Movement, Min. Green, Volume Module, Sat/Lane, Adjustment, Lane, Final Sat., Capacity Analysis Module. Contains detailed traffic volume and capacity analysis data for the intersection.

Branchburg Municipal Development
Project Corridor - 1,200 vehicles h.d. west
Version 2 - Grid of Two-Way St. Joints
1988 HCM Operations (Future Volume Alternative)
Future (AM)

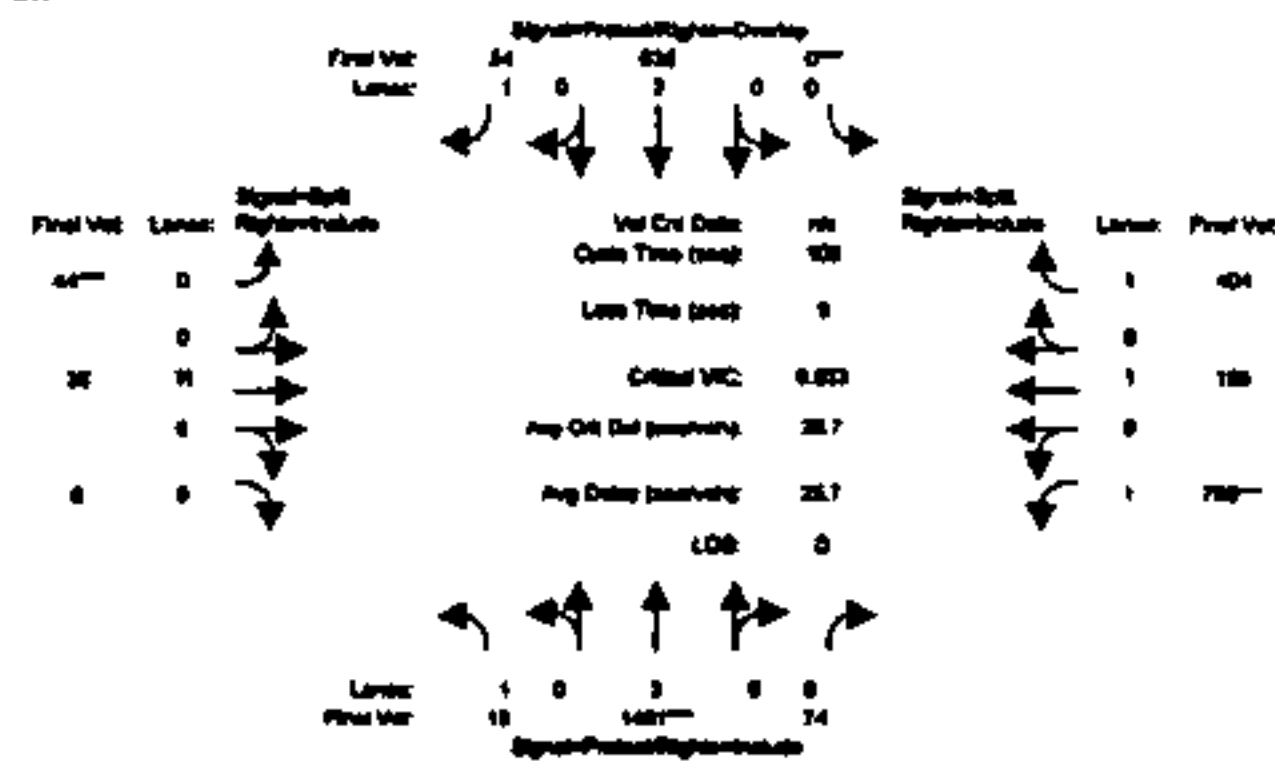
Intersection #3605: JULIANMARKET



Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Min. Green:	7 10 0	0 10 10	10 0 10	10 10 10
Volume Module:				
Base Vol:	10 1276 68	0 488 23	0 0 0	0 704 133 339
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00 1.00
Initial Base:	10 1276 68	0 488 23	0 0 0	0 704 133 339
Added Vol:	4 24 0	0 12 24	44 36 8	5 21 2
Non-resTrip:	1 0 0	0 0 0	0 0 0	0 0 1 0
Initial Fut:	15 1300 68	0 500 47	44 36 8	8 709 155 341
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00 1.00
PHF Adj:	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:	15 1300 68	0 500 47	44 36 8	8 709 155 341
Reduced Vol:	0 0 0	0 0 0	0 0 0	0 0 0 0
Reduced Vol:	15 1300 68	0 500 47	44 36 8	8 709 155 341
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00 1.00
MLF Adj:	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.:	15 1300 68	0 500 47	44 36 8	8 709 155 341
Saturation Flow Module:				
Sat/Lane:	1800 1800 1800	1800 1800 1800	1800 1800 1800	1800 1800 1800
Adjustment:	0.97 1.04 1.00	0.97 1.06 0.97	0.97 0.97 0.97	0.97 0.97 1.06 0.97
Lanes:	1.00 2.85 0.15	0.00 2.00 1.00	0.50 0.41 0.09	1.00 1.00 1.00
Final Sat.:	1750 3321 278	0 3800 1750	875 716 159	1750 1900 1750
Capacity Analysis Module:				
Vol/Sat:	0.01 0.24 0.24	0.00 0.13 0.03	0.05 0.05 0.05	0.41 0.08 0.19
Crit Moves:	****	****	****	****
Green Time:	7.0 30.5 30.5	0.0 23.5 33.5	10.0 10.0 10.0	50.5 50.5 50.5
Volume/Cap:	0.12 0.80 0.80	0.00 0.56 0.08	0.50 0.50 0.50	0.80 0.16 0.39
Delay/Veh:	33.2 26.3 26.3	0.0 26.2 17.3	34.3 34.3 34.3	19.4 10.1 11.7
Delay Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
ProgAdjFctr:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
AdjDel/Veh:	33.2 26.3 26.3	0.0 26.2 17.3	34.3 34.3 34.3	19.4 10.1 11.7
DesignQueue:	1 54 3	0 22 2	2 2 2	0 22 4 10

Branchburg Municipal Development
Project Corridor - 1,200 vehicles h.d. west
Version 2 - Grid of Two-Way St. Joints
1988 HCM Operations (Future Volume Alternative)
Future (AM)

Intersection #3605: JULIANMARKET



Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Min. Green:	7 10 0	0 10 10	10 0 10	10 10 10
Volume Module:				
Base Vol:	18 1481 74	0 635 54	44 36 8	8 785 196 404
Growth Adj:	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 Base:	18 1481 74	0 635 54	44 36 8	8 785 196 404
Added Vol:	0 0 0	0 0 0	0 0 0	0 0 0 0
PasserbyVol:	0 0 0	0 0 0	0 0 0	0 0 0 0
Initial Fut:	18 1481 74	0 635 54	44 36 8	8 785 196 404
User Adj:	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:	18 1481 74	0 635 54	44 36 8	8 785 196 404
Reduced Vol:	0 0 0	0 0 0	0 0 0	0 0 0 0
Reduced Vol:	18 1481 74	0 635 54	44 36 8	8 785 196 404
PCE Adj:	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.:	18 1481 74	0 635 54	44 36 8	8 785 196 404
Saturation Flow Module:				
Sat/Lane:	1800 1800 1800	1800 1800 1800	1800 1800 1800	1800 1800 1800
Adjustment:	0.97 1.04 1.00	0.97 1.06 0.97	0.97 0.97 0.97	0.97 0.97 1.06 0.97
Lanes:	1.00 2.85 0.15	0.00 2.00 1.00	0.50 0.41 0.09	1.00 1.00 1.00
Final Sat.:	1750 3333 266	0 3800 1750	875 716 159	1750 1900 1750
Capacity Analysis Module:				
Vol/Sat:	0.01 0.28 0.28	0.00 0.17 0.03	0.05 0.05 0.05	0.45 0.10 0.23
Crit Moves:	****	****	****	****
Green Time:	7.0 31.0 31.0	0.0 24.0 34.0	10.0 10.0 10.0	50.0 50.0 50.0
Volume/Cap:	0.15 0.90 0.90	0.00 0.70 0.09	0.50 0.50 0.50	0.90 0.21 0.46
Delay/Veh:	33.2 29.8 29.8	0.0 28.0 17.1	34.3 34.3 34.3	25.7 10.6 12.6
Delay Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
ProgAdjFctr:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
AdjDel/Veh:	33.2 29.8 29.8	0.0 28.0 17.1	34.3 34.3 34.3	25.7 10.6 12.6
DesignQueue:	1 61 3	0 28 2	2 2 2	0 24 6 12

Brandyburg Residential Development
Project Corridor - 1,500+sqft S.I.F. PMH
Phase 1 - Out of Township St. James
1000 NCM Operating (Phase Volume Alternative)
Existing PMH

Intersection #3605: JULIAN/MARKET

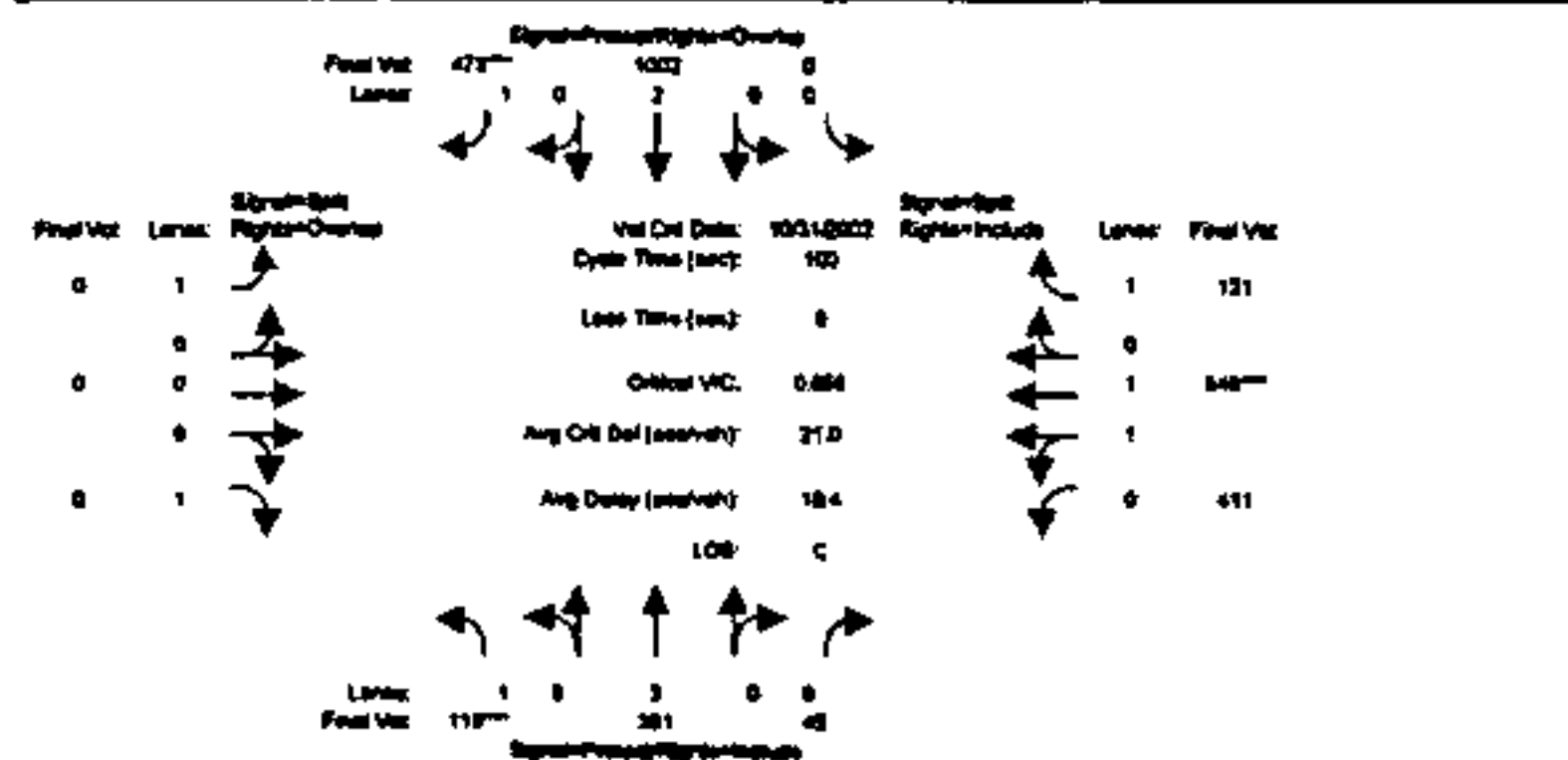


Table with 4 columns for approaches: North Bound, South Bound, East Bound, West Bound. Rows include: Min. Green (7, 10, 0, 10, 10, 10, 10, 10, 10), Volume Module (Count Date: 31 Oct 2002), Sat/Lane (1800, 1800, 1800, 1800, 1800, 1800, 1800, 1800), and Capacity Analysis Module (Vol/Sat: 0.07, 0.07, 0.07, 0.00, 0.26, 0.27, 0.00, 0.00, 0.00, 0.26, 0.26, 0.07).

Brandyburg Residential Development
Project Corridor - 1,500+sqft S.I.F. PMH
Phase 1 - Out of Township St. James
1000 NCM Operating (Phase Volume Alternative)
Background PMH

Intersection #3806: JULIAN/MARKET

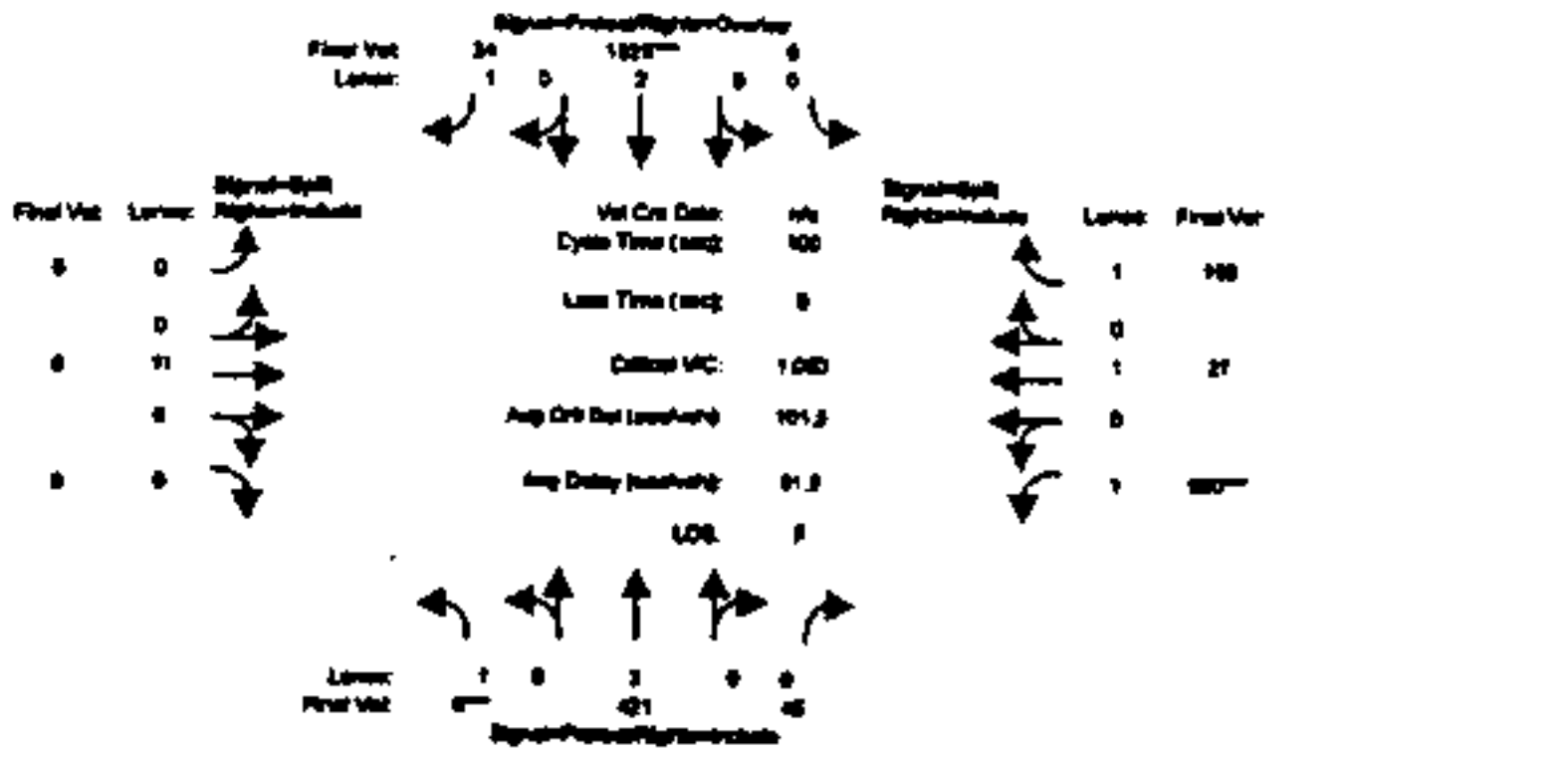


Table with 4 columns for approaches: North Bound, South Bound, East Bound, West Bound. Rows include: Min. Green (7, 10, 0, 10, 10, 10, 10, 10, 10), Volume Module (0.769), Sat/Lane (1800, 1800, 1800, 1800, 1800, 1800, 1800, 1800), and Capacity Analysis Module (Vol/Sat: 0.00, 0.08, 0.08, 0.00, 0.40, 0.01, 0.00, 0.00, 0.00, 0.56, 0.01, 0.11).

Branding Residential Development
Project Conditions - 1,800 units/3.11 acre
Volume 2 - One Way Two-Way St. James
LINE 13 02021 0202021001
1800 HCS Operations (Future Volume Alternative)
Existing (PS)

Intersection #3671: MARKET/ST. JAMES

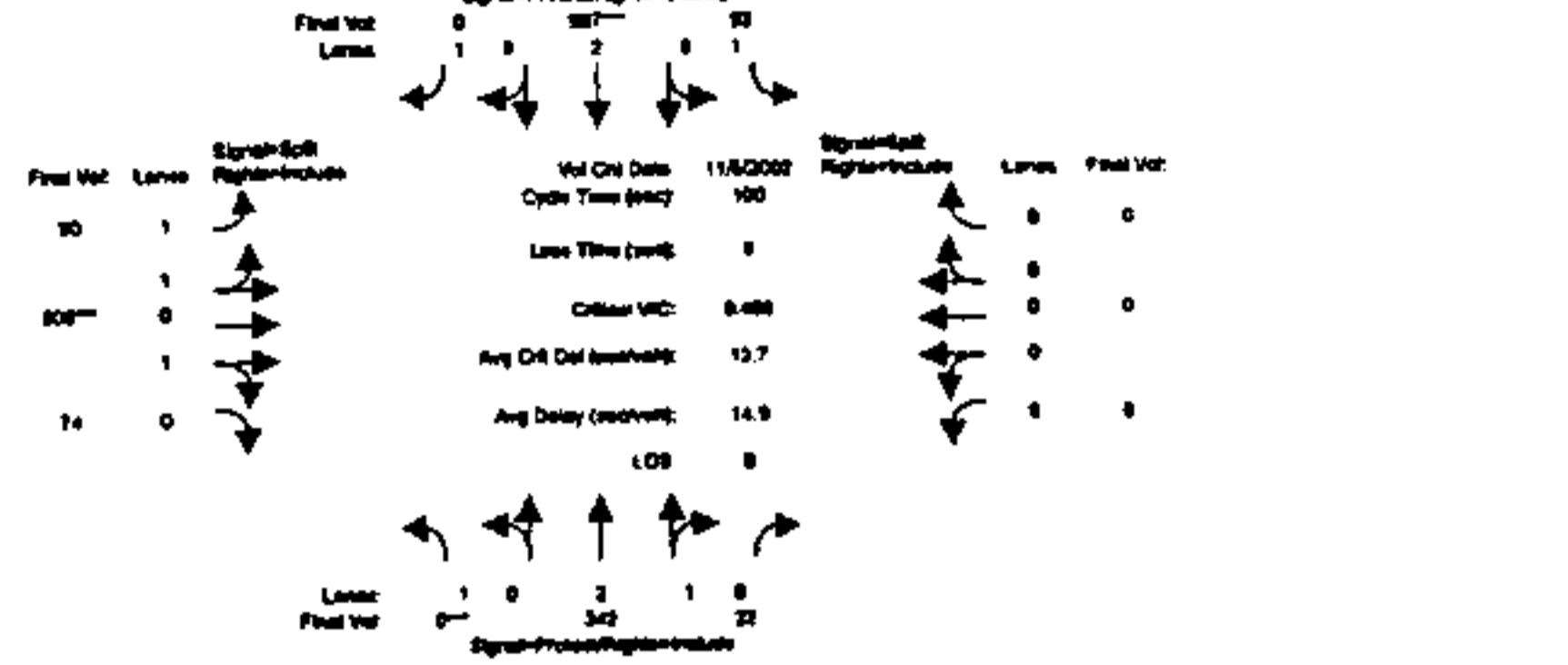


Table with columns for Approach (North, South, East, West Bound) and Movement (L, T, R). Includes data for Min. Green, Volume Module (Base Vol, Growth Adj, etc.), Saturation Flow Module, and Capacity Analysis Module.

Branding Residential Development
Project Conditions - 1,800 units/3.11 acre
Volume 2 - One Way Two-Way St. James
LINE 13 02021 0202021001
1800 HCS Operations (Future Volume Alternative)
Background (PS)

Intersection #3671: MARKET/ST. JAMES

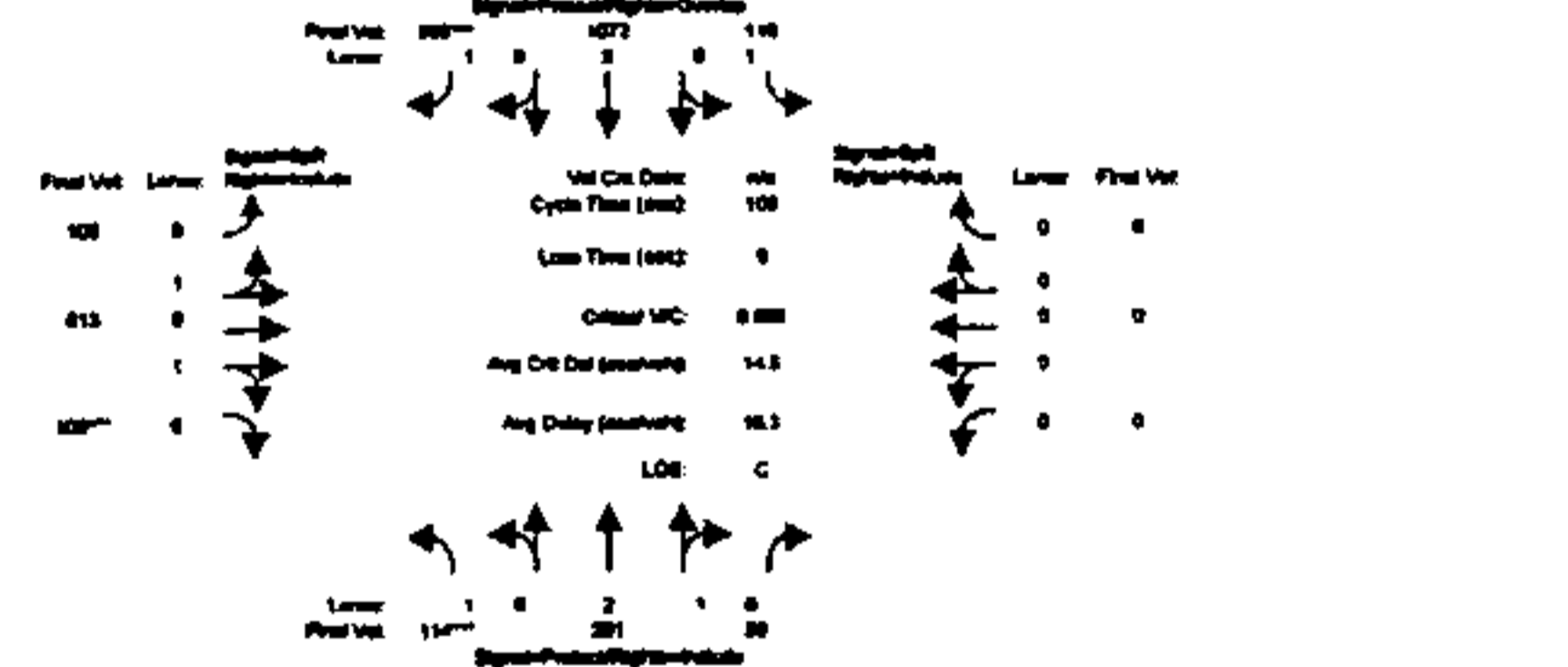


Table with columns for Approach (North, South, East, West Bound) and Movement (L, T, R). Includes data for Min. Green, Volume Module (Base Vol, Growth Adj, etc.), Saturation Flow Module, and Capacity Analysis Module.

Engineering & Planning Development
Project Conditions - 1,800 units/80 S.F. lot
Volume 2 - City of Newbury St. James
CITY OF NEWBURY STREET PROJECT
1988 HCH Operations (Pulsing Volume Alternative)
Project (All)

Intersection #3777: SAN PEDRO ST. JAMES

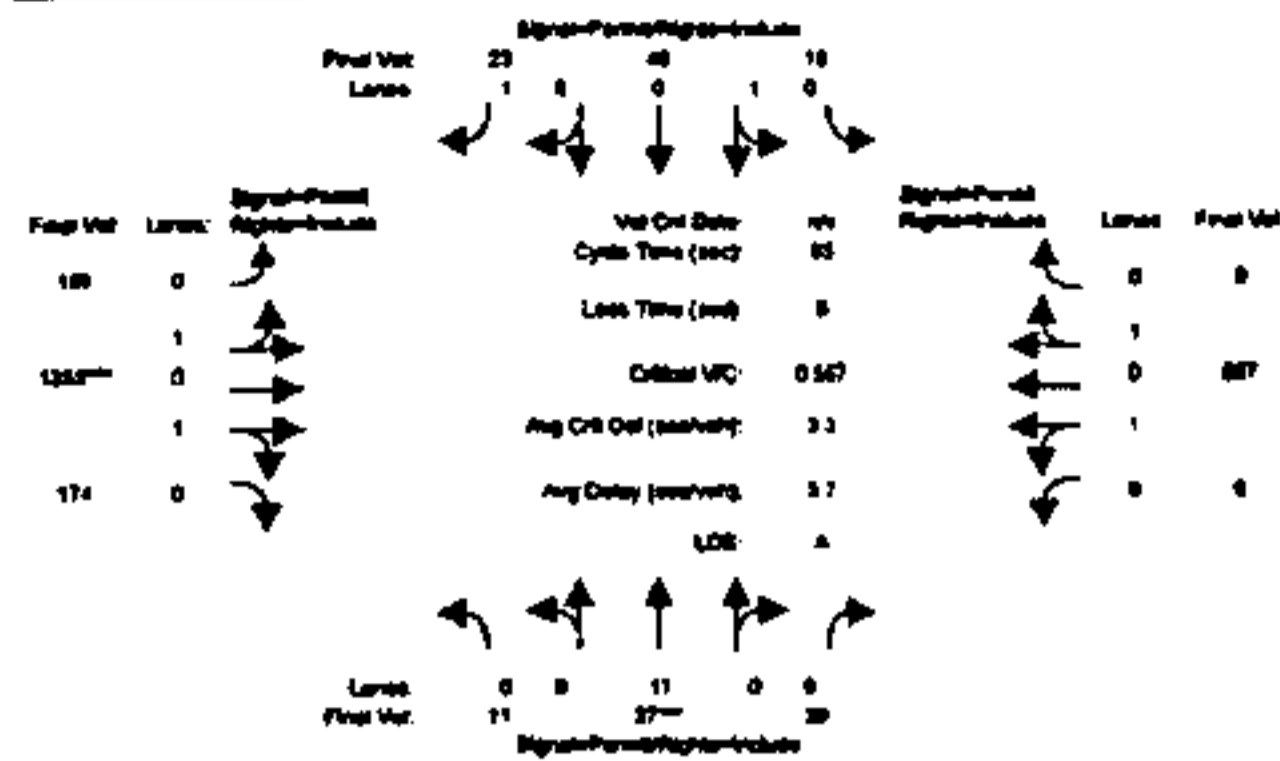


Table with columns for Approach (North, South, East, West) and Movement (L, T, R). Rows include Volume Module (Base Vol, Growth Adj, Initial Bas, Added Vol, Non-resTrip, Initial Fut, User Adj, PHE Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Vol.), Saturation Flow Module (Sat/Lane, Adjustment, Lane, Final Sat.), and Capacity Analysis Module (Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, Delay Adj, ProgAdjFctr, AdjDel/Veh, DesignQueue).

Table 7-1-011

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Engineering & Planning Development
Project Conditions - 1,800 units/80 S.F. lot
Volume 2 - City of Newbury St. James
CITY OF NEWBURY STREET PROJECT
1988 HCH Operations (Pulsing Volume Alternative)
Project (All)

Intersection #3777: SAN PEDRO ST. JAMES

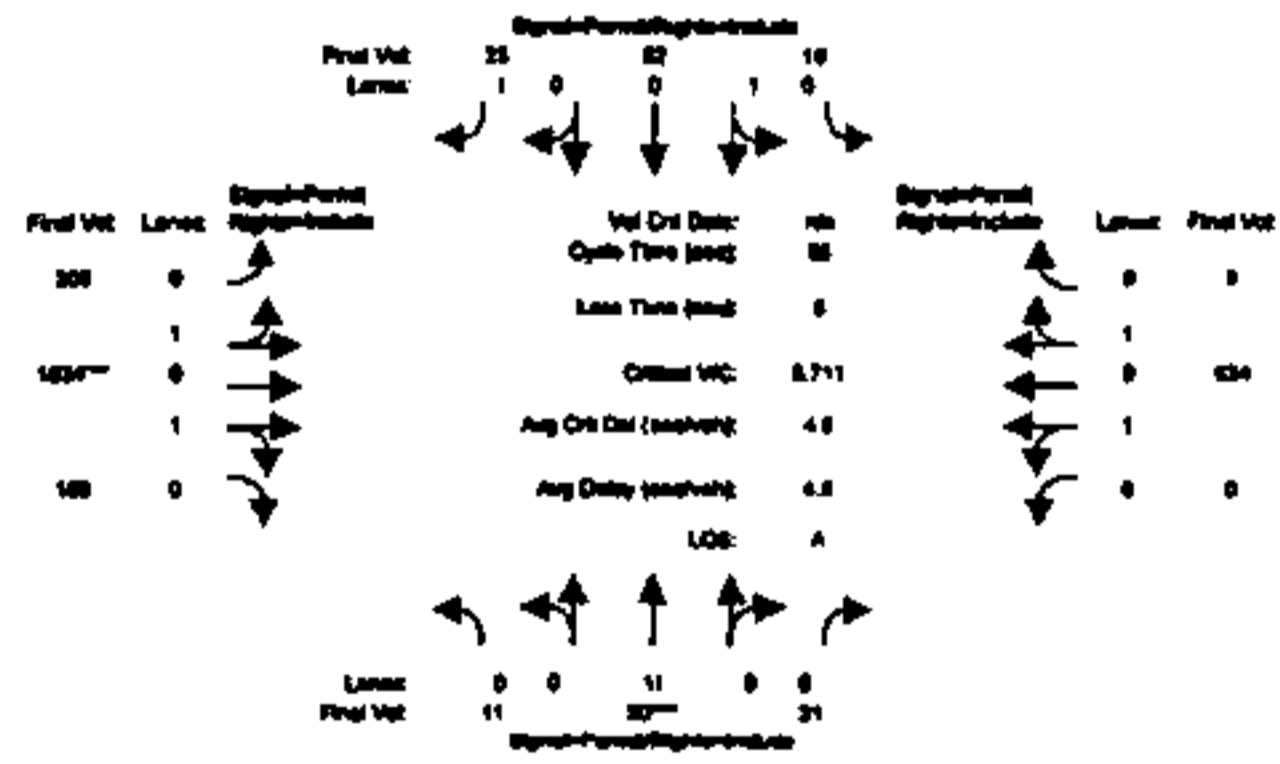


Table with columns for Approach (North, South, East, West) and Movement (L, T, R). Rows include Volume Module (Base Vol, Growth Adj, Initial Bas, Added Vol, PasserByVol, Initial Fut, User Adj, PHE Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Vol.), Saturation Flow Module (Sat/Lane, Adjustment, Lane, Final Sat.), and Capacity Analysis Module (Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, Delay Adj, ProgAdjFctr, AdjDel/Veh, DesignQueue).

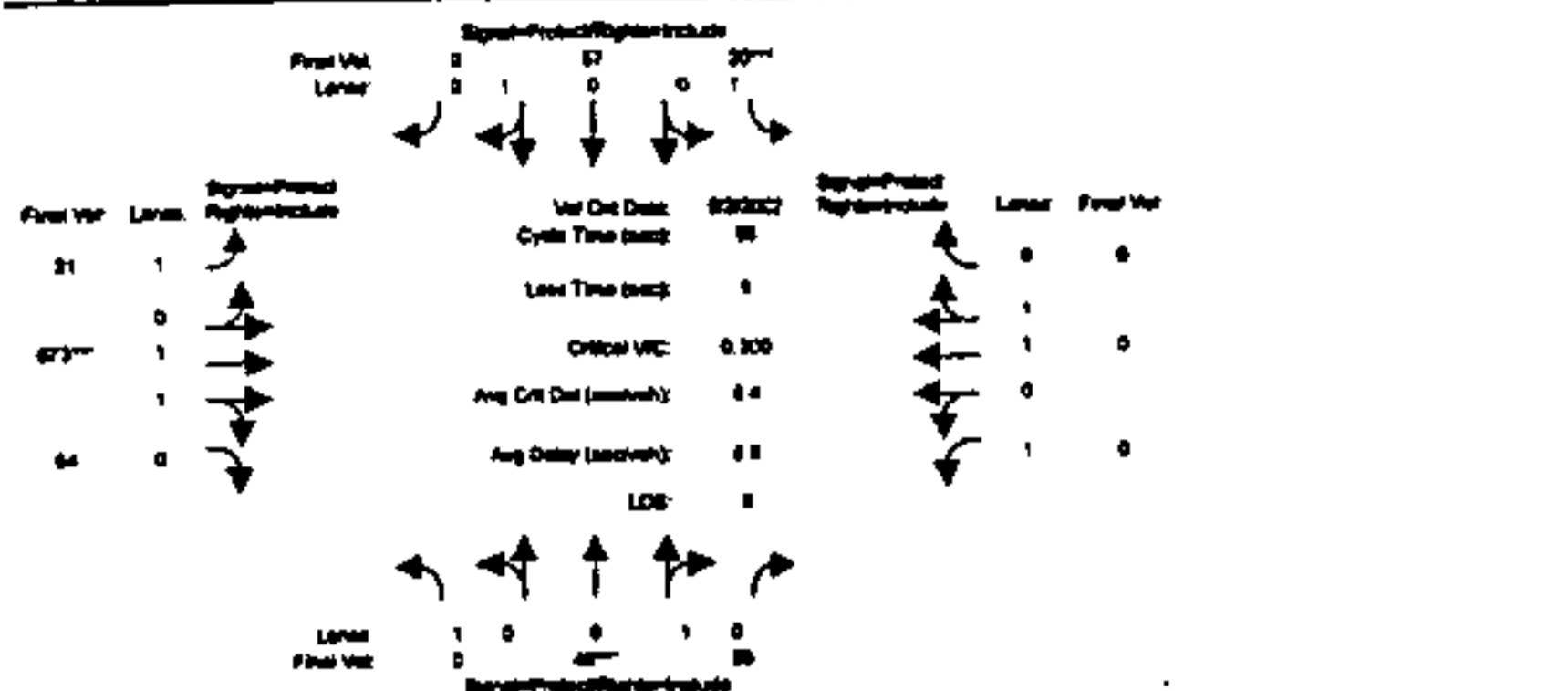
Table 7-1-011

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Sanjour Regional Development
Project Conditions - LACS vehicle h.i. report
Version 2 - Grid of Five-Phase St. James
LACS OF SPACES CONSTRUCTION REPORT
1985 NCR Operations (Future Volume Alternative)
Scenario (PMS)

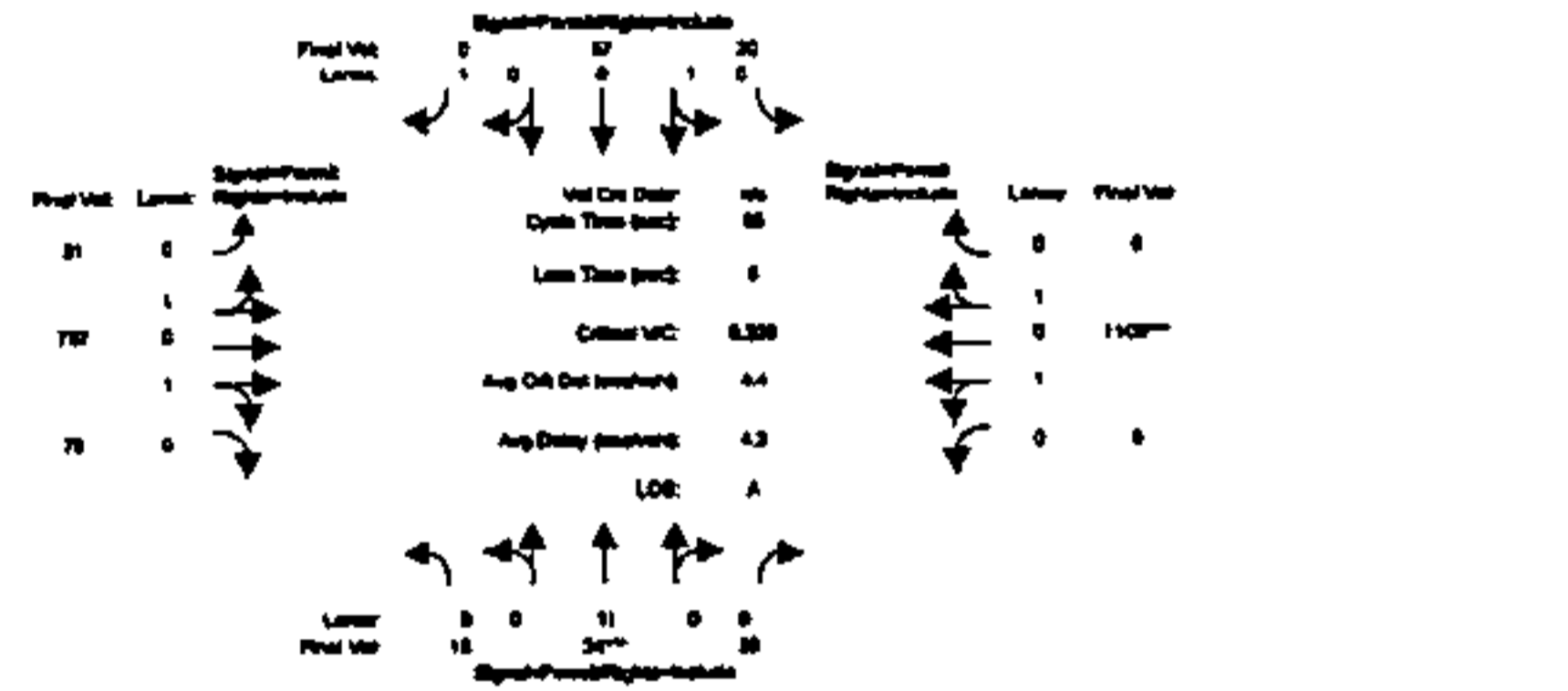
Intersection #3777: SAN PEDRO ST. JAMES



Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - 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 2002 <<				
Base Vol:	0 49 59	0 20 57	0 31 673	54 0 0 0
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bas:	0 49 59	0 20 57	0 31 673	54 0 0 0
Added Vol:	0 0 0	0 0 0	0 0 0	0 0 0 0
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0 0
Initial Fut:	0 49 59	0 20 57	0 31 673	54 0 0 0
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PBF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PBF Volume:	0 49 59	0 20 57	0 31 673	54 0 0 0
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0 0
Reduced Vol:	0 49 59	0 20 57	0 31 673	54 0 0 0
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Final Vol.:	0 49 59	0 20 57	0 31 673	54 0 0 0
Saturation Flow Module:				
Sat/Lane:	1800 1800 1800	1800 1800 1800	1800 1800 1800	1800 1800 1800
Adjustment:	0.97 1.00 1.00	0.97 1.00 1.00	0.97 1.03 1.00	0.97 1.06 0.97
Lanes:	1.00 0.45 0.55	1.00 1.00 0.00	1.00 1.05 0.15	1.00 2.00 0.00
Final Sat.:	1750 617 983	1750 1800 0	1750 3425 273	1750 1800 0
Capacity Analysis Module:				
Vol/Sat:	0.00 0.06 0.06	0.01 0.03 0.00	0.02 0.20 0.20	0.00 0.00 0.00
Crit Moves:	****	****	****	****
Green/Cycle:	0.00 0.19 0.19	0.08 0.27 0.00	0.62 0.62 0.62	0.00 0.00 0.00
Volume/Cap:	0.00 0.32 0.32	0.14 0.12 0.00	0.03 0.32 0.32	0.00 0.00 0.00
Delay/Veh:	0.0 22.7 22.7	27.5 17.7 0.0	4.7 5.8 5.8	0.0 0.0 0.0
Delay Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
ProjDel/Fctr:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
AdjDel/Veh:	0.0 22.7 22.7	27.5 17.7 0.0	4.7 5.8 5.8	0.0 0.0 0.0
DesignQueue:	0 2 2	1 2 0	1 13 1	0 0 0

Sanjour Regional Development
Project Conditions - LACS vehicle h.i. report
Version 2 - Grid of Five-Phase St. James
LACS OF SPACES CONSTRUCTION REPORT
1985 NCR Operations (Future Volume Alternative)
Scenario (PMS)

Intersection #3777: SAN PEDRO ST. JAMES



Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Min. Green:	10 10 10	10 10 10	10 10 10	10 10 10
Volume Module: 0.370				
Base Vol:	15 34 59	20 57 0	31 787 76	0 1109 0
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bas:	15 34 59	20 57 0	31 787 76	0 1109 0
Added Vol:	0 0 0	0 0 0	0 0 0	0 0 0 0
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0 0
Initial Fut:	15 34 59	20 57 0	31 787 76	0 1109 0
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PBF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PBF Volume:	15 34 59	20 57 0	31 787 76	0 1109 0
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0 0
Reduced Vol:	15 34 59	20 57 0	31 787 76	0 1109 0
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Final Vol.:	15 34 59	20 57 0	31 787 76	0 1109 0
Saturation Flow Module:				
Sat/Lane:	1800 1800 1800	1800 1800 1800	1800 1800 1800	1800 1800 1800
Adjustment:	0.97 0.97 0.97	1.00 1.00 0.97	1.00 1.00 1.00	0.97 1.00 0.97
Lanes:	0.14 0.31 0.55	0.26 0.74 1.00	0.07 1.76 0.17	0.00 2.00 0.00
Final Sat.:	243 551 956	468 1332 1750	125 3169 306	0 3600 0
Capacity Analysis Module:				
Vol/Sat:	0.06 0.06 0.06	0.04 0.04 0.00	0.25 0.25 0.25	0.00 0.31 0.00
Crit Moves:	****	****	****	****
Green Time:	13.2 13.2 13.2	13.2 13.2 0.0	65.8 65.8 65.8	0.0 65.8 0.0
Volume/Cap:	0.40 0.40 0.40	0.28 0.28 0.00	0.32 0.32 0.32	0.00 0.40 0.00
Delay/Veh:	25.1 25.1 25.1	24.2 24.2 0.0	2.2 2.2 2.2	0.0 2.4 0.0
Delay Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
ProjDel/Fctr:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
AdjDel/Veh:	25.1 25.1 25.1	24.2 24.2 0.0	2.2 2.2 2.2	0.0 2.4 0.0
DesignQueue:	1 1 2	1 2 0	0 9 1	0 13 0

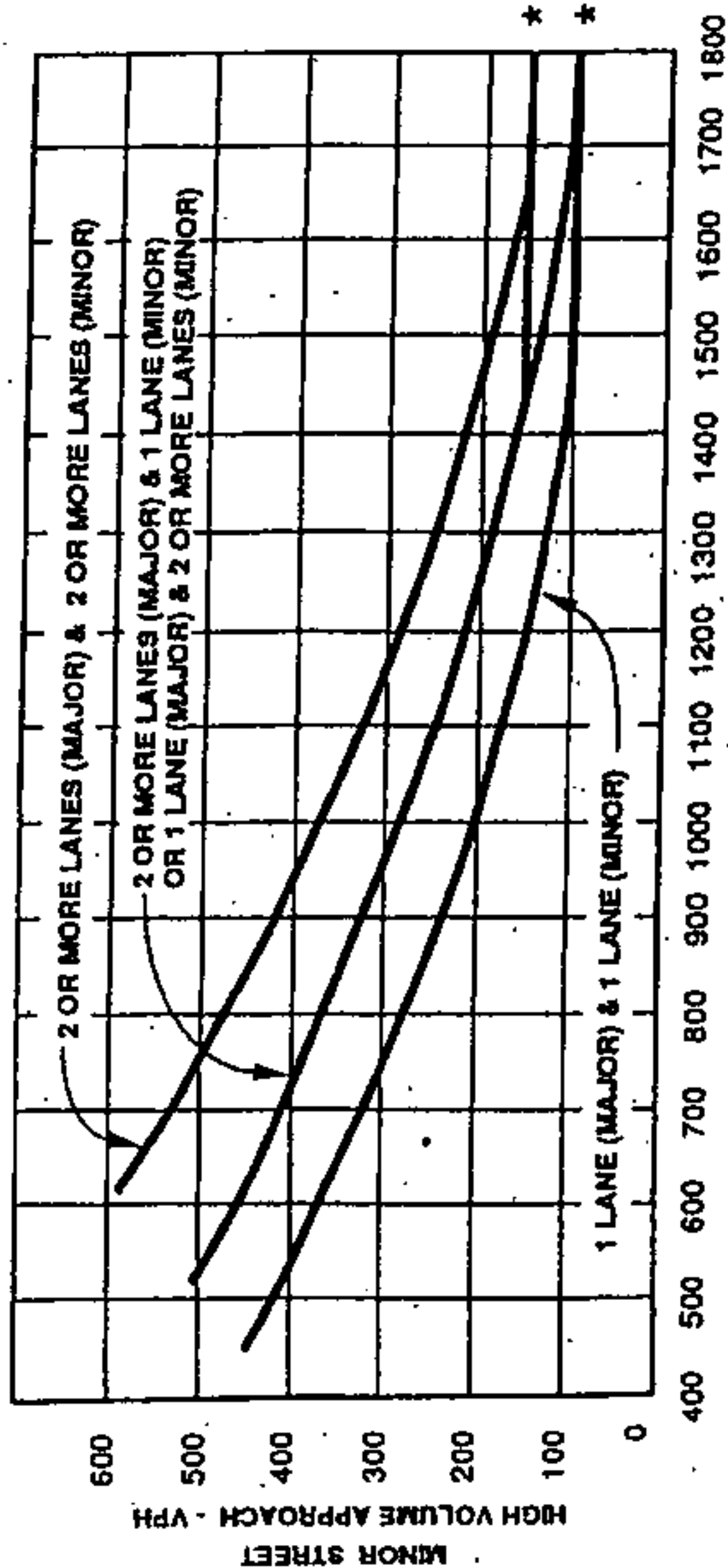


Appendix E

Signal Warrant Sheets

Figure 9-8
PEAK HOUR VOLUME WARRANT
(Urban Areas)

Terraine St. and Bassett St. (4th)
Variant 2



MAJOR STREET - TOTAL OF BOTH APPROACHES - VPH

WARRANT 11 - Peak Hour Volume

Approach Lanes		One		2 or more		Satisfied	
Both Approaches	Highest Approaches	Major Street	Minor Street	Major Street	Minor Street	Yes	No
		Bassett	Terraine	106	83	106	83
				44	82	44	82
				121	112	121	112

* Refer to Figure 9-8 (URBAN AREAS) or Figure 9-9 (RURAL AREAS) to determine if this warrant is satisfied.

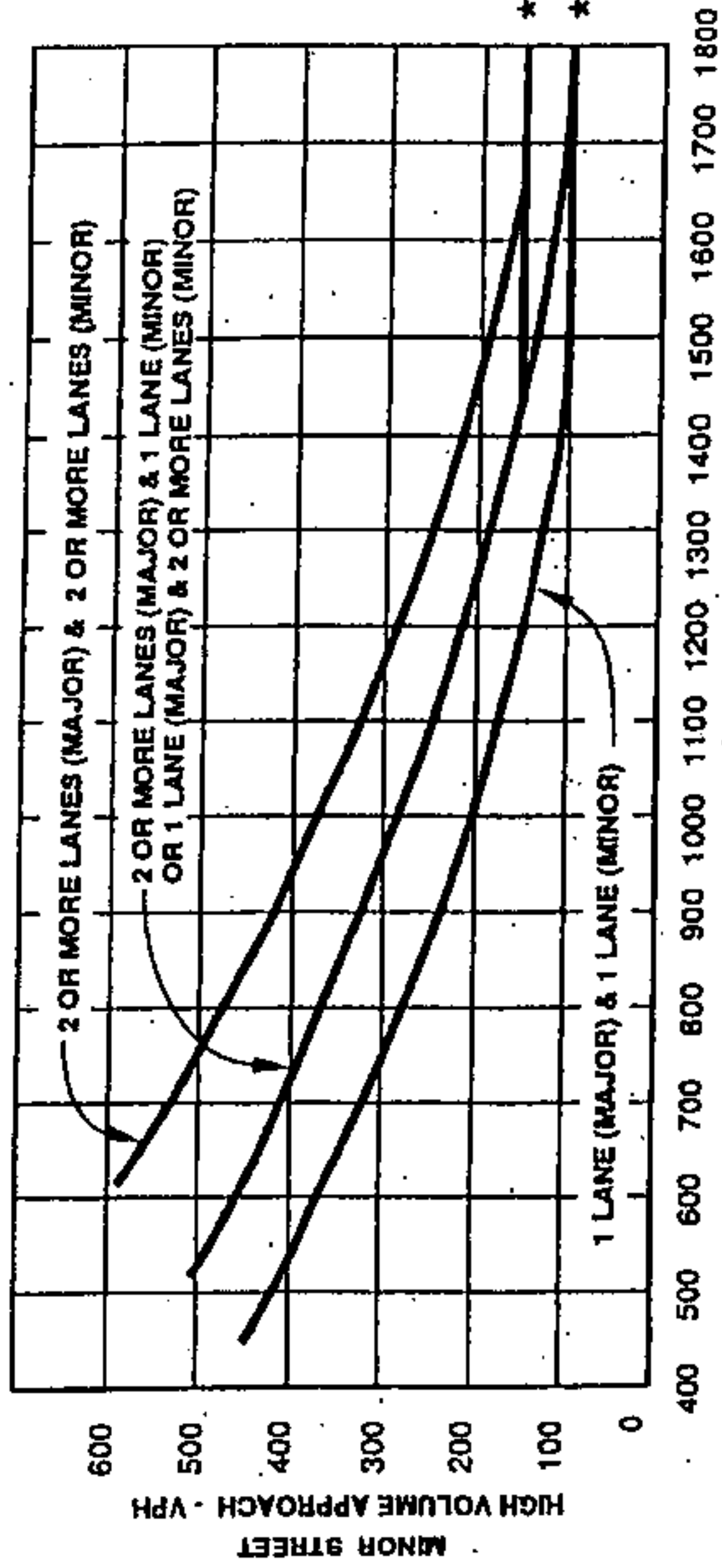
The satisfaction of a warrant is not necessarily justification for a signal. Delay, congestion, confusion or other evidence of the need for right-of-way assignment must be shown.

* NOTE:

150 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

Figure 9-8
PEAK HOUR VOLUME WARRANT
(Urban Areas)

Terraine St. and Bassett St. (4th)
Variant 1



MAJOR STREET - TOTAL OF BOTH APPROACHES - VPH

WARRANT 11 - Peak Hour Volume

Approach Lanes		One		2 or more		Satisfied	
Both Approaches	Highest Approaches	Major Street	Minor Street	Major Street	Minor Street	Yes	No
		Bassett	Terraine	121	112	121	112
				44	23	44	23
				121	112	121	112

* Refer to Figure 9-8 (URBAN AREAS) or Figure 9-9 (RURAL AREAS) to determine if this warrant is satisfied.

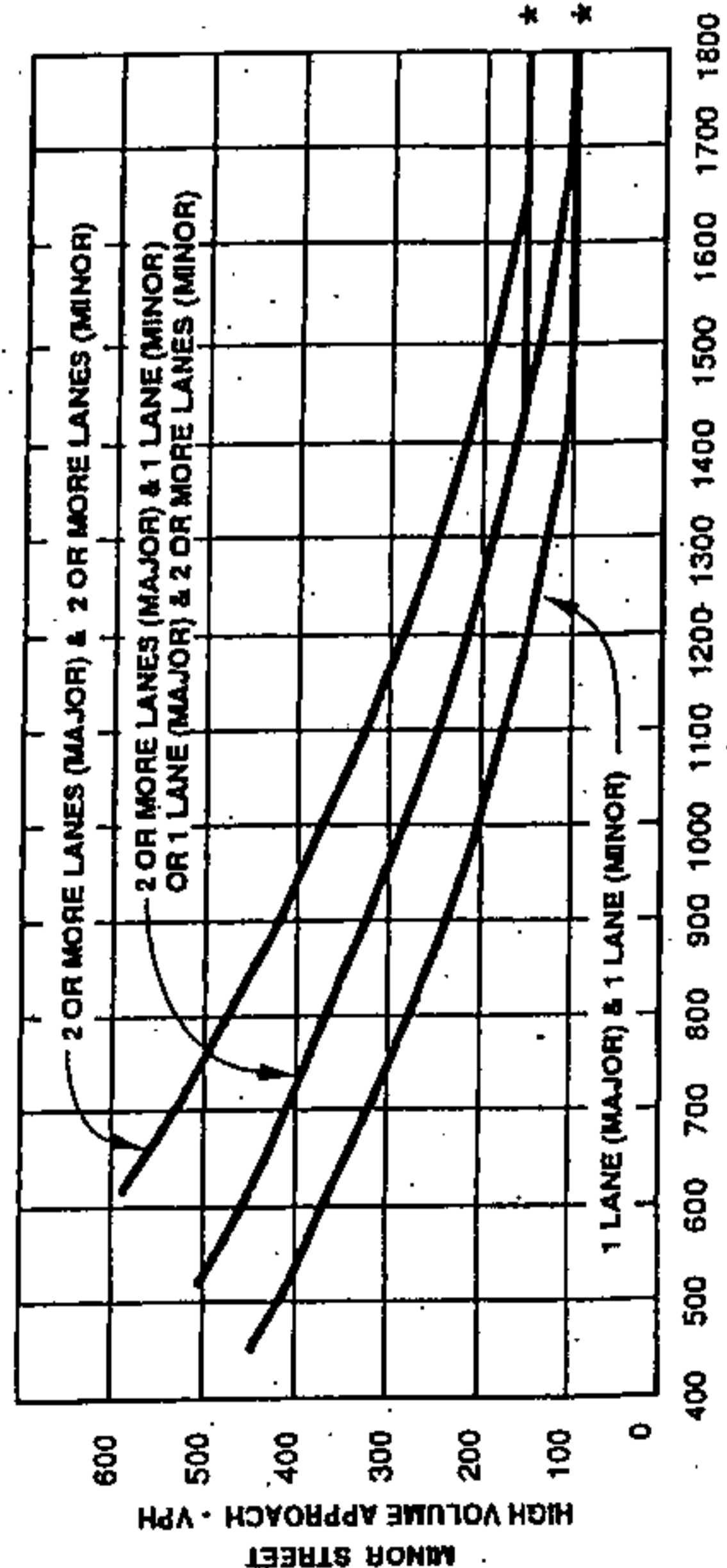
The satisfaction of a warrant is not necessarily justification for a signal. Delay, congestion, confusion or other evidence of the need for right-of-way assignment must be shown.

* NOTE:

150 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

Figure 9-8
PEAK HOUR VOLUME WARRANT
(Urban Areas)

Terraine St. and Julian St. (#25)
Variant 2



MAJOR STREET - TOTAL OF BOTH APPROACHES - VPH

WARRANT 11 - Peak Hour Volume

Approach Lanes	Satisfied	
	YES	NO
Both Approaches - Major Street Terraine	179	180
Highest Approaches - Minor Street Julian	138	82
	ND	ND
	ND	ND
	ND	ND

* Refer to Figure 9-8 (URBAN AREAS) or Figure 9-9 (RURAL AREAS) to determine if this warrant is satisfied.

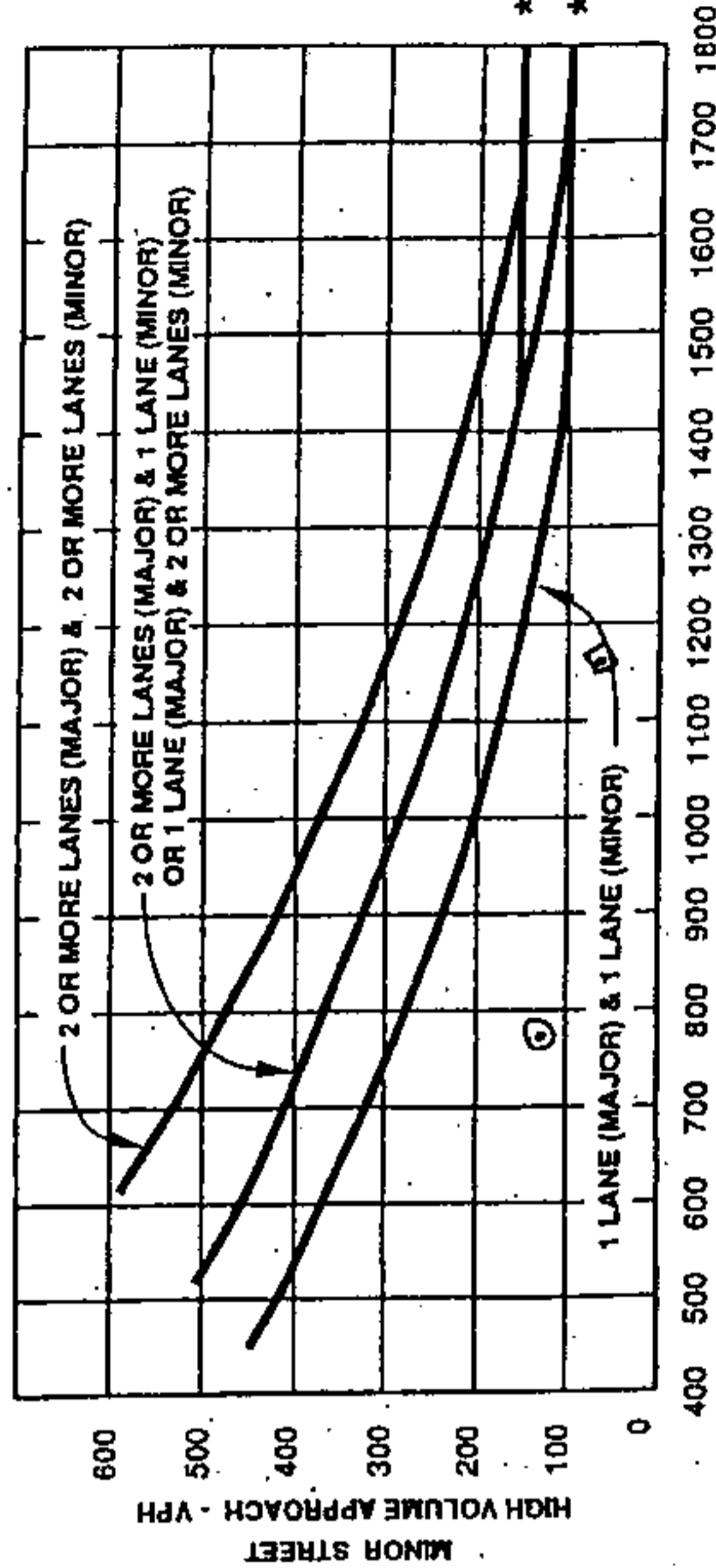
The satisfaction of a warrant is not necessarily justification for a signal. Delay, congestion, confusion or other evidence of the need for right-of-way assignment must be shown.

* NOTE:

150 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

Figure 9-8
PEAK HOUR VOLUME WARRANT
(Urban Areas)

Terraine St. and Julian St. (#25)
Variant 1



MAJOR STREET - TOTAL OF BOTH APPROACHES - VPH

WARRANT 11 - Peak Hour Volume

Approach Lanes	Satisfied	
	YES	NO
Both Approaches - Major Street Julian	745	1158
Highest Approaches - Minor Street Terraine	118	72
	ND	ND
	ND	ND
	ND	ND

* Refer to Figure 9-8 (URBAN AREAS) or Figure 9-9 (RURAL AREAS) to determine if this warrant is satisfied.

The satisfaction of a warrant is not necessarily justification for a signal. Delay, congestion, confusion or other evidence of the need for right-of-way assignment must be shown.

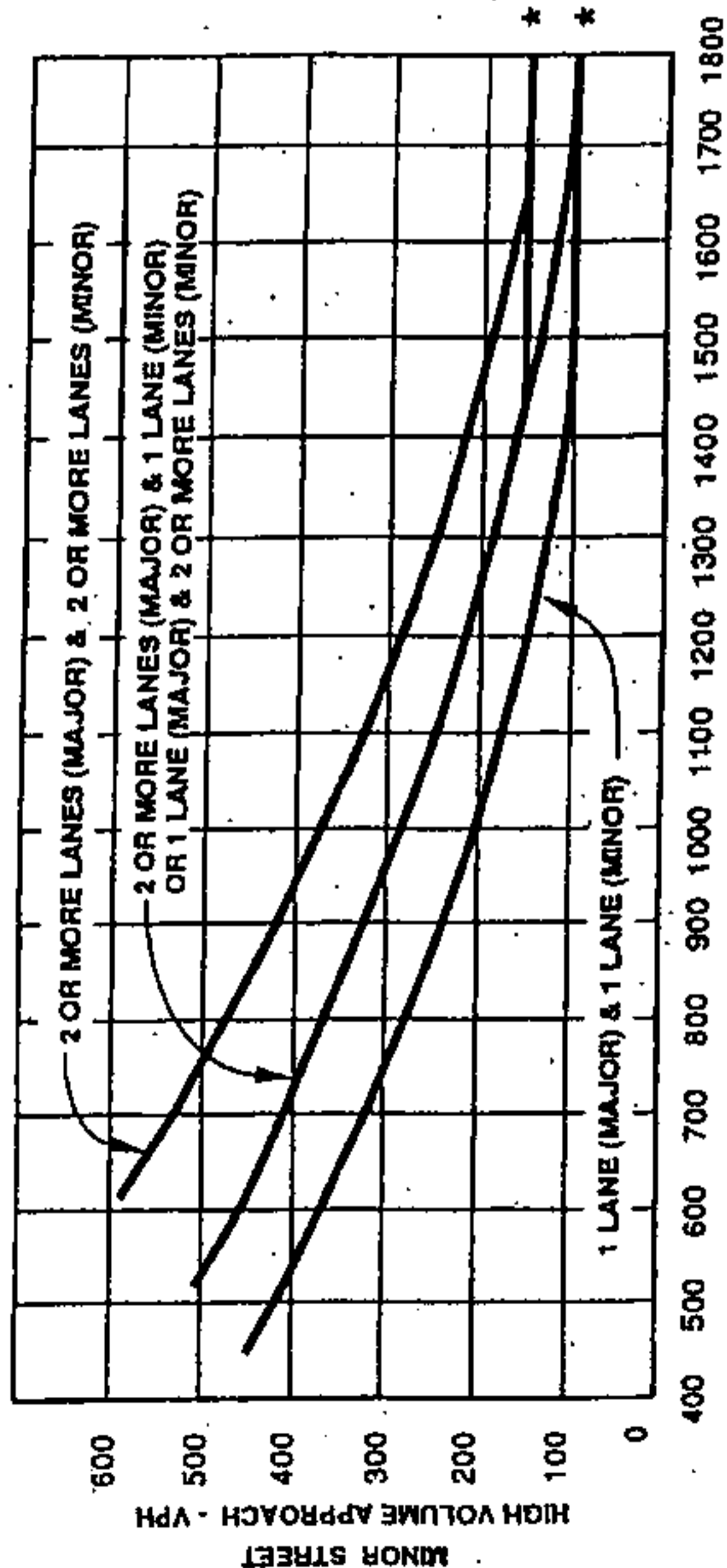
* NOTE:

150 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

Figure 9-8
PEAK HOUR VOLUME WARRANT
(Urban Areas)

Terraine St. and Devine St. (#26)

Variant 2



MAJOR STREET - TOTAL OF BOTH APPROACHES - VPH

WARRANT 11 - Peak Hour Volume

Approach Lanes		One	Two or more	Satisfied	
Both Approaches	Highest Approaches	Major Street	Minor Street	Yes	No
5	10	241	254	240	28
17	127	157	171	157	17

* Refer to Figure 9-8 (URBAN AREAS) or Figure 9-9 (RURAL AREAS) to determine if this warrant is satisfied.

The satisfaction of a warrant is not necessarily justification for a signal. Delay, congestion, confusion or other evidence of the need for right-of-way assignment must be shown.

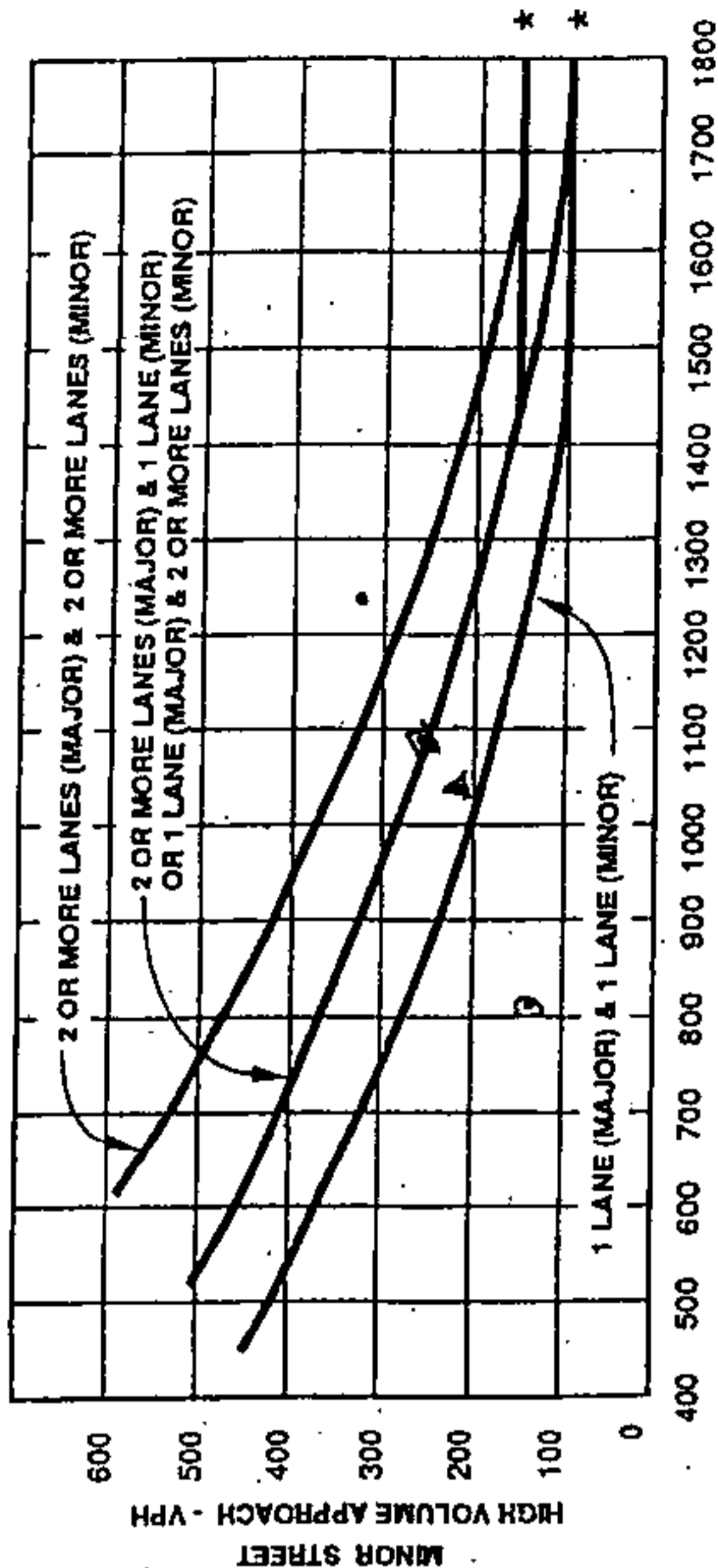
* NOTE:

150 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

Figure 9-8
PEAK HOUR VOLUME WARRANT
(Urban Areas)

Terraine St. and Devine St. (#26)

Variant 1



MAJOR STREET - TOTAL OF BOTH APPROACHES - VPH

WARRANT 11 - Peak Hour Volume

Approach Lanes		One	Two or more	Satisfied	
Both Approaches	Highest Approaches	Major Street	Minor Street	Yes	No
806	1090	1032	1242	1081	1271
127	252	216	304	244	319

* Refer to Figure 9-8 (URBAN AREAS) or Figure 9-9 (RURAL AREAS) to determine if this warrant is satisfied.

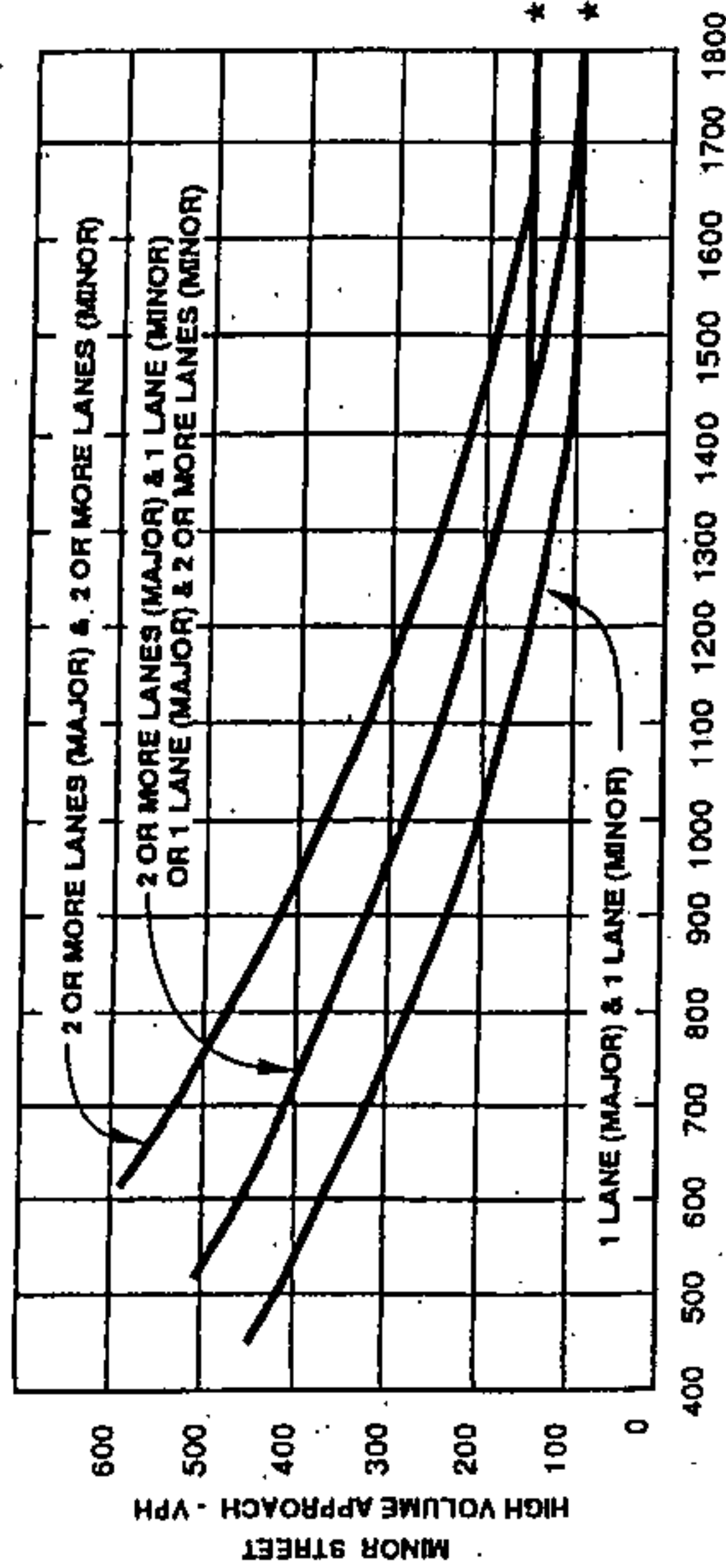
The satisfaction of a warrant is not necessarily justification for a signal. Delay, congestion, confusion or other evidence of the need for right-of-way assignment must be shown.

* NOTE:

150 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

Figure 9-8
PEAK HOUR VOLUME WARRANT
(Urban Areas)

San Pedro St. and Bassett St. (#27)
Variant 2



MAJOR STREET - TOTAL OF BOTH APPROACHES - VPH

WARRANT 11 - Peak Hour Volume

SATISFIED* YES NO

Approach Lanes		One		2 or more	
Both Approaches	Major Street	San Pedro	67	103	67
Highest Approaches	Minor Street	Bassett	41	47	41

* Refer to Figure 9-8 (URBAN AREAS) or Figure 9-9 (RURAL AREAS) to determine if this warrant is satisfied.

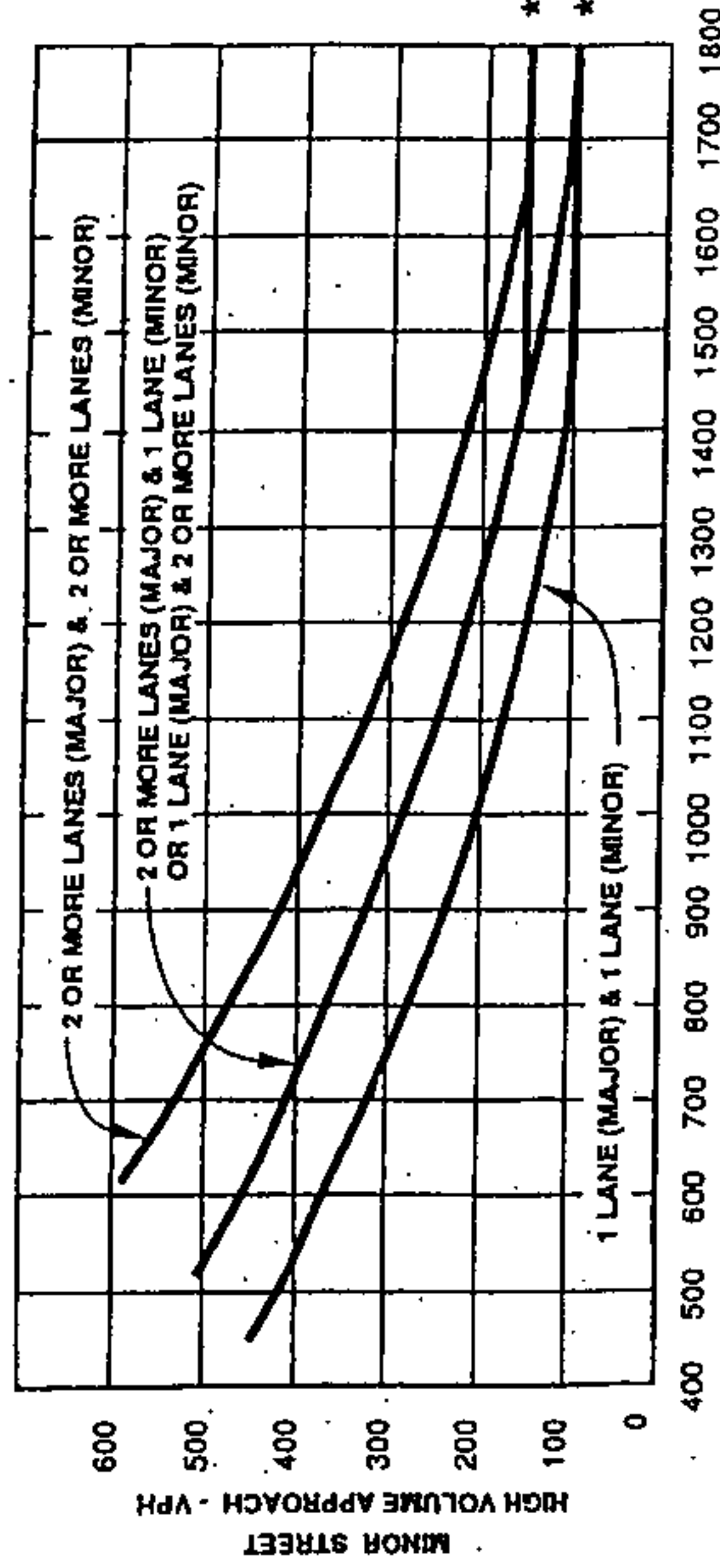
The satisfaction of a warrant is not necessarily justification for a signal. Delay, congestion, confusion or other evidence of the need for right-of-way assignment must be shown.

* NOTE:

150 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

Figure 9-8
PEAK HOUR VOLUME WARRANT
(Urban Areas)

San Pedro St. and Bassett St. (#27)
Variant 1



MAJOR STREET - TOTAL OF BOTH APPROACHES - VPH

WARRANT 11 - Peak Hour Volume

SATISFIED* YES NO

Approach Lanes		One		2 or more	
Both Approaches	Major Street	San Pedro	99	161	99
Highest Approaches	Minor Street	Bassett	46	53	46

* Refer to Figure 9-8 (URBAN AREAS) or Figure 9-9 (RURAL AREAS) to determine if this warrant is satisfied.

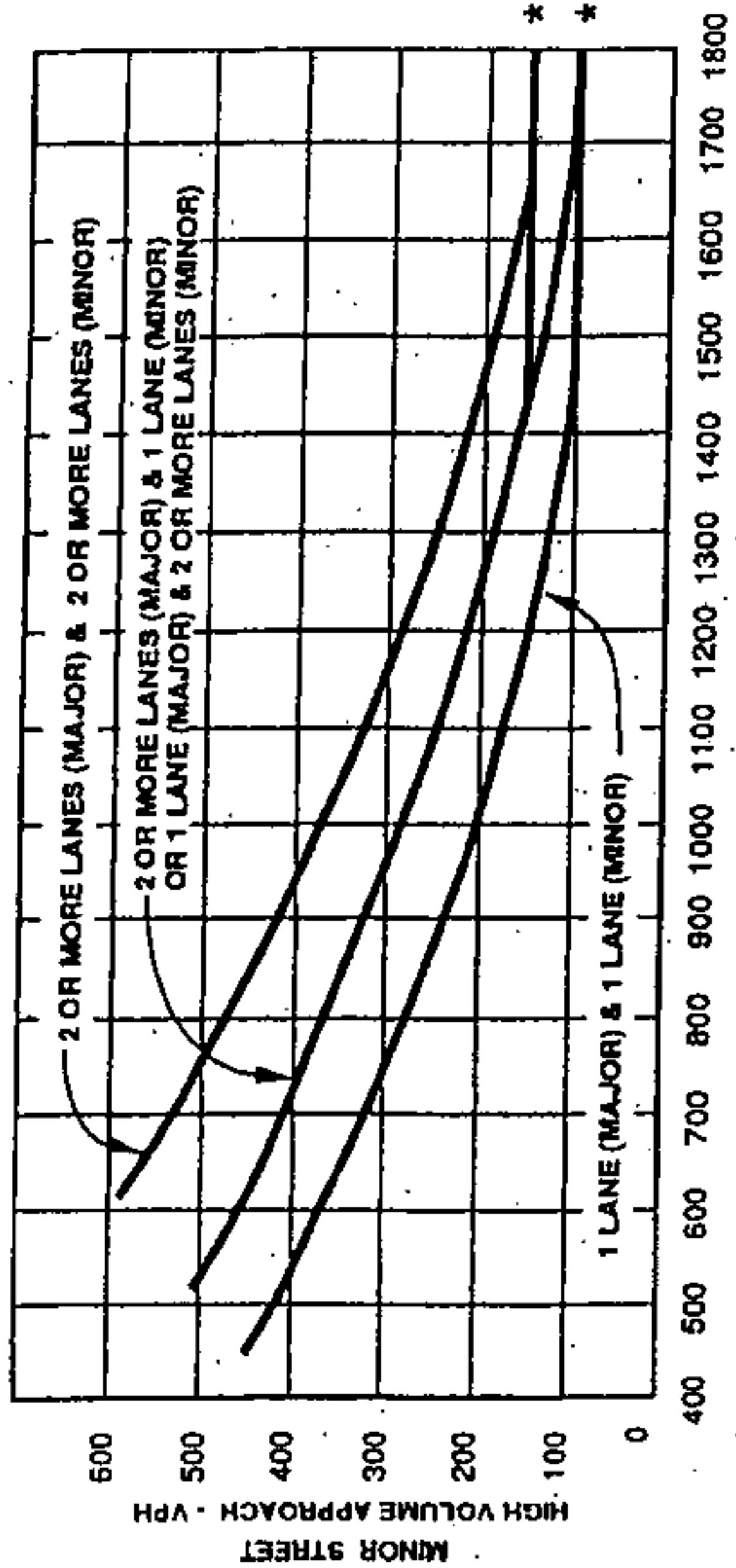
The satisfaction of a warrant is not necessarily justification for a signal. Delay, congestion, confusion or other evidence of the need for right-of-way assignment must be shown.

* NOTE:

150 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

Figure 9-8
PEAK HOUR VOLUME WARRANT
(Urban Areas)

San Pedro St. and Julian St. (#28)
Variant 2



MAJOR STREET - TOTAL OF BOTH APPROACHES - VPH

WARRANT 11 - Peak Hour Volume

Both Approaches	Approach Lanes		Highest Approaches	Satisfied		
	Major Street	Minor Street				
Julian	146	57	272	181	275	301
San Pedro	13	14	67	123	75	131

* Refer to Figure 9-8 (URBAN AREAS) or Figure 9-9 (RURAL AREAS) to determine if this warrant is satisfied.

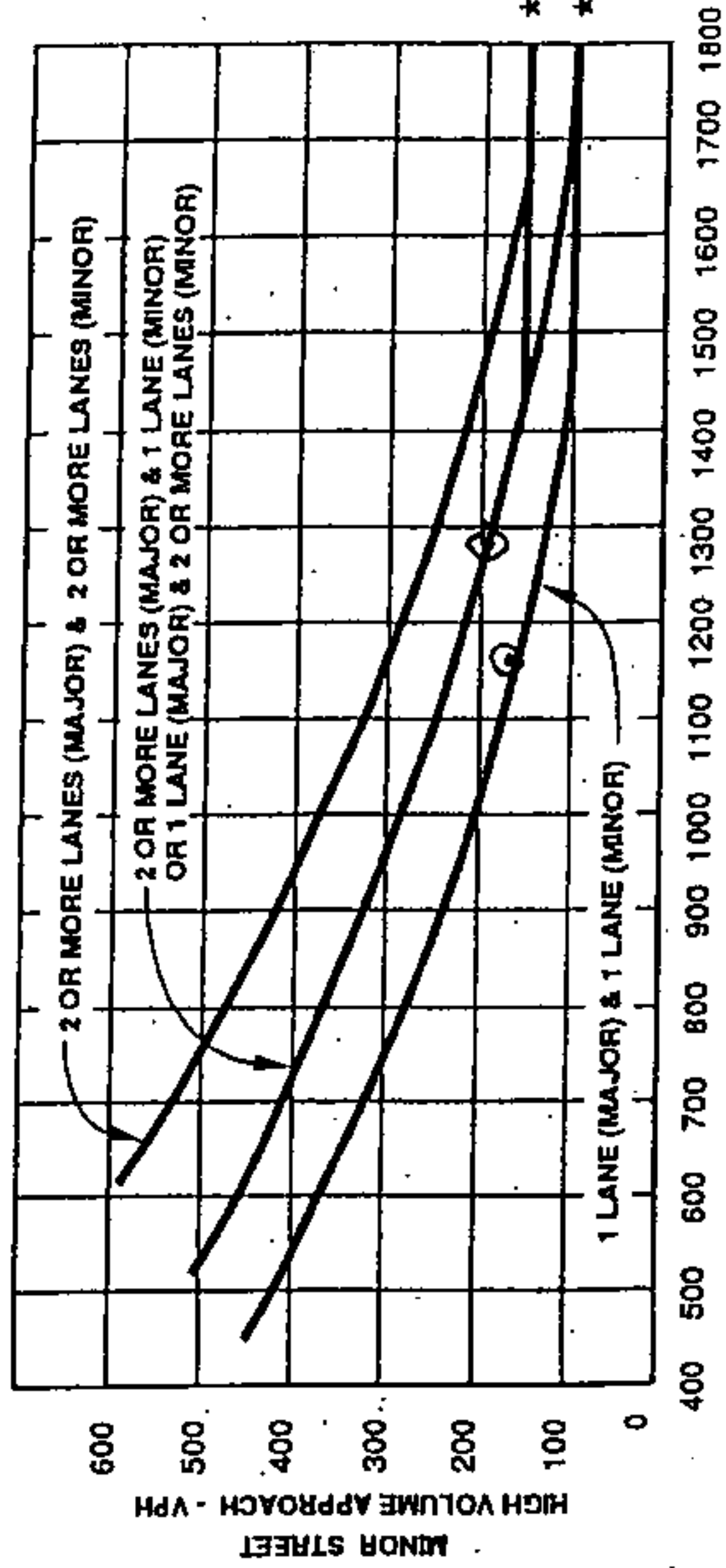
The satisfaction of a warrant is not necessarily justification for a signal. Delay, congestion, confusion or other evidence of the need for right-of-way assignment must be shown.

* NOTE:

150 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

Figure 9-8
PEAK HOUR VOLUME WARRANT
(Urban Areas)

San Pedro St. and Julian St. (#28)
Variant 1



MAJOR STREET - TOTAL OF BOTH APPROACHES - VPH

WARRANT 11 - Peak Hour Volume

Both Approaches	Approach Lanes		Highest Approaches	Satisfied		
	Major Street	Minor Street				
Julian	181	1052	762	1160	863	1285
San Pedro	13	14	101	186	109	199

* Refer to Figure 9-8 (URBAN AREAS) or Figure 9-9 (RURAL AREAS) to determine if this warrant is satisfied.

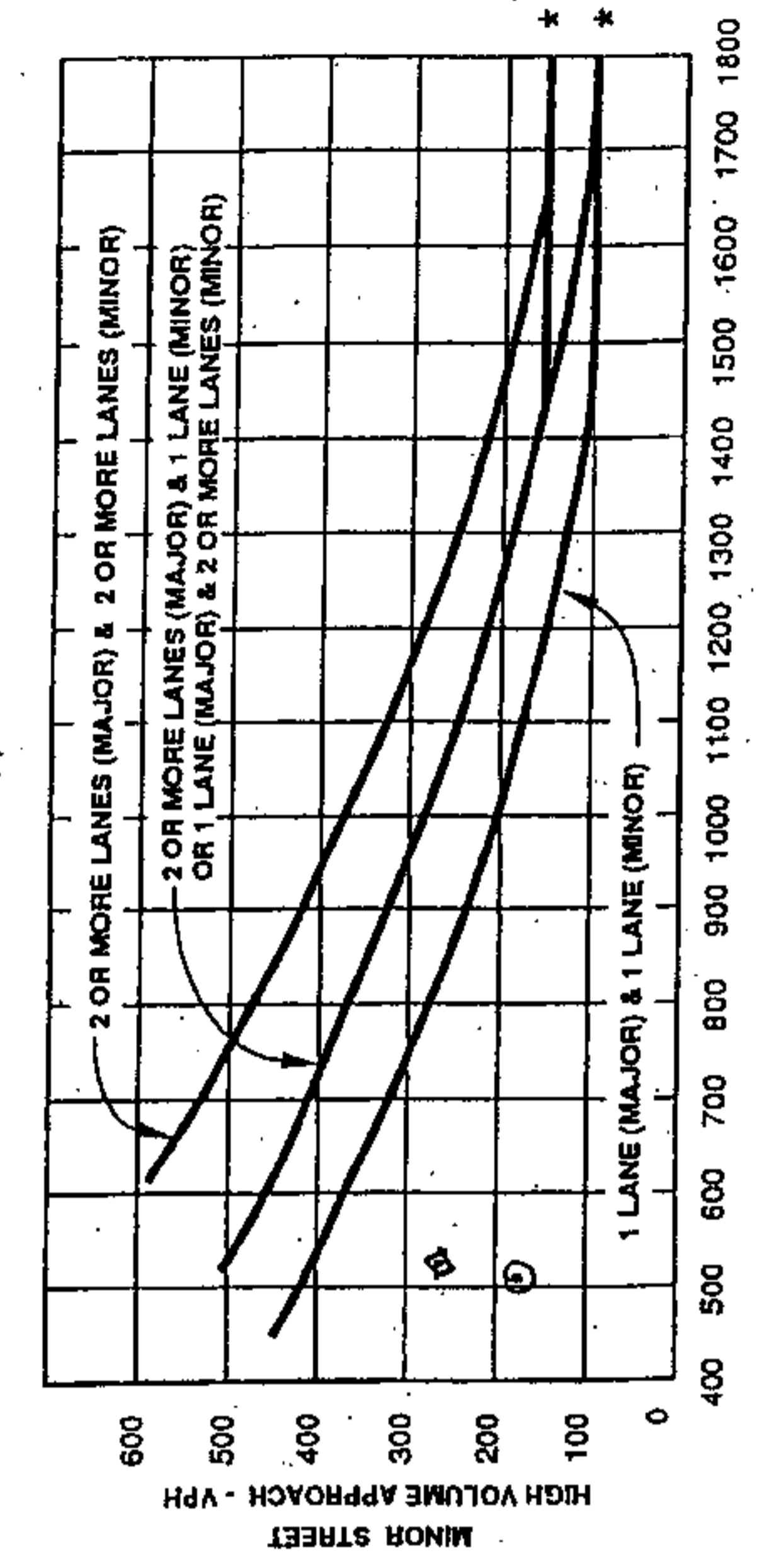
The satisfaction of a warrant is not necessarily justification for a signal. Delay, congestion, confusion or other evidence of the need for right-of-way assignment must be shown.

* NOTE:

150 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

Figure 9-8
PEAK HOUR VOLUME WARRANT
(Urban Areas)

San Pedro St. and Devine St. (#29)
Variant 1



MAJOR STREET - TOTAL OF BOTH APPROACHES - VPH

WARRANT 11 - Peak Hour Volume

Approach Lanes	One		Two or more	
	Major Street	Minor Street	Major Street	Minor Street
Both Approaches	San Pedro	Devine	172	191
Highest Approaches	San Pedro	Devine	386	518
			146	264
			186	150

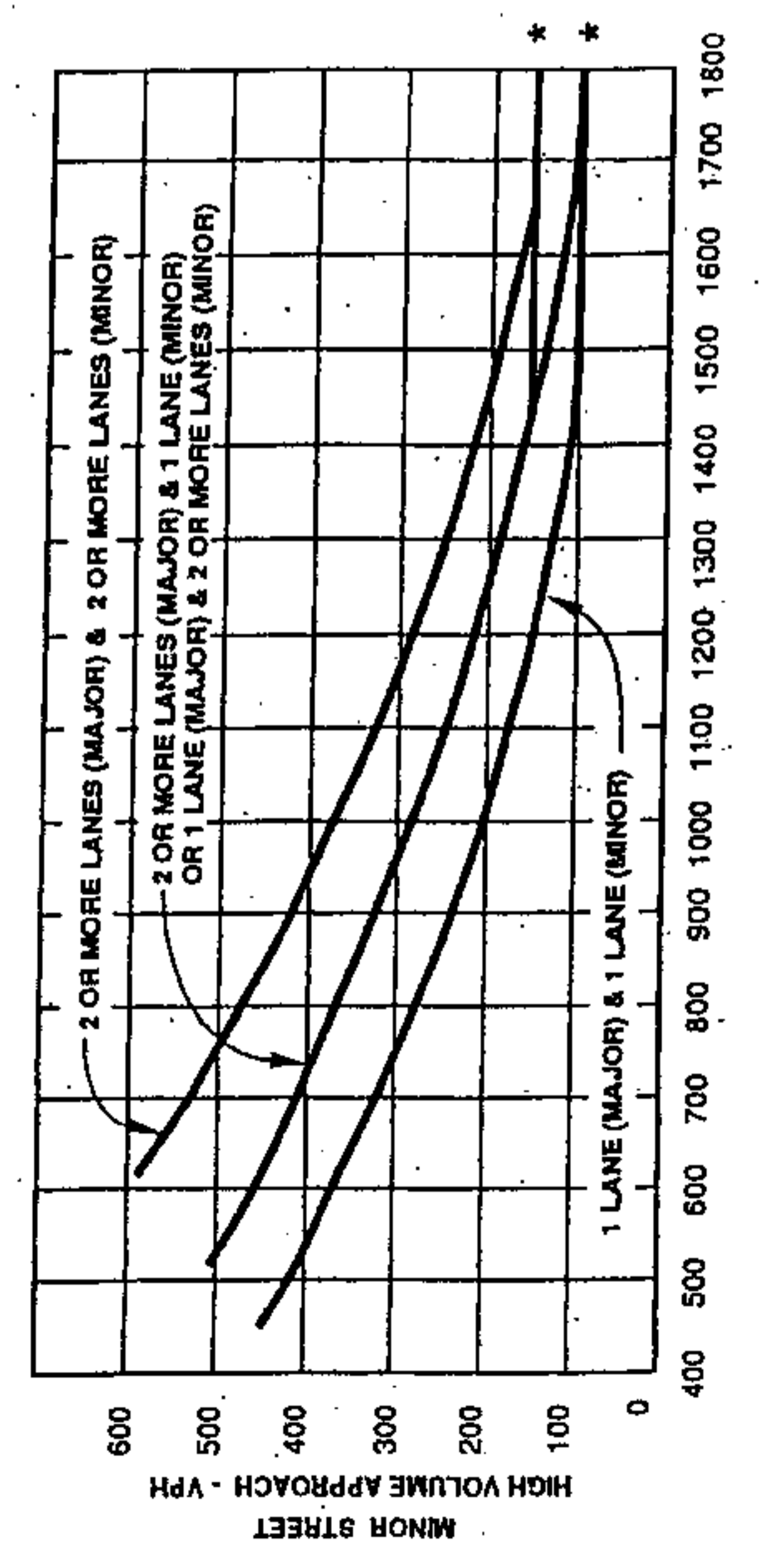
* Refer to Figure 9-8 (URBAN AREAS) or Figure 9-9 (RURAL AREAS) to determine if this warrant is satisfied.

The satisfaction of a warrant is not necessarily justification for a signal. Delay, congestion, confusion or other evidence of the need for right-of-way assignment must be shown.

* NOTE:
150 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

Figure 9-8
PEAK HOUR VOLUME WARRANT
(Urban Areas)

San Pedro St. and Devine St. (#29)
Variant 2



MAJOR STREET - TOTAL OF BOTH APPROACHES - VPH

WARRANT 11 - Peak Hour Volume

Approach Lanes	One		Two or more	
	Major Street	Minor Street	Major Street	Minor Street
Both Approaches	San Pedro	Devine	161	176
Highest Approaches	San Pedro	Devine	34	31
			298	402
			71	61
			512	74
			ND	ND

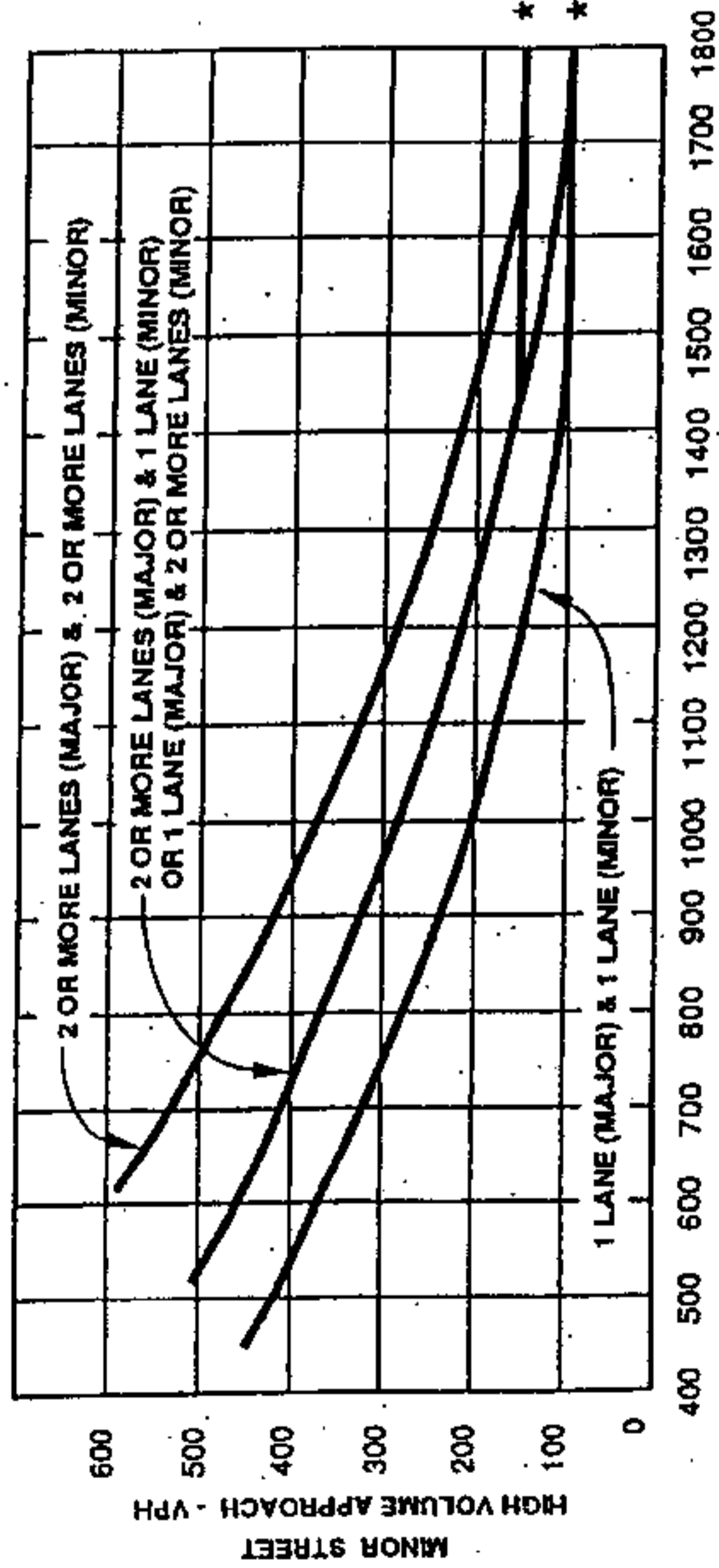
* Refer to Figure 9-8 (URBAN AREAS) or Figure 9-9 (RURAL AREAS) to determine if this warrant is satisfied.

The satisfaction of a warrant is not necessarily justification for a signal. Delay, congestion, confusion or other evidence of the need for right-of-way assignment must be shown.

* NOTE:
150 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

Figure 9-8
PEAK HOUR VOLUME WARRANT
(Urban Areas)

Market St. and Devine St. (#30)
Variant 2



MAJOR STREET - TOTAL OF BOTH APPROACHES - VPH

WARRANT 11 - Peak Hour Volume

Approach Lanes	One		2 or more		SATISFIED	YES	NO	PEAK HOUR VOLUME
	Major Street	Minor Street	Major Street	Minor Street				
Both Approaches	2558	2917	2589	2961				2941 3
Highest Approaches	19	31	73	36				75

* Refer to Figure 9-8 (URBAN AREAS) or Figure 9-9 (RURAL AREAS) to determine if this warrant is satisfied.

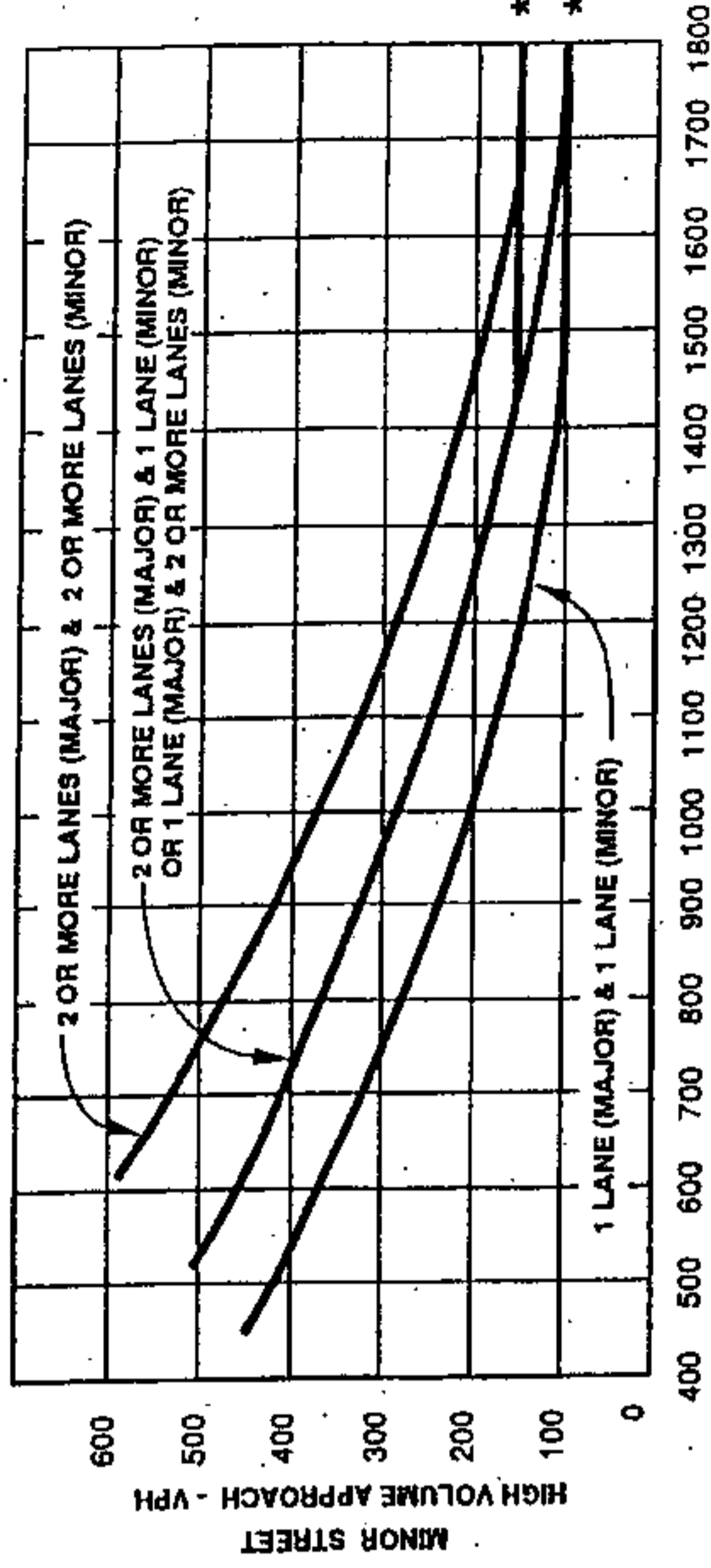
The satisfaction of a warrant is not necessarily justification for a signal. Delay, congestion, confusion or other evidence of the need for right-of-way assignment must be shown.

* NOTE:

150 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

Figure 9-8
PEAK HOUR VOLUME WARRANT
(Urban Areas)

Market St. and Devine St. (#30)
Variant 1



MAJOR STREET - TOTAL OF BOTH APPROACHES - VPH

WARRANT 11 - Peak Hour Volume

Approach Lanes	One		2 or more		SATISFIED	YES	NO	PEAK HOUR VOLUME
	Major Street	Minor Street	Major Street	Minor Street				
Both Approaches	2082	2036	2171	2115				2507 2563
Highest Approaches	19	31	125	66				121 67

* Refer to Figure 9-8 (URBAN AREAS) or Figure 9-9 (RURAL AREAS) to determine if this warrant is satisfied.

The satisfaction of a warrant is not necessarily justification for a signal. Delay, congestion, confusion or other evidence of the need for right-of-way assignment must be shown.

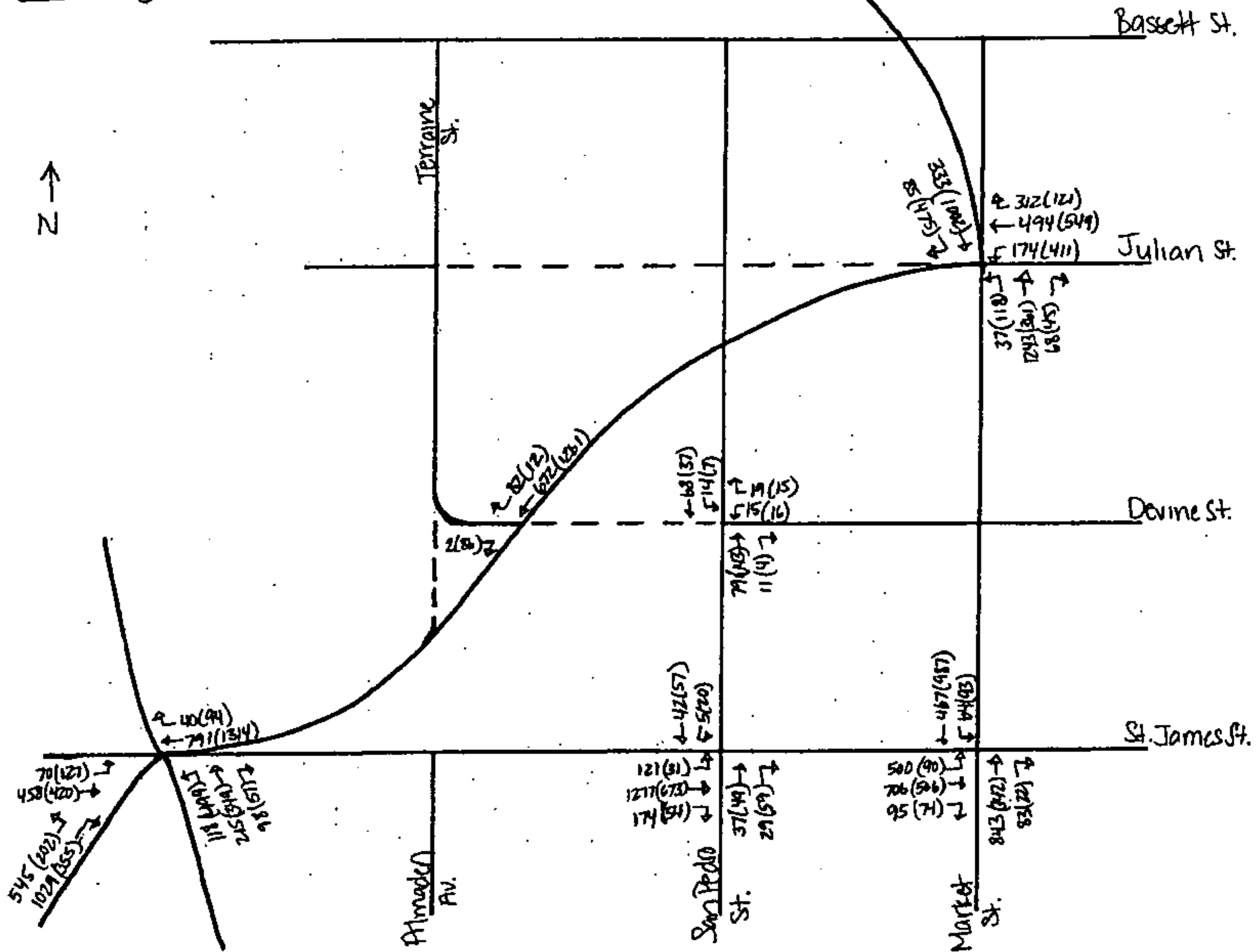
* NOTE:

150 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

Appendix F

Reassignment of Existing and Approved Traffic

Existing Traffic Counts

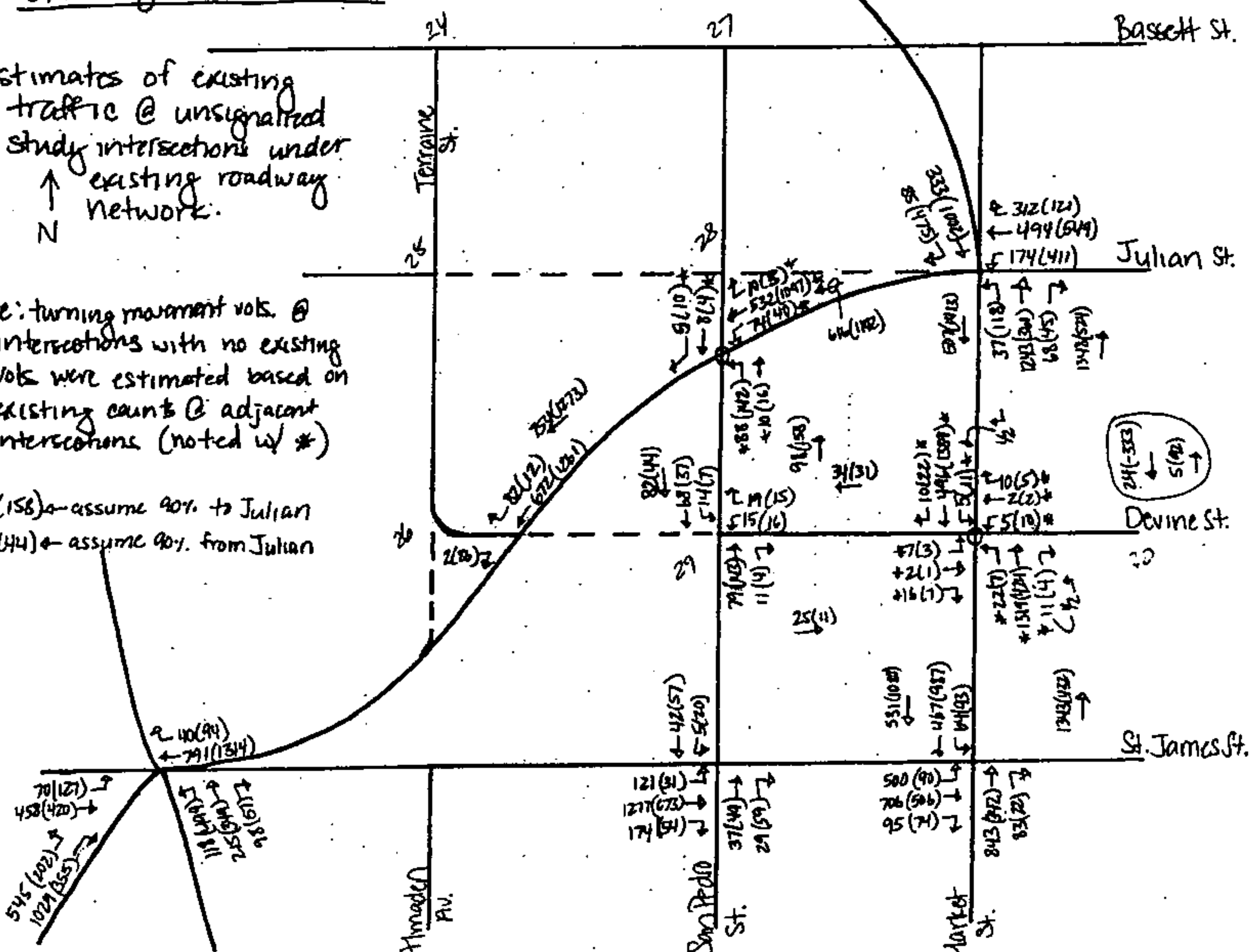


Existing Traffic Counts

Estimates of existing traffic @ unsignalled study intersections under existing roadway network.

Note: turning movement vols @ intersections with no existing vols were estimated based on existing counts @ adjacent intersections (noted w/ *)

98(158) ← assume 90% to Julian
 82(144) ← assume 90% from Julian



Existing Traffic Counts

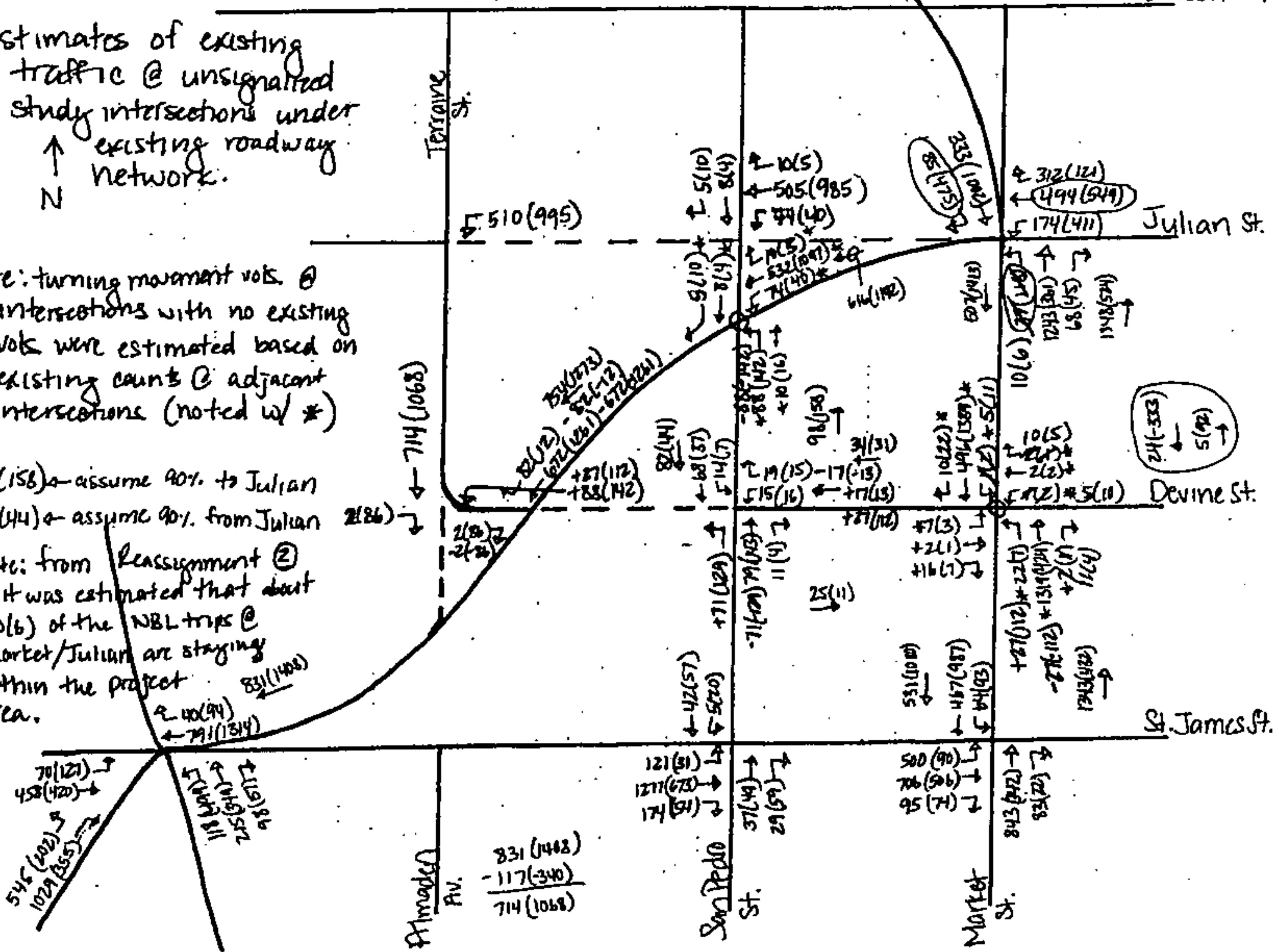
Julian-Terraine as the main Westbound route.

Reassignment (1)

Estimates of existing traffic @ unsignalized study intersections under existing roadway network.

Note: turning movement vols @ intersections with no existing vols were estimated based on existing counts @ adjacent intersections (noted w/ *)

98(158) ← assume 90% to Julian
 82(44) ← assume 90% from Julian
 Note: from Reassignment (2) it was estimated that about 10(6) of the NBL trips @ Market/Julian are staying within the project area.



Existing Traffic Counts

Reassignment of Existing Vols with Julian-Market-St. James as the main westbound route.

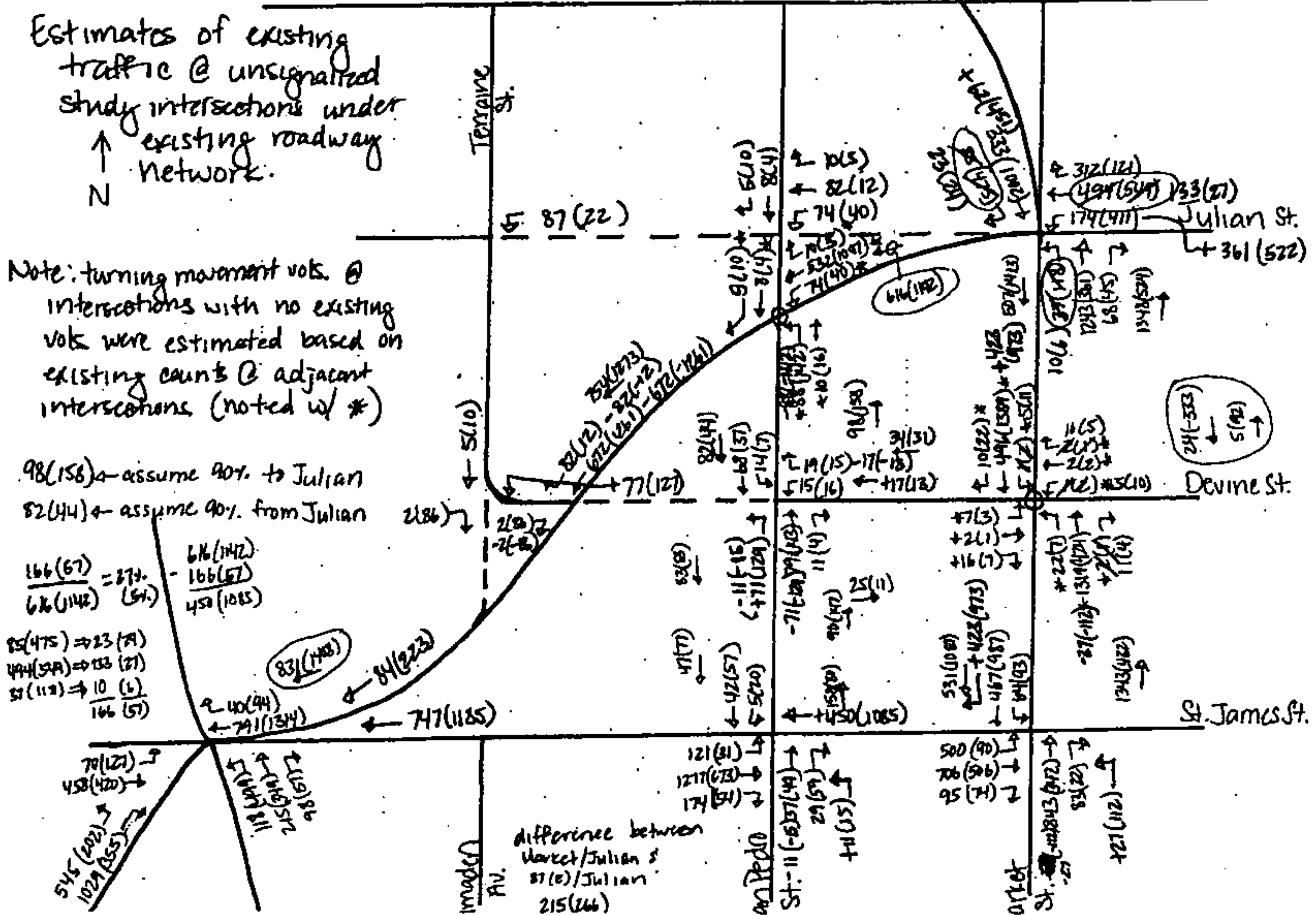
Reassignment (2)

Estimates of existing traffic @ unsignalized study intersections under existing roadway network.

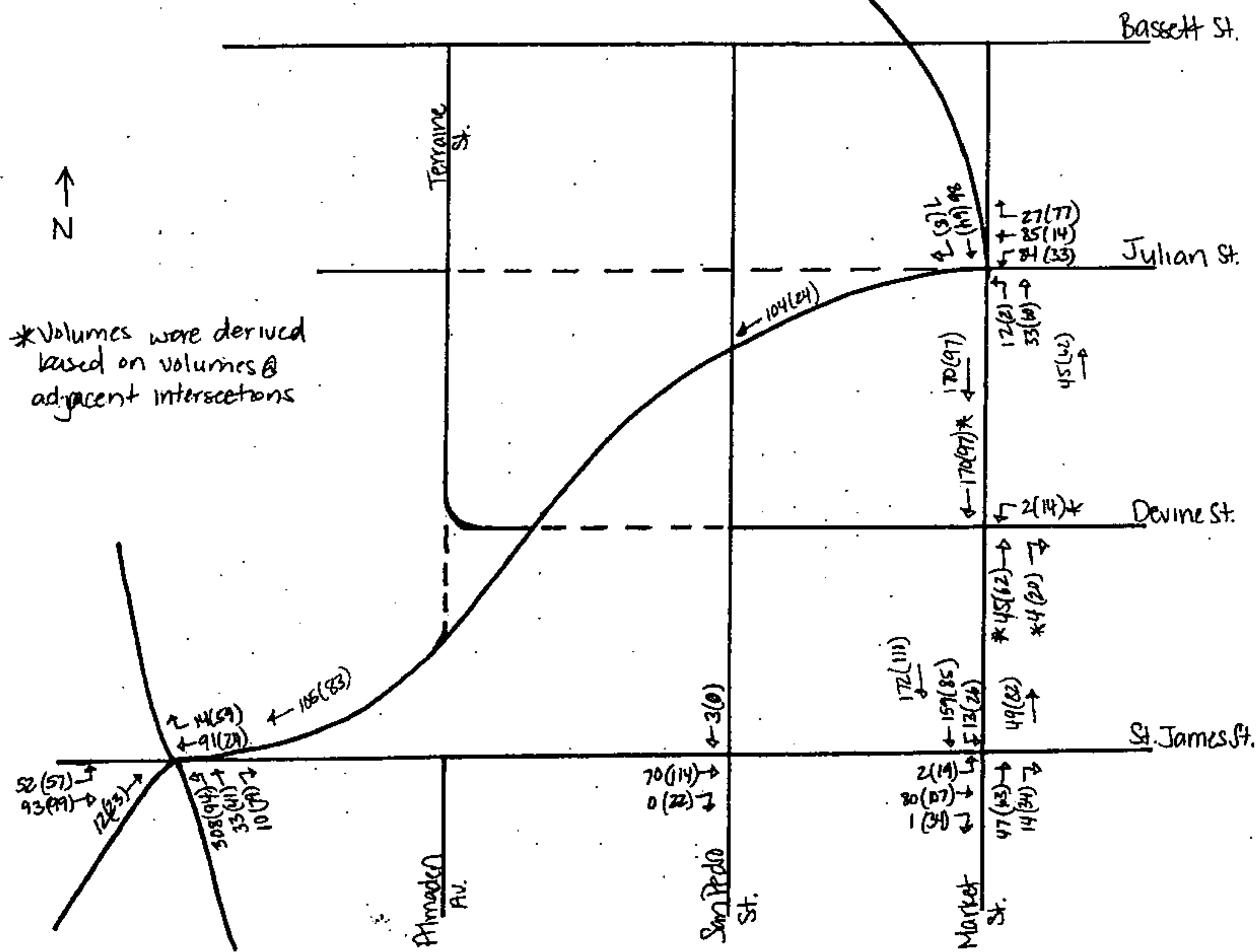
Note: turning movement vols @ intersections with no existing vols were estimated based on existing counts @ adjacent intersections (noted w/ *)

98(158) ← assume 90% to Julian
 82(44) ← assume 90% from Julian

$\frac{166(67)}{66(1142)} = 27\%$
 $\frac{66(1142)}{450(1085)}$
 $\frac{85(475)}{444(594)} \Rightarrow 23(79)$
 $\frac{51(112)}{166(57)} \Rightarrow 10(6)$



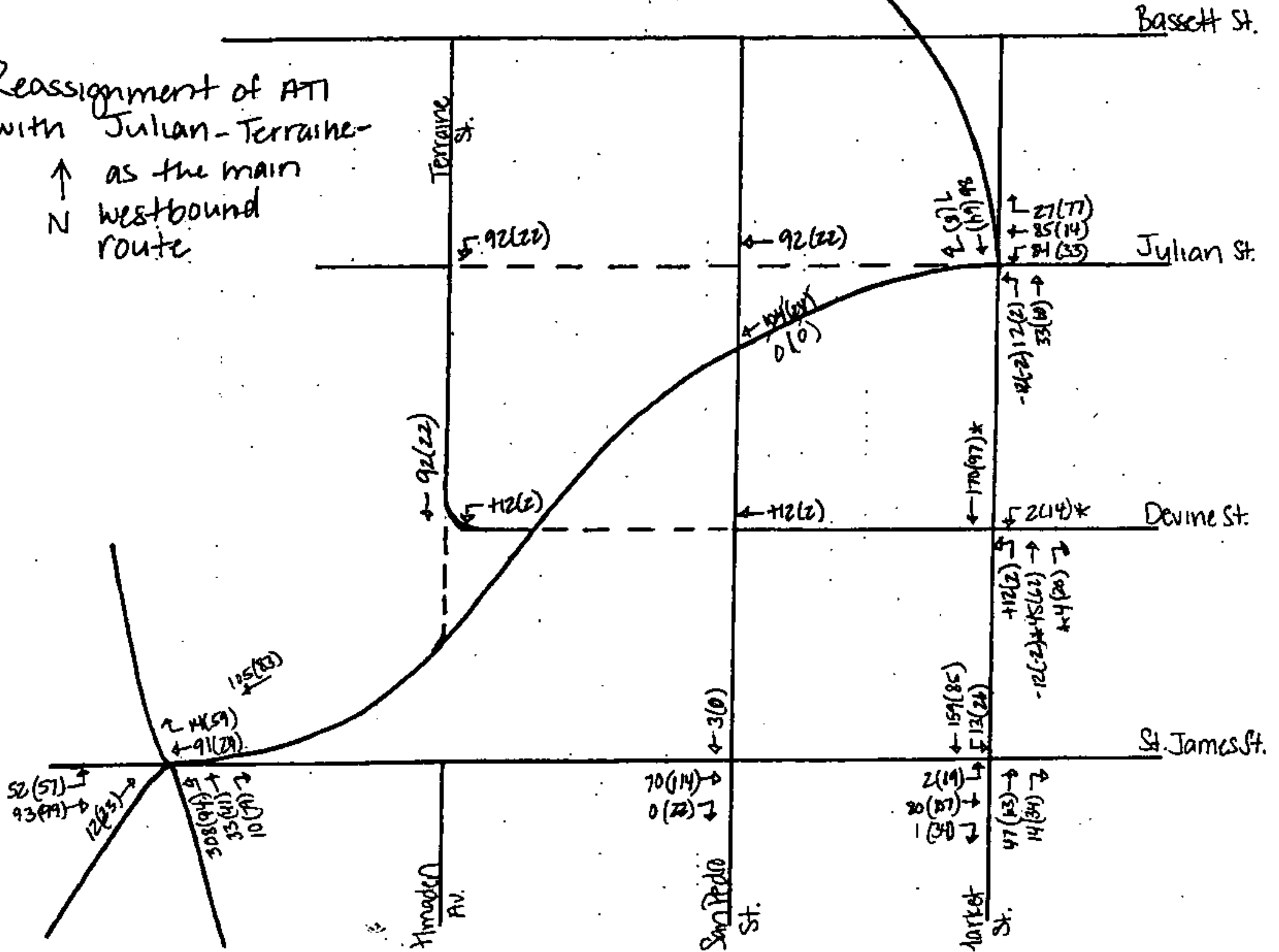
AT1



*Volumes were derived based on volumes @ adjacent intersections

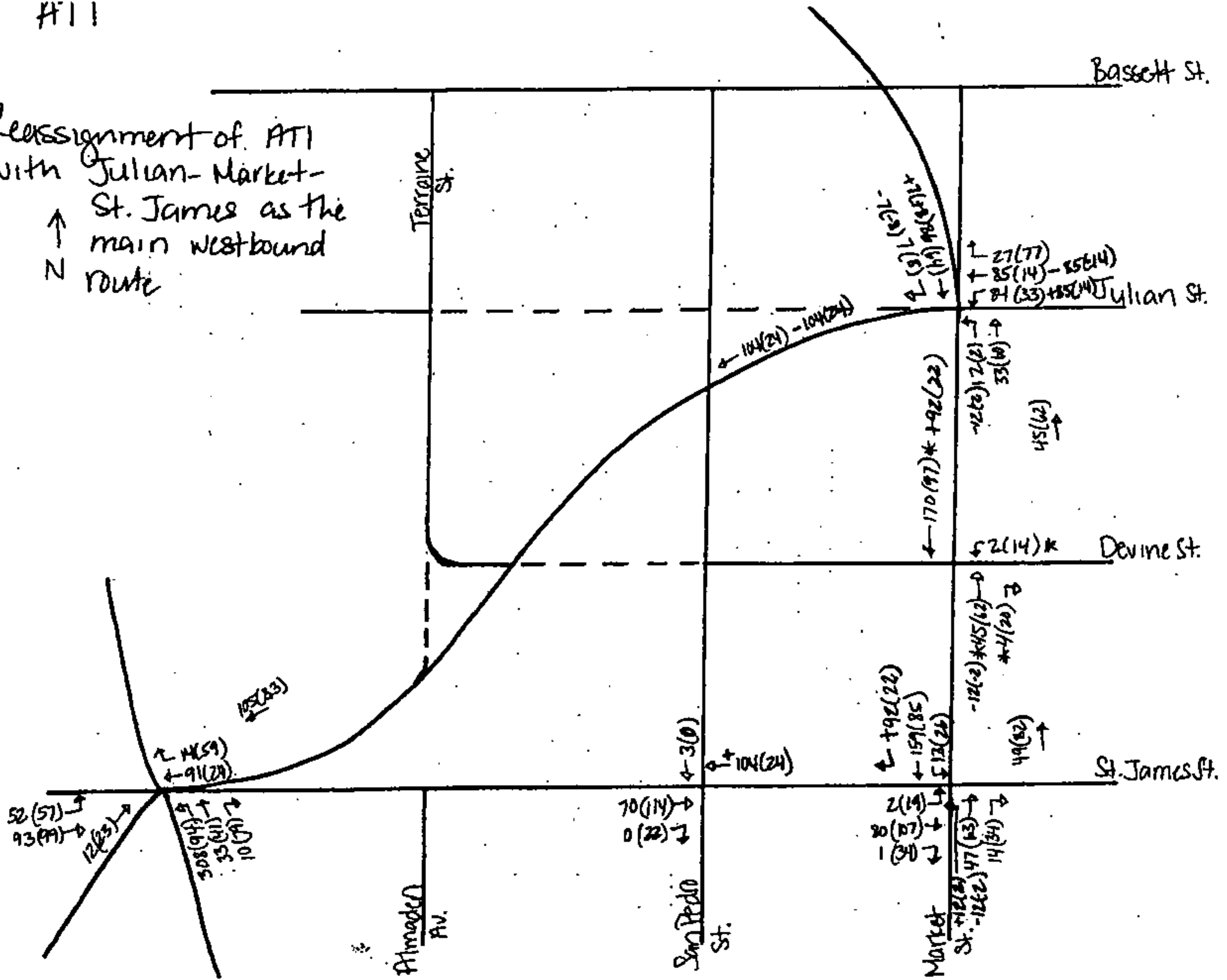
AT1

Reassignment of AT1 with Julian-Terraine- as the main N westbound route



#11

Reassignment of AT1
with Julian-Market-
St. James as the
main westbound
↑
N
route



Appendix G

St. James Street Traffic Operations Alternatives Memo



MEMORANDUM

To: David Panagore, The Redevelopment Agency of the City of San Jose
Charlie Rous, The Redevelopment Agency of the City of San Jose
Manuel Pineda, City of San Jose Department of Transportation

From: Gary Black
Stephen Hough

Date: June 24, 2003

Subject: *St. James Street Traffic Operations Alternatives*

This memorandum documents Hexagon's evaluation of traffic operations for various roadway design alternatives in the vicinity of St. James Street.

Introduction

The study evaluated traffic conditions for several roadway network alternatives. These included:

One-Way Julian (Julian/Terraine alignment)

Two-Way St. James between SR 87 and Fourth Street (and two-way between SR 87 and Market Street)

One-Way St. John (couplet with one-way St. James)

The first two alternatives were evaluated using the traffic simulation software called *CORSIM*. All three alternatives were evaluated using the Transportation Research Board's *Circular 212* intersection level of service methodology based on volume-to-capacity (V/C) ratios for the critical movements at an intersection.

The study area is the area approximately bounded by Julian Street to the north, Fourth Street to the east, St. John Street to the south, and SR 87 to the west.

Traffic Volumes

The analysis pertains to a far-term future scenario represented by estimated year 2020 volumes. The City of San Jose traffic model was used to produce 2020 traffic forecasts for a concurrent study – the Downtown study. Another concurrent study is the Brandenburg project located in the part of the study area northwest of Market and St. James. 2020 traffic volumes on St. John, most of which were not available from those studies, were estimated by taking existing volumes and factoring them upward using factors derived from the traffic model.

The 2020 AM and PM peak-hour volumes from the Downtown study, the project volumes from the Brandenburg study, and the factored existing volumes on St. John Street were blended and reassigned in accordance with the network changes proposed under each roadway design alternative.

Roadway Geometrics

The general geometric assumptions for each of the alternatives are as follows.

One-Way Julian. The one-way Julian alternative assumes Julian Street to remain one-way westbound, but at Market Street it would continue as two lanes in a straight westward alignment (not curving as it does currently) to Terraine Street. From there, vehicles would turn left onto the one-way, two-lane southbound Terraine Street until reaching St. James Street. St. James Street west of Terraine Street would serve two-way traffic with two lanes in each direction. Traffic operations were not simulated for this alternative.

Two-Way St. James. The two-way St. James alternative assumes a two-way, undivided (i.e. no separate turning pockets), four-lane St. James Street with a traffic signal at the intersection with Terraine Street, and a coordinated signal system between SR 87 and San Pedro Street. Under this alternative, Julian Street is also assumed to serve two-way traffic.

One-Way St. John Street. The one-way St. John alternative pertains to changing the one-way couplet with St. James from Julian Street as the one-way westbound route to St. John Street as the one-way westbound route. The analysis assumes three lanes one-way on each of St. James Street and St. John Street. The analysis also assumes traffic signals at the St. John intersections with San Pedro Street and Almaden Avenue/Terraine Street. St. John traffic would connect to SR 87 and St. James via Notre Dame Avenue.

Simulation Results

Traffic operations for the *Two-Way St. James* alternative were shown to be significantly over-saturated under 2020 AM peak-hour conditions. The highly congested conditions at the intersection of St. James Street and Market Street caused vehicles to backup on eastbound St. James Street from Market Street all the way to the northbound SR 87 off-ramp and onto the off-ramp during most if not all signal cycles. These eastbound queues blocked traffic at the intersections with San Pedro Street, Terraine Street, and the SR 87 northbound off-ramp. Also, the eastbound left-turn pocket on St. James Street at Terraine Street was shown to be of insufficient length (130 feet) to accommodate the left-turn demand of 200 vehicles in the AM peak hour. Because the *Two-Way St. James* alternative was shown to operate unsatisfactorily during the AM peak hour, a PM peak-hour simulation was not conducted.

Traffic operations for the *One-Way St. John* alternative were similarly shown to be significantly over-saturated under 2020 PM peak-hour conditions. The highly congested conditions at the intersection of SR 87 and Julian Street (at the intersection with the northbound ramps) caused vehicles to backup on northbound Notre Dame Street from Julian Street and extend in a continuous queue on westbound St. John Street from Notre Dame Street to Market Street during most or all signal cycles. These northbound/westbound queues blocked traffic at the intersections with Notre Dame Street, Almaden Avenue/Terraine Street, and San Pedro Street. Because the *One-Way St. John* alternative was shown to operate unsatisfactorily during the PM peak hour, an AM peak-hour simulation was not conducted.

V/C Analysis Results

The simulation analysis, though very sophisticated and extremely useful under conditions with low to moderate congestion, ceases to reveal meaningful results when conditions are highly over-saturated. Because the roadway system under both aforementioned alternatives was shown to be over-saturated, a simpler analysis was conducted to ascertain the degree to which the system was over-saturated. This was done to better compare the roadway design alternatives and to determine whether further simulation analysis was warranted.

Comparison of Alternatives Using V/C Analysis

The Circular 212 method was applied to the volumes and lane geometrics at the three principal intersections in the study area: SR 87 and Julian, Market and St. James, and Market and Julian. For a more thorough comparison of alternatives, the V/C analysis was expanded to include the following additional alternatives: *Modified Two-Way St. James* (modified to be two-way from SR 87 to Market Street only; the parallel sections of St. James and Julian between Market and Fourth would remain one-way under this modified alternative) and the *One-Way Julian* alternative.

The V/C ratio comparison for the four alternatives is summarized in Table 1. The results show that the only alternative that would not result in over-saturation (a V/C of 1.00 or more represents over-saturation) at one or more of the three intersections is the *One-Way Julian* alternative. All three of the other roadway design alternatives would result in over-saturated conditions at one or more of the study intersections.

One shortcoming of the *One-Way Julian* alternative is that the highly-traveled westbound link (Julian Street and Terraine Street) of the one-way couplet would pass directly through the planned residential development on the Brandenburg site. The *Two-Way St. James* alternative would not present this problem, and it would provide the Brandenburg site with the best overall access to the surrounding street system. In light of these other considerations, the *Two-Way St. James* alternative was evaluated in more detail.

Expansion of Two-Way St. James V/C Analysis

The *Two-Way St. James* alternative (two-way between SR 87 and Fourth Street) was re-evaluated using the V/C analysis. The analysis included an expansion of the analysis scenarios and further refinements in the assumptions, as follows.

In order to better assess the near-term effects of the *Two-Way St. James* alternative, an analysis of "existing" conditions was conducted for the alternative. This entailed use of the existing volumes modified in accordance with the network changes that would be in place under this alternative. The assumed roadway geometrics would be as described previously under this alternative – a two-way, undivided, four-lane St. James Street. As shown in Table 2, the three principal signalized intersections would operate well below saturation, corresponding to level of service between LOS A and LOS D (i.e. V/C ratios below 0.90).

The far-term (2020) effects of the *Two-Way St. James* alternative were re-evaluated using the same assumptions as previously, except that one left-turn pocket would be provided on each of the eastbound and westbound approaches of the intersection at St. James and Market. The results, summarized in Table 2, show that the intersection of Market and St. James and the intersection of Market and Julian would still be over-saturated, with V/C ratios exceeding 1.00.

The far-term (2020) effects of the *Two-Way St. James* alternative were further re-evaluated using the same assumptions as above, but assuming some through traffic would filter through the Brandenburg area on Julian Street, Devine Street, Terraine Street, and San Pedro Street. The magnitude of filtered traffic was estimated to be 350 vehicles in the AM peak hour and 950 vehicles in the PM peak hour. The results, summarized in Table 2, show that traffic volumes at the intersection of Market and Julian would fall below saturation levels, but that the intersection of Market and St. James would still be over-saturated (though the degree of over-saturation would be less).

Memorandum to David Panagore

June 24, 2003

Page 4

Conclusions

- No alternative solves all of the problems
- One-Way Julian works best for traffic but puts a lot of traffic through a residential neighborhood
- Two-Way St. James (existing width in the near term, one added lane in the far term) would reduce neighborhood traffic impacts but it might not operate within the accepted operational standards with buildout of the downtown (Strategy 2000)

Table 1

Volume-To-Capacity Analysis of Alternatives (PM Peak Hour)

Intersection	Circulation Alternative											
	One-Way Julian		87 to Fourth		Two-Way St. James		87 to Market Only		One-Way St. John			
	Volume	Capacity	V/C	Volume	Capacity	V/C	Volume	Capacity	V/C	Volume	Capacity	V/C
Julian & SR 87	1400	1650	0.85	1400	1650	0.85	1400	1650	0.85	1900	1725	1.10
Market & St. James	1565	1725	0.91	2350	1650	1.42	1630	1725	0.94	1565	1725	0.91
Market & Julian	1610	1725	0.93	1595	1650	0.97	1800	1725	1.04	1595	1650	0.97
Average V/C for Alternative	4575	5100	0.90	5345	4950	1.08	4830	5100	0.95	5060	5100	0.99

Note: volumes and capacities pertain to the critical movements only.

Table 2
Two-Way St. James V/C Analysis

Intersection	Peak Hour	Existing			2020			2020 with Traffic Filtered Through Brandenburg ^a		
		Volume	Capacity	V/C	Volume	Capacity	V/C	Volume	Capacity	V/C
Julian & SR 87	AM	887	1650	0.54	1188	1650	0.72	1188	1650	0.72
	PM	946	1650	0.57	1589	1650	0.96	1589	1650	0.96
Market & St. James	AM	1405	1650	0.85	1729	1650	1.05	1544	1650	0.94
	PM	1175	1650	0.71	1835	1650	1.11	1796	1650	1.09
Market & Julian ^b	AM	672	1650	0.41	1436	1650	0.87	1429	1650	0.87
	PM	1082	1650	0.66	1795	1650	1.09	1594	1650	0.97

a. The alternative with traffic filtered through Brandenburg involves adding approximately 350 cars in the AM and 950 cars in the PM.

b. Market & Julian is assumed to operate with split phasing E/W under the alternative with traffic filtered through Brandenburg.

Notes:

1. Volumes and capacities pertain to the critical movements only.
2. Existing scenario represented by existing volumes on existing network except for two-way St. James that is four lanes wide with no turn pockets.
3. 2020 scenario is represented by 2020 volumes adjusted for a two-way St. James and two-way Julian west of Fourth Street. Also, assumes one additional turn pocket on each of west and east approaches of St. James at Market.

APPENDIX B.2

**WEST JULIAN STREET SITE
GENERAL PLAN AMENDMENT TRAFFIC ANALYSIS.
AUGUST 22, 2003**

West Julian Street Site
General Plan Amendment
Draft Traffic Analysis Report

Prepared for:
City of San Jose

Prepared by:
Hexagon Transportation Consultants, Inc.

August 22, 2003

Introduction

The purpose of this General Plan Amendment (GPA) study is to evaluate the long-term traffic impacts of the proposed GPA for the 9.0-acre property located on the north side of West Julian Street, approximately 550 feet west of North Market Street. The long-term traffic analysis includes three scenarios. Scenario 1 involves a change to the current General Plan land use designation with no changes to the roadway network. Scenario 2 involves network changes only with no land use change. Scenario 3 includes both the changes in land use and the network changes. The site location is presented on Figure 1.

General Plan Amendment Site Description

GP03-03-01 consists of a 9.0-acre parcel of land located on the north side of West Julian Street, about 550 feet west of North Market Street. The current adopted General Plan designation is for General Commercial, Combined Industrial/Commercial, and Residential Support for the Core Area. The proposed GPA involves changing the City's General Plan Land Use Designation to Core Area at 55 DU/AC.

Scenarios 1 (land use change only) and 3 (both land use and network changes) of the General Plan Amendment would result in a net change of 396 additional households and 921 fewer jobs relative to the current adopted General Plan land use designation. Scenario 2 involves network changes only and, thus, would not result in changes to the number of households or jobs.

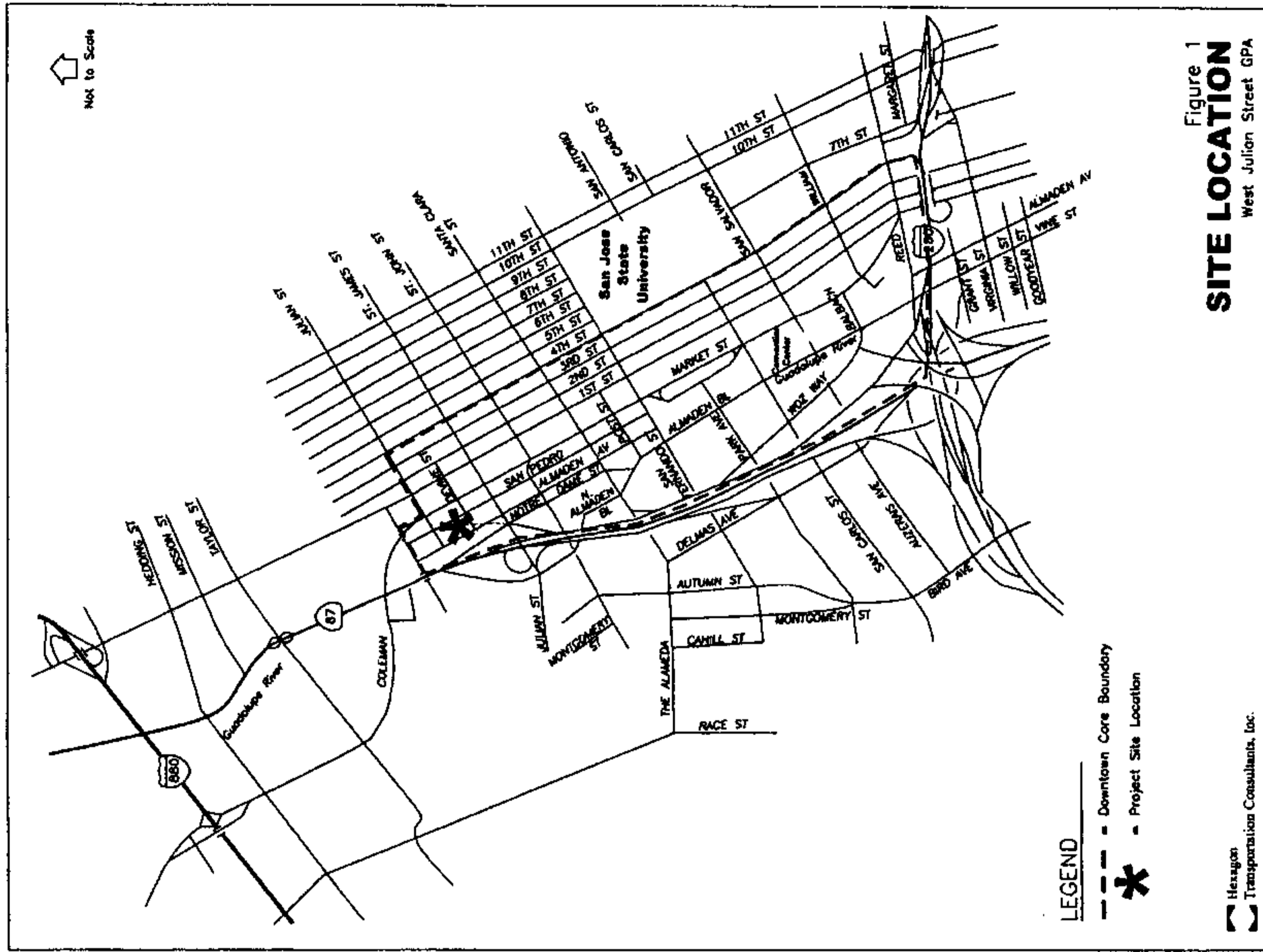
Scenario 1 would result in an overall reduction of 14 trips throughout the county, with 22 additional PM peak hour vehicle trips at the site. Scenario 2 would result in an overall reduction of 4 trips throughout the county, with 3 fewer PM peak hour vehicle trips at the site. Scenario 3 would result in an overall increase of 4 trips throughout the county, with 25 additional PM peak hour vehicle trips at the site. The site-specific and citywide Trip Analysis Summary is included in Appendix A.

Study Methodology

The City of San Jose's traffic forecasting model was developed to help the City project PM peak hour traffic impacts attributable to proposed changes to the City's General Plan. The model is implemented using the TRANPLAN transportation planning software system. The San Jose model includes the four elements traditionally associated with models of this kind. These elements include:

- Trip Generation,
- Trip Distribution,
- Mode Choice, and
- Traffic Assignment

The fundamental structure of the model includes a computer readable representation of the street system (highway network) that defines street segments (links) identified by end points (nodes). Each roadway link is further represented by key characteristics (link data) that describe the length, travel speeds, and vehicular capacity of the roadway segment. Small geographic areas (traffic analysis zones also called TAZ's) are used to represent the planned land use activity throughout the city's planning area. The



boundaries of these small geographic areas are typically defined by the modeled street system, as well as natural and man made barriers to traffic. The socioeconomic data for each TAZ in the model includes information about the number of households (stratified by household income and structure type), and employment (stratified by groupings of Standard Industrial Codes). The trip generation element of the San Jose model projects the traffic attributable to normal household and employment centers using trip generation rates and factors. The trip generation rates were derived from the Metropolitan Transportation Commission's 1981 San Francisco Bay Region Travel Survey, Caltrans San Francisco Bay Region and San Diego Trip Generation Studies, the Institute of Transportation Engineering trip generation studies and Arizona Department of Transportation studies.

Activity centers that have unusual traffic generating characteristics such as schools, hotels, large shopping centers, and airports are designated as *special generators*, and their associated traffic is manually estimated based on information from the above cited sources of trip generation information. Projected trips entering and leaving the County of Santa Clara are taken from a larger regional model run by the Metropolitan Transportation Commission (MTC) and the Valley Transportation Agency (VTA).

Travel times within and between TAZs (intra-zonal and inter-zonal and terminal times) are developed from the network being modeled. Travel times within zones (intra-zonal travel times) are derived for each zone based on half its average travel time to adjacent zones. Time to walk to and from the trip maker's car (terminal times) also are added. For special areas, additional terminal time is added to reflect the extra time associated with large parking lots, parking structures and areas with limited parking, specifically zones with large employer sites, shopping centers and in the downtown area. The projected daily trips are distributed using a standard gravity model and friction factors calibrated for the Santa Clara County area. The resulting trip distribution (trip table) is factored to represent the number of trips occurring during the PM peak hour, the directionality of those trips, and deducting the estimated non-auto related trip-making (transit travel and carpool passengers). The assignment of the trip table to the roadway network uses a route selection procedure based on minimum travel time paths (as opposed to minimum travel distance paths) between TAZs and is done using a capacity constrained equilibrium seeking process. This capacity constrained traffic assignment process enables the model to reflect diversion of traffic around congested portions of the modeled street system.

In addition to providing projected PM peak hour volumes and ratios comparing projected traffic volume to available roadway capacity (v/c ratios) on each roadway segment, the model also provides information on vehicle-miles and vehicle-hours of travel by facility type (freeway, expressways, arterial streets, etc.). These informational reports are used to compare and evaluate the project traffic impacts attributable to proposed amendments to the currently adopted San Jose General Plan. The San Jose traffic forecasting model is intended for use as a "macro analysis tool," that projects probable future conditions and is best used when comparing alternative future scenarios. It is not designed to answer "micro analysis level" operational questions.

This analysis also identifies current operating conditions of transportation facilities in the vicinity of the proposed General Plan Amendment site. This near-term traffic information is presented to identify existing conditions in the area, some of which may constitute constraints to future development. A more detailed traffic impact analysis will be required at the time a zoning or planning permit application is made for developing the site, whether or not the currently proposed GPA is approved. That analysis will address the near-term traffic impacts in detail and will identify required mitigation, if warranted.

Existing Conditions

The regional highway system, local streets, bicycle and pedestrian facilities, and transit systems serving the area are described in this chapter. Also included are the existing levels of service of the key intersections in the study area.

Existing Roadway Network

Regional access to the site is provided by I-280, I-880, and SR 87. These facilities are described below.

I-280 is generally an eight-lane freeway in the vicinity of downtown San Jose. It extends from US 101 in San Jose to I-80 in San Francisco. Just north of the Bascom Avenue overcrossing, I-280 consists of three mixed-flow lanes and one high-occupancy vehicle (HOV) lane in each direction to the north, and four mixed-flow lanes in each direction to the south. Access to I-280 to and from the project site is provided via SR 87.

I-880 connects from I-280, where it changes designation to SR 17 to Santa Cruz, to I-80 in Oakland. It generally has six lanes through San Jose. I-880 lies somewhat north of downtown San Jose, but has connections via interchanges at Coleman Avenue and at First Street.

SR 87 (Guadalupe Parkway) is a north-south four-lane freeway in the vicinity of the site. It extends from SR 85 in south San Jose to US 101 in north San Jose. North of Taylor, SR 87 becomes an at-grade arterial street with signalized intersections. The segment of SR 87 between Taylor Street and US 101 will be upgraded to a six-lane freeway as part of the Route 87 freeway upgrade project. Access to SR 87 to and from the project site is provided via its interchange at Julian Street.

Major arterials within the project area include Market Street, Julian Street, North First Street, and Santa Clara Street. These roadways are described below.

Market Street is a north-south four-lane roadway that runs from Julian Street to Reed Street. North of Julian Street, Market Street becomes Coleman Avenue. South of Reed Street, Market Street becomes South First Street. Being the east project site boundary, it also provides direct access to the project site.

Julian Street is a one-way westbound two-lane arterial within the downtown core area. West and east of the downtown core at SR 87 and 17th Street, respectively, Julian Street is generally a two-way two-lane roadway. In addition to providing direct access to the project site, Julian Street also provides regional access through its full interchange with SR 87.

North First Street is a north-south, one-lane, one-way northbound roadway between San Carlos Street and Julian Street. From San Carlos to Julian Street, the Guadalupe LRT line runs along the right side of First Street. North of Julian Street, First Street transitions from a one- to a two-lane roadway that is divided by the Guadalupe LRT line and extends to north San Jose. South of San Carlos Street, First Street transitions from a one- to a two-lane roadway and becomes Monterey Road.

Santa Clara Street is a four-lane east-west arterial that provides access from the east and west of the downtown area. East of US 101, Santa Clara Street becomes Alum Rock Avenue and west of SR 87 it becomes The Alameda.

Existing Bicycle and Pedestrian Facilities

According to the City of San Jose Transportation Bicycle Network and the Valley Transportation Agency (VTA) Santa Clara Valley Bikeways Map, there are some City- and County-designated bikeways in the vicinity of the project site (see Figure 2). There is a multiuse trail along Guadalupe River, which is for the use of bicycles and pedestrians. Also, bike lanes are provided on Seventh Street. In addition, the streets within the downtown, including the project area, generally have sufficient curb lane width to accommodate bicycles. The bike facilities network in the area provide bicyclists with the opportunity to use the local roadways near the site for commuting purposes.

Existing Transit Service

Existing transit service to the study area is provided by the VTA and by Caltrain. These are described below.

VTA Bus Service

The study area is served by twelve local bus routes. These are described below and shown on Figure 3.

The 22 line provides service between Eastridge and the Palo Alto/Menlo Park Caltrain station with 10-minute headways during commute hours.

The 23 line provides service between downtown San Jose and the San Antonio Shopping Center with 15- to 30-minute headways during commute hours.

The 64 line provides service between the Almaden LRT station and Alum Rock/Miguelito with 15-minute headways during commute hours.

The 66 line provides service between Santa Teresa Hospital and Milpitas with 15-minute headways during commute hours.

The 68 line provides service between the San Jose Diridon Caltrain station and Gavilan College in Gilroy with 15-minute headways during commute hours.

The 72 line provides service between downtown San Jose and the Santa Teresa LRT station with 15- to 30-minute headways during commute hours.

The 73 line provides service between downtown San Jose and Snell/Capitol Expressway with 20-minute headways during commute hours.

The 82 line provides service between Westgate and Hedding/Seventeenth Street with 30-minute headways during commute hours.

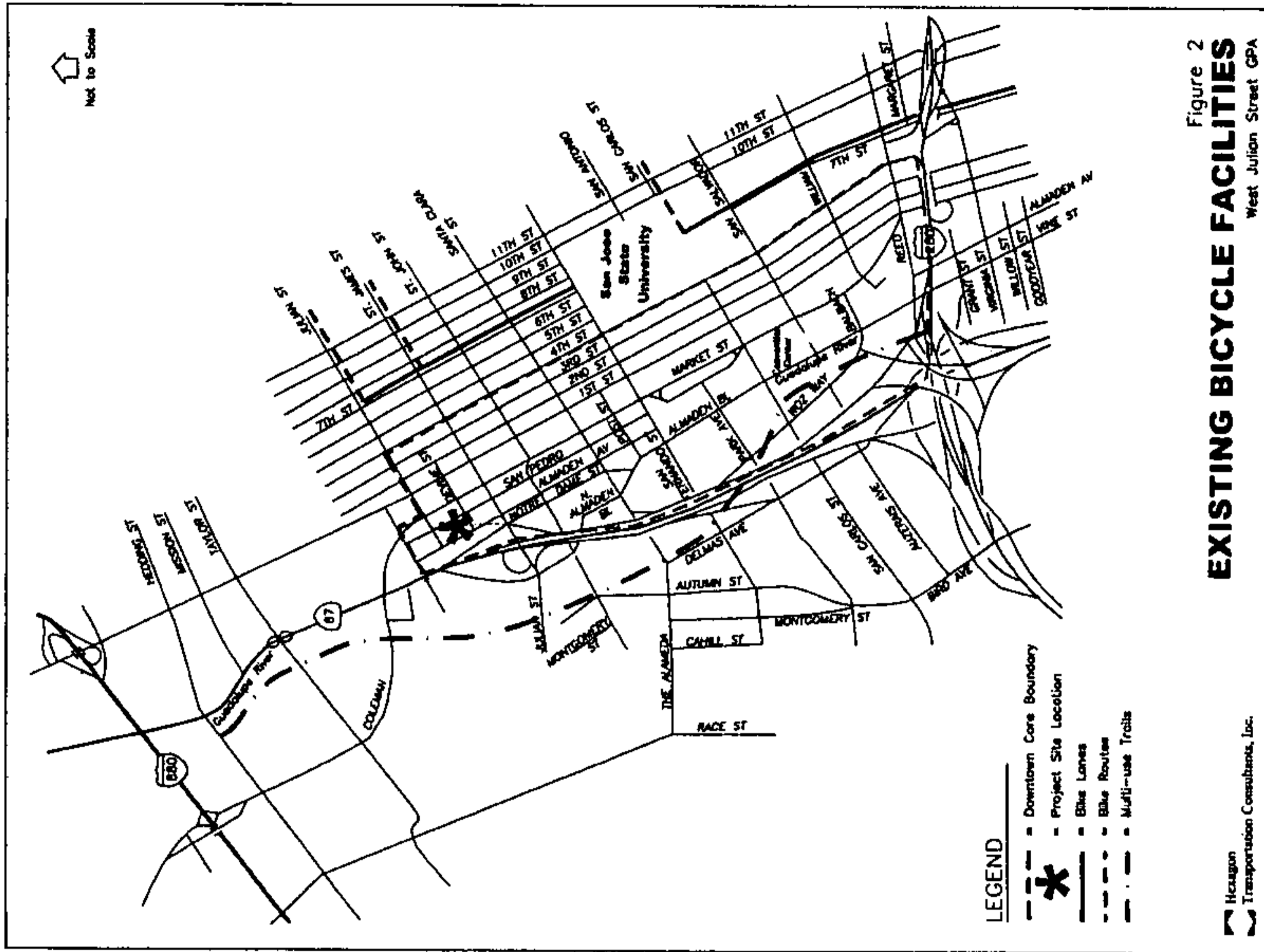
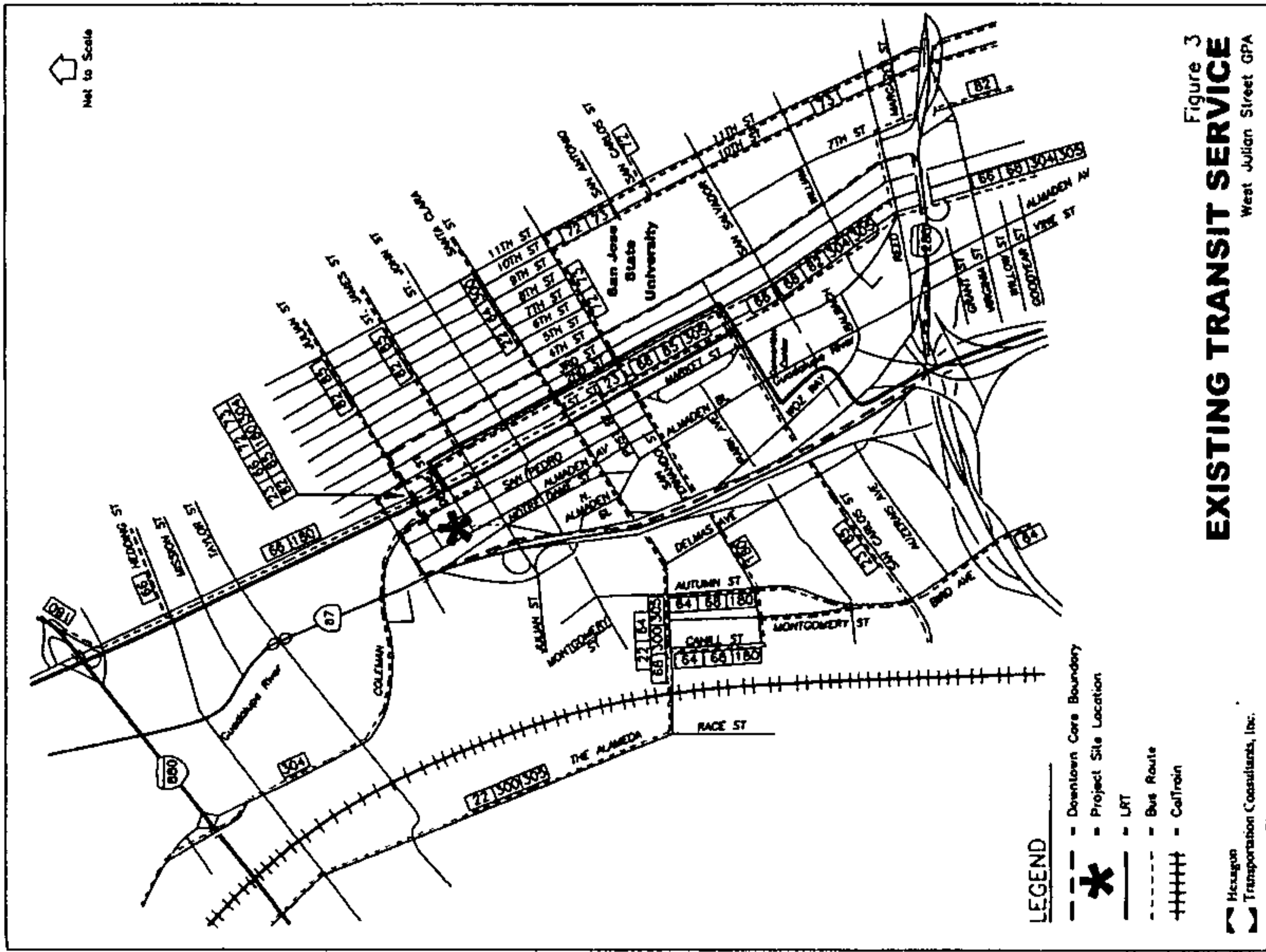


Figure 2
EXISTING BICYCLE FACILITIES
West Julian Street GPA

Hexagon
Transportation Consultants, Inc.



The 85 line provides service between Lawrence Expressway/Moorpark and Tenth Street/Hedding with 30-minute headways during commute hours.

The 300 line provides service between East San Jose and the Palo Alto Caltrain station with 20- to 30-minute headways during commute hours.

The 304 line provides service between South San Jose and Mountain View with 15- to 30-minute headways during commute hours.

The 305 line provides service between South San Jose and Mountain View with 60-minute headways during commute hours.

The study area is also served by one express bus route. Express bus 180 operates on 15- to 20-minute headways during commute hours between the San Jose Diridon Caltrain station and the Fremont BART station.

Bus stops are located at the following intersections near the project site:

- First Street and Julian Street
- Second Street and Julian Street

Light Rail Transit (LRT) Service

Santa Clara Valley Transportation Authority (VTA) currently operates the 30.5-mile VTA light rail line system extending from south San Jose through downtown to the northern areas of San Jose, Santa Clara, Mountain View and Sunnyvale. Service operates 24-hours, every 15 minutes during much of the day, and carries over 22,485 riders on an average weekday.

There is one LRT station in the vicinity of the project site. The St. James LRT station is located on First Street just south of St. James Street. Light Rail provides service with approximately 10-minute headways during commute hours.

Caltrain

Commuter rail service between San Francisco and Gilroy is provided by Caltrain. There is one Caltrain station located within the project study area—the San Jose Diridon Caltrain station—located at the intersection of San Fernando Street and Cahill Street across from the San Jose Arena. The San Jose Diridon Caltrain station Park & Ride lot is accessible from Cahill Street. At the San Jose Diridon Caltrain station, Caltrain provides service with approximately 15- to 30-minute headways during commute hours.

Existing Intersection Levels of Service

The results of the level of service analysis under existing conditions are summarized in Appendix B. The results show that, measured against the City of San Jose level of service standards, two of the twenty-three key signalized intersections in the vicinity of the site currently operate at an unacceptable LOS F during at least one of the peak hours. These intersections are:

- Coleman Avenue and Hedding Street

Coleman Avenue and Taylor Street

All other key signalized intersections currently operate at an acceptable LOS D or better. It should be noted that the currently unacceptable levels of service for the two intersections identified above are based on 1997 or older traffic volume data, due to the on-going SR 87 freeway construction. Consequently, the level of service data may change once new counts are collected upon completion of the SR 87 freeway upgrade project.

Background conditions represent traffic conditions that would occur after all approved projects are completed and producing traffic on the street system. The results of the level of service analysis under background conditions are summarized in Appendix B. The results show that the same two intersections identified above would operate at an unacceptable LOS F during at least one of the peak hours of traffic. All other key signalized intersections would operate at an acceptable LOS D or better under background conditions.

Existing Freeway Levels of Service

The level of service for freeway segments was estimated based on vehicle density. The vehicle density on a segment is correlated to level of service. The CMP defines an acceptable level of service for freeway segments as LOS E or better.

Traffic volumes on freeway segments in the vicinity of the site were obtained from the Santa Clara County Congestion Management Program 2001 *Monitoring & Conformance Report*, May 2002. The results of the analysis, which are summarized in Table 1, show that seventeen of the eighteen freeway segments in the vicinity of the site currently operate at an unacceptable LOS F during at least one of the peak hours.

**Table 1
Freeway Levels of Service**

Facility	Direction	From	To	Existing Level of Service	
				AM	PM
SR 87	Southbound	Coleman Ave.	Julian St.	C	D
		Julia St.	I-280	B	F
		I-280	Alma Ave.	C	F
		Alma Ave.	Almaden Expwy.	E	F
		Almaden Expwy.	Curtner Ave.	D	D
		Curtner Ave.	Capitol Expwy.	C	D
	Northbound	Capitol Expwy.	SR 85	C	D
		SR 85	Capitol Expwy.	D	D
		Capitol Expwy.	Curtner Ave.	F	D
		Curtner Ave.	Almaden Expwy.	F	D
		Almaden Expwy.	Alma Ave.	F	E
		Alma Ave.	I-280	D	C
		I-280	Julian St.	C	B
I-280	Westbound	Julian St.	Coleman Ave.	F	B
		US 101	McLaughlin Ave.	F	D
		McLaughlin Ave.	Tenth St.	F	F
		Tenth St.	SR 87	F	F
		SR 87	Bird Ave.	F	F
		Bird Ave.	Meridian Ave.	F	E
	Eastbound	Meridian Ave.	I-880	F	D
		I-880	Meridian Ave.	D	F
		Meridian Ave.	Bird Ave.	D	F
		Bird Ave.	SR 87	C	F
		SR 87	Tenth St.	D	F
		Tenth St.	McLaughlin Ave.	D	D
		McLaughlin Ave.	US 101	C	D
I-880	Southbound	US 101	North First St.	D	F
		North First St.	SR 87	D	F
		SR 87	Coleman Ave.	D	F
		Coleman Ave.	The Alameda	D	F
		The Alameda	Bascom Ave.	D	F
		Bascom Ave.	The Alameda	F	C
	Northbound	The Alameda	Coleman Ave.	F	C
		Coleman Ave.	SR 87	F	D
		SR 87	North First St.	F	D
		North First St.	US 101	F	D

Source: Santa Clara Valley Transportation Authority, 2001 *Monitoring & Conformance Report*, May 2002.

Long Range Analysis of Traffic Impacts

The purpose of this General Plan Amendment (GPA) study is to evaluate the long-term traffic impacts of the proposed GPA for the 9.0-acre property located on the north side of West Julian Street, approximately 550 feet west of North Market Street. The long-term traffic analysis includes three scenarios. Scenario 1 (land use change only) and 3 (both land use and network changes) of the General Plan Amendment would result in a net change of 396 additional households and 921 fewer jobs relative to the current adopted General Plan land use designation. Scenario 2 involves network changes only and, thus, would not result in changes to the number of households or jobs. The Trip Analysis Summary is included in Appendix A.

Scenario 1 of the GPA (land use change only) would result in an overall reduction of 14 trips throughout the county, with 22 additional PM peak hour vehicle trips at the site. Scenario 1 would result in a significant increase in PM peak hour trips in the peak direction on the following roadways as indicated:

- First Street (s/o I-280) – 64 additional PM peak hour trips
- The Alameda (s/o Jackson) – 56 additional PM peak hour trips
- Coleman Avenue (s/o Jackson) – 38 additional PM peak hour trips
- US 101 – 31 additional PM peak hour trips

Scenario 2 of the GPA (network changes only) would result in a significant increase in PM peak hour trips in the peak direction on the following roadways as indicated:

- Vine Street (s/o I-280) – 49 additional PM peak hour trips
- First Street (s/o I-280) – 30 additional PM peak hour trips
- Coleman Avenue (s/o Jackson) – 40 additional PM peak hour trips
- SR 87 (s/o Jackson) – 52 additional PM peak hour trips
- Thirteenth Street (s/o Jackson) – 24 additional PM peak hour trips
- Santa Clara Street (e/o Autumn) – 55 additional PM peak hour trips
- SR 87 (n/o Julian) – 52 additional PM peak hour trips
- Santa Clara Street (n/s Julian) – 153 additional PM peak hour trips
- SR 87 (e/w Julian) – 69 additional PM peak hour trips

However, it is important to note that Scenario 2 would result in an overall reduction of 4 trips throughout the county, with 3 fewer PM peak hour vehicle trips at the site.

Scenario 3 of the GPA (land use and network changes) would result in an overall increase of 4 trips throughout the county, with 25 additional PM peak hour vehicle trips at the site. Scenario 3 would result in a significant increase in PM peak hour trips in the peak direction on the following roadways as indicated:

- Second Street (s/o I-280) – 31 additional PM peak hour trips
- Coleman Avenue (s/o Jackson) – 36 additional PM peak hour trips
- SR 87 (s/o Jackson) – 61 additional PM peak hour trips
- Thirteenth Street (s/o Jackson) – 33 additional PM peak hour trips

The site-specific and citywide Trip Analysis Summaries are included in Appendix A.

Significant Impact Criteria

The determination of significance is based on the extent to which the proposed change contributes to existing peak-hour congestion in the vicinity of the proposed amendment. For this analysis, the addition of peak direction trips are determined on the congested links (LOS E or F) within approximately a two mile radius, measured from all boundaries of the project site. Congested links are grouped in sets and are generally major parallel facilities. The links are grouped in this manner to account for trip reassignment by the computer model. The traffic impact from the proposed land use amendment will be significant if:

- The peak direction volume on nearby LOS E/F links increases by 1.50 percent or more over the average volume of those congested links.

The impact criteria and thresholds of significance are described in more detail in the document titled *Methodology for Preparing Long Term Traffic Impact Assessments*, City of San Jose, 2003. This document is provided in Appendix C.

In the project area the principal directionality of traffic is southbound in the PM peak hour, due to the predominance of employment downtown and north of the site and the predominance of housing south of the site. The proposed use would generate residential trips and, thus, would attract primary trips from employment zones in the vicinity of the site and north of the site. The proposed use thus would produce a more balanced directionality than is typical for industrial or commercial type uses.

Long Range Transportation Impacts

Two sets of roadway links operate at LOS E/F for the adopted General Plan base case under Scenarios 1 and 3. Eight sets of roadway links operate at LOS E/F for the adopted General Plan base case under Scenario 2, which involves network changes only. Under Scenarios 1 and 3, the proposed General Plan Amendment would cause the peak direction volume to increase by 1.50% or more on one of the link sets. Under Scenario 2, the proposed General Plan Amendment would cause the peak direction volume to increase by 1.50% or more on four of the link sets.

Impact: Based on impact criteria for the LOS E/F link analysis, the increases in volumes on these link sets as a result of any one of the three proposed General Plan Amendment Scenarios constitutes a significant adverse traffic impact.

The changes in trips on the E/F links for Scenarios 1, 2 and 3 are shown in Tables 2a, 2b and 2c, respectively. Appendix D contains the detailed LOS E/F link analysis.

Mitigation for Long Range Impacts

Consistent with City policies and practice, the TRANPLAN model used to evaluate traffic impacts for this proposed amendment includes all of the major infrastructure identified in the General Plan Land Use/Transportation Diagram, including infrastructure that is not yet built and/or funded.

Table 2a
Scenario 1 LOS E/F Link Volumes (PM Peak Hour & Peak Direction)

Link Set /a/	Roadway	Volume Change
1	Bird Avenue	-7
1	SR 87	-28
1	Vine Street	-4
1	First Street	64
1	Second Street	3
1	Tenth Street	-16
Link Set #1 Total Change		12
Link Set #1 Volume at 1.5% Threshold		44 <
2	The Alameda	58
2	Coleman Avenue	38
2	SR 87	7
2	Fourth Street	-3
2	Thirteenth Street	15
2	US 101	31
Link Set #2 Total Change		144
Link Set #2 Volume at 1.5% Threshold		64 <

a/ Link Set 1 = south of I-280 and Link Set 2 = s/o Jackson Street.
 = Significant Adverse Traffic Impact
 Source: City of San Jose GP03-03-01 (Land Use) E/F Link Analysis, August 6, 2003.

General Plan Policies

Impacts from these proposed General Plan amendments would be reduced by conformance with General Plan policies, including the following:

- *Services and Facilities Level of Service Policy #5* - requires that the minimum overall performance of City streets during peak travel periods should be level of service "D". To meet that goal, the policy states that development proposals should be reviewed for their measurable impacts on the level of service and should be required to provide appropriate mitigation measures if they have the potential to reduce the level of service to "D" or worse.

Results of the traffic analysis indicate that the proposed amendment will add traffic to streets already identified as operating at unacceptable levels. According to the general plan policy and impact criteria, this constitutes a significant impact. Although there is no mitigation yet identified, at the time a specific development application is submitted, a traffic impact study would identify any current condition deficiencies that would need to be mitigated to meet level of service policies. In accordance with the City's level of service policy, any impacts would then have to be mitigated before the project could be approved.

Table 2b
Scenario 2 LOS E/F Link Volumes (PM Peak Hour & Peak Direction)

Link Set /a/	Roadway	Volume Change
1	Bird Avenue	-11
1	SR 87	-8
1	Vine Street	49
1	First Street	30
1	Second Street	18
1	Tenth Street	11
Link Set #1 Total Change		88
Link Set #1 Volume at 1.5% Threshold		44 <
2	The Alameda	9
2	Coleman Avenue	40
2	SR 87	52
2	Fourth Street	8
2	Thirteenth Street	24
2	US 101	14
Link Set #2 Total Change		147
Link Set #2 Volume at 1.5% Threshold		64 <
3	Julian Street	-80
Link Set #3 Total Change		-80
Link Set #3 Volume at 1.5% Threshold		30 <
4	Market Street	-41
4	SR 87	11
Link Set #4 Total Change		-30
Link Set #4 Volume at 1.5% Threshold		70 <
5	Santa Clara Street	55
5	Park Avenue	13
Link Set #5 Total Change		68
Link Set #5 Volume at 1.5% Threshold		25 <
6	SR 87	52
6	Fourth Street	15
Link Set #6 Total Change		67
Link Set #6 Volume at 1.5% Threshold		71 <
7	Park Avenue	-6
7	Santa Clara Street	153
Link Set #7 Total Change		147
Link Set #7 Volume at 1.5% Threshold		24 <
8	SR 87	69
Link Set #8 Total Change		69
Link Set #8 Volume at 1.5% Threshold		105 <

a/ Link Set 1 = s/o I-280; Link Set 2 = s/o Jackson; Link Set 3 = s/o Market; Link Set 4 = s/o Park;
 Link Set 5 = s/o Autumn; Link Set 6 = s/o Julian; Link Set 7 = s/o Julian; and Link Set 8 = s/w Julian.
 = Significant Adverse Traffic Impact
 Source: City of San Jose GP03-03-01 (Network Screening) E/F Link Analysis, August 6, 2003.

Table 2c
Scenario 3 LOS E/F Link Volumes (PM Peak Hour & Peak Direction)

Link Set #/ Roadway	Volume Change
1 Bird Avenue	-16
1 SR 87	-39
1 Vine Street	6
1 First Street	2
1 Second Street	31
1 Tenth Street	17
Link Set #1 Total Change	1
Link Set #1 Volume at 1.5% Threshold	44 <
2 The Alameda	-13
2 Coleman Avenue	36
2 SR 87	61
2 Fourth Street	-1
2 Thirteenth Street	33
2 US 101	-44
Link Set #2 Total Change	72
Link Set #2 Volume at 1.5% Threshold	64 <

/a/ Link Set 1 = south of I-280 and Link Set 2 = s/o Jackson Street

[] = Significant Adverse Traffic Impact

Source: City of San Jose GP03-03-01 E/F Link Analysis, August 8, 2003.

- *Transportation Policy #1 (Thoroughfares)* states that inter-neighborhood movement of people and goods should occur on thoroughfares and is discouraged on neighborhood streets.
- *Transportation Policy #3 (Thoroughfares)* states that public street right-of-way dedication and improvements should be required as development occurs. Ultimate thoroughfare right-of-way should be no less than the dimensions as shown on the Land Use/Transportation Diagram except when a lesser right-of-way will avoid significant social, neighborhood or environmental impacts and perform the same traffic movement function.
- *Transportation Policy #8 (Thoroughfares)* states that vehicular, bicycle, and pedestrian safety should be an important factor in the design of streets and roadways.
- *Transportation Policy #9 (Impacts on Local Neighborhoods)* states that neighborhood streets should be designed to discourage through traffic and unsafe speeds. If neighborhood streets are used for through traffic or if they are traveled at unsafe speeds, law enforcement and traffic operations techniques should be employed to mitigate these conditions.
- *Transportation Policy #11 (Transit Facilities)* states that the City should cooperate with transportation agencies to achieve the following objectives for the County's public transit system:

- Provide all segments of the City's population, including the handicapped, elderly, youth and economically disadvantaged, with adequate access to public transit. Public transit should be designed to be an attractive, convenient, dependable and safe alternative to the automobile.

- Enhance transit service in major commute corridors, and provide convenient transfers between public transit systems and other modes of travel.

- *Transportation Policy #16 (Pedestrian Facilities)* states that pedestrian travel should be encouraged as a viable mode of movement between high density residential and commercial areas throughout the City and in activity areas such as schools, parks, transit stations, and in urban areas, particularly the Downtown Core Area and neighborhood business districts by providing safe and convenient pedestrian facilities.

- *Transportation Policy #41 (Bicycling)* states that the City should develop a safe, direct, and well-maintained transportation bicycle network linking residences, employment centers, schools, parks and transit facilities and should promote bicycling as an alternative mode of transportation for commuting as well as for recreation.

- *Transportation Policy #42 (Bicycling)* states that bike lanes are considered generally appropriate on arterial and major collector streets. Right-of-way requirements for bike lanes should be considered in conjunction with planning the major thoroughfares network and in implementing street improvement projects.

- *Transportation Policy #43 (Bicycling)* states that priority improvements to the Transportation Bicycle Network should include:

- Bike routes linking light rail stations to nearby neighborhoods.
- Bike paths along designated trails and pathways corridors.
- Bike paths linking residential areas to major employment centers.

Cumulative Impacts

This chapter presents the long-term grand cumulative traffic impacts on the citywide transportation system associated with all of the proposed Fall 2003 General Plan Amendments (GPAs) in the City of San Jose. The following land use and network amendments were evaluated for cumulative impacts:

Land Use Amendments

GP01-06-09	GP03-03-02	GP03-04-03	GP03-07-04
GP01-06-10	GP03-03-03	GP03-04-04	GP03-07-05
GP01-06-11	GP03-03-05	GP03-04-05	GP03-07-06
GP01-06-12	GP03-03-06	GP03-04-06	GP03-07-07
GP02-07-03	GP03-03-07	GP03-05-01	GP03-07-08
GP02-07-04	GP03-03-08	GP03-05-03	GP03-07-09
GP02-08-04	GP03-03-09	GP03-05-04	GP03-07-10
GP03-01-02	GP03-03-10	GP03-07-01	GP03-08-01
GP03-02-03	GP03-04-01	GP03-07-02	GP03-10-01
GP03-03-01	GP03-04-02	GP03-07-03	Martha Gardens

Network Amendments

GP03-02-01	GP03-02-02	GP03-03-12	GP03-T-11
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For individual General Plan Amendments that involve land use and network changes, the General Plan Amendment cumulative analysis contains two scenarios. The first cumulative scenario consists of four network changes only and is referred to as the Network Cumulative GPA scenario. The second cumulative scenario consists of four network changes and forty land use changes and is referred to as the Grand Cumulative GPA scenario. Appendix E contains a description of the 44 proposed 2003 General Plan Amendments.

Cumulative Analysis

The proposed network and land use changes were evaluated to determine the effects of the amendments on the citywide transportation system. Increases in peak direction volumes across the identified screenlines (see Table 3) for the Special Subareas, changes in Vehicle Miles Traveled (VMT) and Vehicle Hours Traveled (VHT), and a re-examination of all LOS E/F links evaluated for each of the General Plan amendments due to the land use adjustments were analyzed.

Based on the City of San Jose General Plan Amendment Guidelines, the cumulative significance of impact for an individual GPA will be evaluated on a case-by-case basis. The evaluation will take into account the proximity of the individual GPA to the impacted facilities.

Table 3
Screenline Impact Criteria

Subarea	Percentage Change
North San Jose	0.20%
Evergreen	0.10%
South San Jose	0.20%

Cumulative impacts are considered significant if any of the following occur:

- Peak direction volumes into or out of any one of the three Special Subareas shown in Figure 4 increase by the percentage shown in Table 3 above; or
- Average VMT and VHT both increase by 0.20 percent for all roadways in the San Jose Sphere of Influence; or
- Peak or non-peak direction volumes of LOS E/F links increase by 1.50 percent or more on any of the congested link sets within the vicinity of any of the proposed network amendments; or
- Peak direction volumes of LOS E/F links increase by 1.50 percent or more on any of the congested link sets within the vicinity of any of the proposed land use amendments.

If one or more of these thresholds is exceeded, the proposed General Plan amendments would have cumulatively significant adverse impacts. Depending on the circumstances, including number, size, and location of the various amendments, the cumulative analysis may conclude that one or more individually proposed amendments would have significant cumulative impacts, or that none of the individually proposed amendments would have substantially greater impacts than any other.

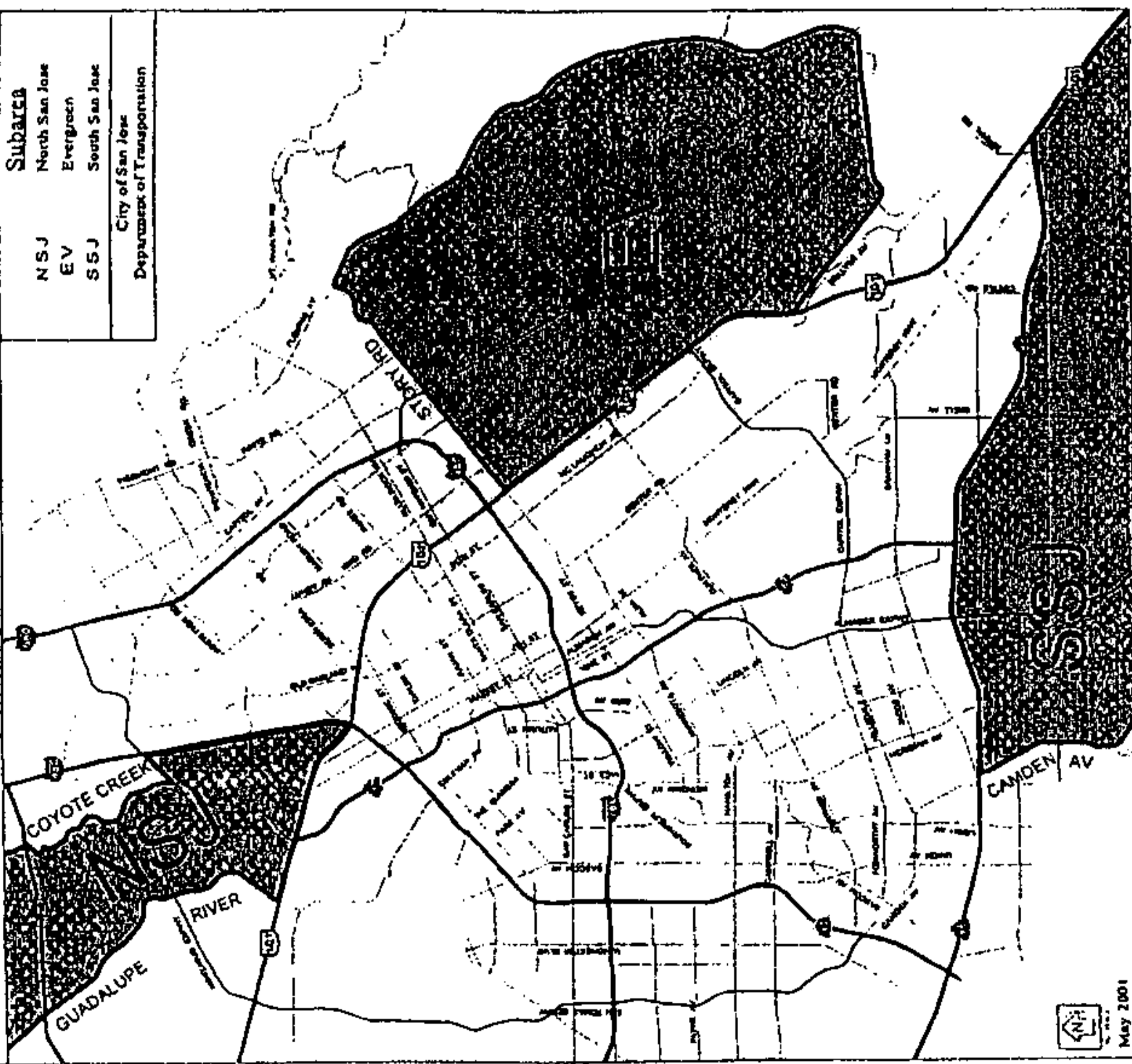
Screenline Analysis

On any highway system, there are areas through which major travel is made, most notably commute trips. In San Jose the major commute is made between job sites in the north and west areas of the City, and the residential areas in the east and south sides of the City. Also of interest is the travel corridor through which commuters from the East Bay travel to get to and from job sites in North San Jose, Santa Clara and Sunnyvale. Travel between these areas takes place in "travel corridors" usually defined by a freeway and made up of the freeway and several parallel roadway facilities.

Screenlines for the cumulative analysis are based on the boundaries of the three City of San Jose Special Subareas: North San Jose, Evergreen and South San Jose. Changes in peak direction volumes crossing the identified boundaries are used to determine the effects of the land use adjustments. The screenline analysis for network changes is indiscriminate of travel directions. The results of the screenline analysis for the Network Cumulative GPA scenario are presented in Table 4. The results of the screenline analysis for the Grand Cumulative GPA scenario are presented in Table 5.

For the proposed General Plan Amendments throughout the City, the increases in volumes for the identified screenlines are not projected to increase by more than the specified impact criteria for either the Network Cumulative or Grand Cumulative GPA scenarios. Therefore, the proposed adjustments will not result in significant adverse traffic impacts based on performance criteria for screenline analysis.

City of San Jose
General Plan Amendment
Special Subarea Boundaries



May 2001

Source: Trnplon Methodology - June 2003 Update
San Jose General Plan Amendments

Figure 4
SPECIAL SUBAREA BOUNDARIES
West Julian Street GPA

Hexagon
Transportation Consultants, Inc.

Table 4
2003 Network Cumulative GPA Screenlines Analysis (PM Peak Direction)

Base	District	To					Totals	Outbound Totals
		1	2	3	4	5		
E P L	1	6,674	1,449	1,098	11,907	15,467	36,595	29,921
	2	292	14,098	765	6,608	2,630	24,393	42,141
	3	220	1,542	20,500	11,580	8,219	199,598	366,877
	4	3,472	10,106	12,558	127,721	45,741	669,604	669,604
	5	6,374	7,410	8,797	66,655	277,641	349,698	23,218
Totals:		17,032	34,605	43,798	224,471	349,698	669,604	23,218
Total Inbound:		20,507						

Project	District	To					Totals	Outbound Totals
		1	2	3	4	5		
E P L	1	6,672	1,441	1,108	11,915	15,463	36,589	29,927
	2	289	14,084	750	6,625	2,632	24,380	42,182
	3	223	1,534	20,500	11,581	8,244	199,532	366,841
	4	3,489	10,107	12,477	127,787	45,772	669,634	669,634
	5	6,372	7,424	8,787	66,611	277,647	349,758	23,122
Totals:		17,045	34,590	43,722	224,519	349,758	669,634	23,122
Total Inbound:		20,506						

Change: 30
Percent Change: 0.00%

Evergreen Subarea
Change to Inbound Volume: -1
Percent Change: 0.00% (Significant impact for Evergreen = 0.10%)

South San Jose Subarea
Change to Inbound Volume: -96
Percent Change: -0.41% (Significant impact for South San Jose = 0.20%)

North San Jose Subarea
Change to Outbound Volume: 6
Percent Change: 0.02% (Significant impact for North San Jose = 0.20%)

Notes:
District 1 is North San Jose
District 2 is Evergreen
District 3 is South San Jose
District 4 is Remainder of City
District 5 is Remainder of County
Source: City of San Jose General Plan Amendments Fall 2003 Network Cumulative Screenlines Analysis in the PM Peak Direction, August 4, 2003.

Vehicle Miles Traveled and Vehicle Hours Traveled Analysis

In general, whenever new trips are added to the transportation system, Vehicle Miles Traveled (VMT) and Vehicle Hours Traveled (VHT) will increase proportionally to the number of trips being added. There are several types of land use changes that can be exceptions to this generalization.

Land use changes that tend to minimize the increase in VMT and VHT are land use changes that involve adding new housing closer to jobs, or new jobs closer to housing.

In an area dominated by housing, adding jobs without displacing housing, while increasing trips, can actually reduce VMT and VHT by reducing commute distances (i.e., VMT) and by reducing travel made in the peak direction, which reduces VHT. These types of land use changes can cause trips to be internalized within the Planning Area in which the change is proposed and can reduce through trips in the adjacent Planning Areas, thereby reducing VMT and VHT.

Adding jobs and displacing housing in an area dominated by housing will usually reduce VMT and VHT because the displaced trips, usually traveling in the peak direction, are eliminated (thus reducing VMT and VHT). The substituted trips are usually shorter in length (thus reducing VMT) and travel mainly in the non-peak direction (thus reducing VHT). This type of land use change will cause trips to be internalized within the Planning Area in which the change is proposed and will reduce through trips in some adjacent Planning Areas, both as a result of the internalization as well as the reduced number of trips made from households.

In an area dominated by jobs, adding more jobs will increase both VMT and VHT. If the immediate area is already congested, the VHT will increase by more than the VMT because the additional congestion caused by the new trips affects the travel time of all trips in the area. This condition can result in an overall decrease in average speeds on the transportation system.

Comparisons between the year 2010 VMT and VHT for the adopted General Plan base case condition versus the proposed General Plan Network Amendments are presented in Tables 6 and 7, respectively. The comparisons include network changes only and are stratified by freeways, expressways, streets, ramps, and all roadways (overall) for the three Special Subareas and for the remainder of San Jose.

As shown in Tables 6 and 7, the overall VMT and VHT will not increase beyond the 0.20 percent impact criteria threshold. Therefore, based on VMT and VHT impact criteria it can be concluded that the proposed network amendments would not constitute significant adverse traffic impacts.

Comparisons between the year 2010 VMT and VHT for the adopted General Plan base case condition versus all of the proposed General Plan Amendments are presented in Tables 8 and 9, respectively. The comparisons include all proposed network and land use changes and are stratified by freeways, expressways, streets, ramps, and all roadways (overall) for the three Special Subareas and for the remainder of San Jose.

As shown in Tables 8 and 9, the overall VMT and VHT will not increase beyond the 0.20 percent impact criteria threshold. Therefore, based on VMT and VHT impact criteria it can be concluded that the proposed General Plan Amendments, including land use and network amendments, would not constitute significant adverse traffic impacts.

The technical model outputs used to prepare the VMT and VHT analysis by City of San Jose Planning Area for the Network Cumulative and Grand Cumulative GPA scenarios are contained in Appendix G.

**Table 5
2003 Grand Cumulative GPA Screenlines Analysis (PM Peak Direction)**

Base	District	To					Totals	Outbound Totals
		1	2	3	4	5		
E S J	1	6,674	1,449	1,098	11,907	15,467	36,595	29,921
	2	292	14,098	765	6,608	2,630	24,393	
	3	220	1,542	20,580	11,580	8,219	42,141	
	4	3,472	10,106	12,558	127,721	45,741	199,598	
	5	6,374	7,410	8,787	66,655	277,641	366,877	
Totals:		17,032	34,605	43,798	224,471	349,698	669,604	
Total Inbound:		20,507					23,218	

Project	District	To					Totals	Outbound Totals
		1	2	3	4	5		
E S J	1	6,956	1,381	1,056	11,651	14,759	35,803	28,847
	2	281	14,210	747	6,636	2,625	24,499	
	3	218	1,497	20,642	11,519	8,103	41,979	
	4	3,489	9,997	12,431	127,873	45,471	199,361	
	5	6,670	7,387	8,768	67,014	277,580	367,419	
Totals:		17,614	34,472	43,644	224,783	348,536	669,061	
Total Inbound:		20,262					23,002	

Change: -543
Percent Change: -0.08%

Evergreen Subarea
Change to Inbound Volume: -245
Percent Change: -1.19%
(Significant impact for Evergreen = 0.10%)

South San Jose Subarea
Change to Inbound Volume: -216
Percent Change: -0.93%
(Significant impact for South San Jose = 0.20%)

North San Jose Subarea
Change to Outbound Volume: -1,074
Percent Change: -3.59%
(Significant impact for North San Jose = 0.20%)

Notes:
District 1 is North San Jose
District 2 is Evergreen
District 3 is South San Jose
District 4 is Remainder of City
District 5 is Remainder of County

Source: City of San Jose General Plan Amendments Fall 2003 Grand Cumulative Screenlines Analysis in the PM Peak Direction, August 5, 2003.

The detailed screenline results for the Fall 2003 Network Cumulative and Grand Cumulative GPA scenarios are contained in Appendix F.

Table 6
2003 Network Cumulative GPA Vehicle Miles Traveled (VMT) Analysis

District	Freeways	Highways	Expressways	Arterials	Collectors	On-ramps/ Interchange		Loop	Base
						Off-ramps	Ramps		
1	42,780	-	18,736	48,688	6,661	1,738	-	67	120,689
2	89,143	-	9,165	40,802	6,508	5,901	1,887	1,158	154,565
3	110,684	18,833	36,625	68,754	5,878	2,316	2,020	178	246,300
4	463,709	37,764	67,360	372,608	46,578	26,535	23,395	4,279	1,042,226
Base Totals:	706,335	57,597	132,885	531,862	65,626	36,491	27,302	5,682	1,563,779

District	Freeways	Highways	Expressways	Arterials	Collectors	On-ramps/ Interchange		Loop	Project
						Off-ramps	Ramps		
1	42,793	-	19,615	49,755	6,723	1,753	-	68	120,707
2	89,430	-	9,217	40,837	6,543	5,888	1,860	1,141	154,916
3	111,284	18,436	36,723	68,552	5,916	2,266	2,015	183	246,376
4	463,132	38,122	67,135	373,160	46,542	28,470	23,408	4,292	1,042,261
Project Totals:	706,639	57,558	132,680	532,304	65,725	36,377	27,284	5,684	1,564,260

Change in VHT: 480
Percent Change: 0.03% (Significant impact = 0.20%)

Notes:
District 1 is North San Jose
District 2 is Evergreen
District 3 is South San Jose
District 4 is Remainder of City
Source: City of San Jose General Plan Amendments Fall 2003 Network Cumulative VMT Analysis Summary, August 4, 2003.

Table 7
2003 Network Cumulative GPA Vehicle Hours Traveled (VHT) Analysis

District	Freeways	Highways	Expressways	Arterials	Collectors	On-ramps/ Interchange		Loop	Base
						Off-ramps	Ramps		
1	881	-	526	1,488	274	75	-	3	3,246
2	1,978	-	229	1,330	307	251	39	38	4,171
3	2,214	418	941	2,034	249	86	47	8	5,997
4	9,811	863	1,651	11,415	1,980	1,147	497	179	27,543
Base Totals:	14,884	1,280	3,348	16,267	2,810	1,658	582	229	40,957

District	Freeways	Highways	Expressways	Arterials	Collectors	On-ramps/ Interchange		Loop	Project
						Off-ramps	Ramps		
1	883	-	519	1,490	276	75	-	3	3,246
2	1,991	-	231	1,331	311	251	38	38	4,192
3	2,230	412	948	2,026	252	84	47	8	6,006
4	9,797	872	1,643	11,429	1,986	1,136	497	180	27,539
Project Totals:	14,901	1,283	3,341	16,276	2,825	1,546	582	229	40,983

Change in VHT: 26
Percent Change: 0.06% (Significant impact = 0.20%)

Notes:
District 1 is North San Jose
District 2 is Evergreen
District 3 is South San Jose
District 4 is Remainder of City
Source: City of San Jose General Plan Amendments Fall 2003 Network Cumulative VHT Analysis Summary, August 4, 2003.

Table 8
2003 Grand Cumulative GPA Vehicle Miles Traveled (VMT) Analysis

District	Freeways	Highways	Expressways	Arterials	Collectors	On-ramps/ Interchange		Loop	Base
						Off-ramps	Ramps		
1	42,790	--	19,736	49,688	6,661	1,738	--	67	120,689
2	89,143	--	9,165	40,802	8,509	5,901	1,887	1,158	154,565
3	110,694	19,833	36,826	68,754	5,878	2,318	2,020	178	248,300
4	463,709	37,764	67,360	372,608	46,578	26,535	23,395	4,279	1,042,226
Base Totals:	706,335	57,597	132,885	531,862	65,626	36,491	27,302	5,682	1,563,779

Project:

District	Freeways	Highways	Expressways	Arterials	Collectors	On-ramps/ Interchange		Loop	Project
						Off-ramps	Ramps		
1	42,534	--	19,600	49,305	6,667	1,715	--	69	119,890
2	88,777	--	9,220	40,621	8,266	5,798	1,848	1,082	153,912
3	111,004	19,398	36,531	67,956	5,787	2,253	2,036	197	245,163
4	460,584	38,032	66,836	371,138	46,397	26,390	23,232	4,269	1,036,847
Project Totals:	702,899	57,431	132,187	529,020	65,117	36,126	27,116	5,616	1,555,511

Change in VMT: **-8,268**
Percent Change: **-0.53%** (Significant Impact = 0.20%)

Notes:
District 1 is North San Jose
District 2 is Evergreen
District 3 is South San Jose
District 4 is Remainder of City

Source: City of San Jose General Plan Amendments Fall 2003 Grand Cumulative VMT Analysis Summary, August 5, 2003.

Table 9
2003 Grand Cumulative GPA Vehicle Hours Traveled (VHT) Analysis

District	Freeways	Highways	Expressways	Arterials	Collectors	On-ramps/ Interchange		Loop	Base
						Off-ramps	Ramps		
1	881	--	526	1,488	274	75	--	3	3,246
2	1,978	--	229	1,330	307	251	39	39	4,171
3	2,214	418	941	2,034	249	86	47	8	5,987
4	9,811	863	1,651	11,415	1,980	1,147	487	179	27,543
Base Totals:	14,884	1,280	3,348	16,267	2,810	1,558	582	229	40,937

Project:

District	Freeways	Highways	Expressways	Arterials	Collectors	On-ramps/ Interchange		Loop	Project
						Off-ramps	Ramps		
1	873	--	518	1,474	274	72	--	3	3,213
2	1,972	--	231	1,312	284	243	38	37	4,116
3	2,221	407	935	2,006	246	83	48	9	5,965
4	9,728	874	1,633	11,351	1,968	1,137	493	179	27,363
Project Totals:	14,793	1,281	3,317	16,142	2,772	1,535	579	228	40,647

Change in VHT: **-310**
Percent Change: **-0.76%** (Significant Impact = 0.20%)

Notes:
District 1 is North San Jose
District 2 is Evergreen
District 3 is South San Jose
District 4 is Remainder of City

Source: City of San Jose General Plan Amendments Fall 2003 Grand Cumulative VHT Analysis Summary, August 5, 2003.

LOS E/F Link Analysis

For proposed General Plan Amendments that are not exempt and are located outside the three Special Subareas, the determination of significance is based on the extent to which the proposed change contributes to existing peak hour congestion in the vicinity of the proposed amendment. For this analysis, the addition of peak direction trips are determined on the congested links (LOS E or F) within approximately a two mile radius, measured from all boundaries of the project site. Congested links are grouped in sets and are generally major parallel facilities. The links are grouped in this manner to account for trip reassignment by the City of San Jose computer model.

Table 10 lists the sets of links that operate at LOS E or F as a result of all the network amendments that are included in the Network Cumulative GPA scenario. It should be emphasized that the changes in link volumes that are shown in Table 10 are the result of all of the network amendments and not the result of each individual network amendment. The table shows that twenty-one sets of links operate at LOS E or F for the adopted General Plan base case, and the cumulative effects of the proposed network amendments cause the peak direction link volumes to increase by 1.50 percent or more at four sets of links. The model shows the four proposed network amendments would result in moderate increases (between 30 and 40 peak-hour trips) in traffic on Market Street and SR 87 north and south of Santa Clara Street, as well as small increases (more than 10 peak-hour trips) in traffic on Thirteenth Street north of Santa Clara Street. The model also shows extremely significant increases (157 peak-hour trips) in traffic on Santa Clara Street north and south of Julian Street, and on Coleman Avenue (220 peak-hour trips) north of Hedding Street.

Impact: The increases in volumes at the identified link sets as a result of all the proposed network amendments constitute significant adverse traffic impacts based on impact criteria for the LOS E/F link analysis.

Table 11 lists the sets of links that operate at LOS E or F as a result of all the General Plan Amendments that are included in the Grand Cumulative GPA scenario. It should be emphasized that the changes in link volumes that are shown in Table 11 are the result of all of the General Plan Amendments, including land use and network amendments, and not the result of each individual amendment. The table shows that thirty-four sets of links operate at LOS E or F for the adopted General Plan base case, and the cumulative effects of the proposed General Plan Amendments cause the peak direction link volumes to increase by 1.50 percent or more at four sets of links. The model shows the four proposed network amendments would result in moderate increases (30 or more peak-hour trips) in traffic on First Street and Tenth Street south of I-280, as well as small to moderate increases (more than 15 peak-hour trips) in traffic on Vine Street and Second Street south of I-280 and on SR 87 and Thirteenth Street south of Jackson Street. The model also shows significant increases (more than 60 peak-hour trips) in traffic on Santa Clara Street north and south of Julian Street, as well as extremely significant increases on Coleman Avenue north of Hedding Street (180 peak-hour trips) and south of Jackson Street (287 peak-hour trips).

Impact: the increases in volumes at the identified link sets as a result of all the proposed General Plan Amendments constitute significant adverse traffic impacts based on impact criteria for the LOS E/F link analysis.

Appendix H contains the detailed LOS E/F link analysis for the Fall 2003 Network Cumulative and Grand Cumulative GPA scenarios.

**Table 10
2003 Network Cumulative LOS E/F Link Volume Analysis (PM Peak Direction)**

Link Set	Base Link Set Volume Total	Project Link Set Volume Total	Change in Link Set Volume	Avg Link Set Volume	% Change in Link Set Volume	1.5% Threshold Impact?
GP03-T-11 (w/o Auzerais)	9,111	9,122	11	4,556	0.24%	No
GP03-T-11 (w/o Auzerais)	9,666	9,872	14	3,295	-0.42%	No
GP03-T-11 (w/o Race)	10,598	10,508	-88	3,532	-2.48%	No
GP03-T-11 (w/o Santa Clara)	11,028	11,112	84	3,676	2.29%	Yes
GP03-T-11 (w/o San Carlos)	10,339	10,404	65	3,446	1.89%	Yes
GP03-T-11 (w/o Tenth)	2,001	1,998	-3	2,001	-0.15%	No
GP03-T-11 (w/o Tenth, off-peak)	1,939	1,936	3	1,933	0.16%	No
GP03-T-11 (w/o Fourth)	2,444	2,487	23	2,444	0.94%	No
GP03-T-11 (w/o Market)	1,668	1,652	-17	1,668	-1.02%	No
GP03-02-01 (w/o Bailey)	11,680	11,668	8	5,840	0.14%	No
GP03-02-01 (w/o Bailey, off-peak)	2,220	2,207	-13	2,220	-0.58%	No
GP03-03-01 (w/o Market)	1,867	1,866	-101	1,867	-5.13%	No
GP03-03-01 (w/o Park)	9,361	9,367	6	4,681	0.13%	No
GP03-03-01 (w/o Autumn)	3,351	3,362	11	1,676	0.66%	No
GP03-03-01 (w/o Julian)	9,410	9,387	-23	4,705	-0.48%	No
GP03-03-01 (w/o Julian)	3,185	3,325	140	1,593	8.79%	Yes
GP03-03-01 (w/o Julian)	6,974	6,947	-27	6,974	-0.38%	No
GP03-03-12 (w/o Hedding)	12,023	12,203	180	4,006	4.48%	Yes
GP03-03-12 (w/o First)	7,968	8,029	31	7,968	0.39%	No
GP03-03-12 (w/o Alameda)	10,610	10,537	-73	5,305	-1.38%	No
GP03-03-12 (w/o The Alameda)	9,393	9,366	-27	9,393	-0.28%	No

Source: City of San Jose General Plan Amendments Fall 2003 Network Cumulative E/F Link Analysis in PM Peak Direction, August 6, 2003.

Table 11 (Continued)
2003 Grand Cumulative LOS E/F Link Volume Analysis (PM Peak Direction)

Link Set	Base Link Set		Project Link Set		Change in Link Set Volume	Avg Link Set Volume	% Change in Link Set Volume	Threshold Impact?
	Volume Total	Volume Total	Volume Total	Volume Total				
GP02-07-03 (w/o I-280)	25,173	25,197	24	3,598	0.67%	54	No	
GP02-07-03 (w/o Hamilton)	26,801	26,719	-82	5,360	-1.53%	80	No	
GP03-07-07 (w/o I-280)	26,741	26,764	23	3,343	0.89%	50	No	
GP03-07-07 (w/o Hamilton)	30,343	30,257	-86	4,335	-1.86%	65	No	
GP03-07-07 (w/o Currier)	26,657	26,551	-106	5,331	-1.96%	80	No	
GP03-07-07 (w/o Tuhy)	23,855	23,610	-245	4,771	-5.14%	72	No	
GP03-04-04 (w/o I-680)	8,308	8,136	-167	2,769	-6.03%	42	No	
GP03-04-04 (w/o SR17R-680)	19,725	19,553	-172	6,575	-1.10%	99	No	
GP03-04-04 (w/o I-880)	7,168	7,190	22	3,504	0.61%	54	No	
GP03-03-01 (w/o I-280)	17,620	17,982	62	2,937	2.11%	44	Yes	
GP03-03-01 (w/o Jackson)	25,491	25,727	236	4,249	6.59%	64	Yes	
GP03-07-09 (w/o I-280)	15,129	15,176	47	3,782	1.24%	57	No	
GP03-07-09 (w/o Tuhy)	19,570	19,369	-201	4,893	-4.11%	73	No	
GP03-T-11 (w/o Azuparis)	9,111	9,149	38	4,556	0.83%	68	No	
GP03-T-11 (w/o Azuparis)	9,896	9,920	34	3,295	1.03%	49	No	
GP03-T-11 (w/o Race)	10,596	10,606	12	3,532	0.34%	53	No	
GP03-T-11 (w/o Santa Clara)	11,028	11,016	-10	3,676	-0.27%	55	No	
GP03-T-11 (w/o San Carlos)	10,338	10,340	1	3,446	0.03%	52	No	
GP03-T-11 (w/o Tenth)	2,001	2,011	10	2,001	0.50%	30	No	

Table 11 (Continued)
2003 Grand Cumulative LOS E/F Link Volume Analysis (PM Peak Direction)

Link Set	Base Link Set		Project Link Set		Change in Link Set Volume	Avg Link Set Volume	% Change in Link Set Volume	Threshold Impact?
	Volume Total	Volume Total	Volume Total	Volume Total				
GP03-T-11 (w/o Tenth, off peak)	1,933	1,940	7	1,933	0.36%	29	No	
GP03-T-11 (w/o Fourth)	2,444	2,477	33	2,444	1.35%	37	No	
GP03-T-11 (w/o Market)	1,669	1,663	-6	1,669	-0.36%	25	No	
GP03-02-01 (w/o Bailey)	11,660	11,557	-123	5,840	-2.11%	68	No	
GP03-02-01 (w/o Bailey, off peak)	2,220	2,214	-6	2,220	-0.27%	33	No	
GP03-03-01 (w/o Market)	1,967	1,853	-114	1,967	-5.80%	30	No	
GP03-03-01 (w/o Park)	9,361	9,366	5	4,661	-0.11%	70	No	
GP03-03-01 (w/o Autumn)	3,351	3,342	-9	1,676	-0.54%	25	No	
GP03-03-01 (w/o Julian)	9,410	9,430	20	4,705	0.43%	71	No	
GP03-03-01 (w/o Julian)	3,185	3,242	57	1,563	3.58%	24	Yes	
GP03-03-01 (w/o Julian)	6,974	6,964	-20	6,974	-0.29%	105	No	
GP03-03-12 (w/o Hedding)	12,023	12,226	203	4,008	5.06%	60	Yes	
GP03-03-12 (w/o Julian)	7,996	7,961	-17	7,996	-0.21%	120	No	
GP03-03-12 (w/o First)	10,610	10,499	-111	5,305	-2.09%	80	No	
GP03-03-12 (w/o Alameda)	9,393	9,295	-98	9,393	-1.04%	141	No	

Source: City of San Jose General Plan Amendments Fall 2003 Grand Cumulative E/F Link Analysis in PM Peak Direction, August 5, 2003.

Two of the four link sets that are significantly impacted under the Grand Cumulative GPA scenario also are impacted under the Network Cumulative GPA scenario. These are described below.

- Link set GP03-03-01, which includes segments of Park Avenue and Santa Clara Street north and south of Julian Street; and
- Link set GP03-03-12, which includes segments of First Street, SR 87, and Coleman Avenue north of Hedding Street.

West Julian GPA Site Contribution to Cumulative LOS E/F Link Impacts

The proposed West Julian Street GPA site is generally bounded by the Union Pacific Railroad tracks to the north, Market Street to the east, Julian Street to the south, and SR 87 to the west. The GPA site would contribute a significant number of peak-hour trips along the LOS E/F links contained in all four of the link sets found to be significantly impacted under the Network Cumulative GPA scenario, and along the LOS E/F links contained in two of the four link sets found to be significantly impacted under the Grand Cumulative GPA scenario as indicated below:

- GP03-T-11 (North of Santa Clara) – Network Cumulative GPA Scenario
- GP03-T-11 (North of San Carlos) – Network Cumulative GPA Scenario
- GP03-03-01 (North and South of Julian) – Network Cumulative and Grand Cumulative GPA Scenarios
- GP03-03-01 (South of Jackson) – Grand Cumulative GPA Scenario
- GP03-03-12 (North of Hedding) – Network Cumulative GPA Scenario

**General Plan Amendment
GP03-03-01 (landuse)
Total PM Peak Hour Trips**

FROM	TO					Total
	1	2	3	4	5	
District 1	6674	1448	1098	11907	15487	36595
District 2	292	14098	765	8608	2630	24393
District 3	220	1542	20580	11580	8218	42141
District 4	3472	10106	12558	12721	45741	199598
District 5	6374	7410	8797	66955	277641	366877
Total	17,032	34,605	43,798	224,471	349,998	609,604

Appendix A

GPA Trip Analysis Summary

FROM	TO					Total	Change	Percent Change
	1	2	3	4	5			
District 1	6,674	1,446	1,089	11,944	15,447	36,600	-14	
District 2	282	14,091	749	6,616	2,628	24,366	0.00%	
District 3	230	1,524	20,582	11,608	8,215	42,170		
District 4	3,465	10,119	12,492	127,735	45,712	199,523		
District 5	6,388	7,407	8,775	66,788	277,613	366,931		
Total	17,019	34,587	43,697	224,672	349,615	669,590		

**General Plan Amendment
GP03-03-01 (landuse)
Total Inbound/Outbound Trips**

	IN	OUT
Base	628	236
Project	727	159
Change	99	-77

- District 1 North San Jose
- District 2 Evergreen
- District 3 South San Jose
- District 4 Remainder of City
- District 5 Remainder of County

GP03-03-01 (landuse)

ADJUSTED PM PEAK HOUR VEHICLE TRIP PRODUCTION RATES (PM PK HR VEH TRIP PRODUCTION RATES X PRODUCTION ADJ FACTOR)

TRIP PURPOSE	DWELLING UNITS						EMPLOYMENT								
	SF LOW	SF MED	SF HI	MF LOW	MF MED	MF HI	AGRIC	MANUF	WHOLES	RETAIL	SERVIC	TRCMUT	RESID	GOVT	FIRE
HBWORK	0.2565	0.4093	0.4936	0.1933	0.318	0.4374	0	0	0	0	0	0	0	0	0
HBSHOP	0.1447	0.1549	0.2008	0.0435	0.0672	0.0957	0	0	0	0	0	0	0	0	0
HBS/REC	0.0492	0.0809	0.1154	0.0219	0.0367	0.0492	0	0	0	0	0	0	0	0	0
HBOTHER	0.1701	0.1962	0.2888	0.0505	0.0792	0.0994	0	0	0	0	0	0	0	0	0
HBSCHOL	0.0097	0.0161	0.0237	0.0067	0.0058	0.0047	0	0	0	0	0	0	0	0	0
NON-HB	0.0162	0.0162	0.0162	0.0162	0.0162	0.0162	0.0052	0.0399	0.1108	0.2673	0.0628	0.0236	0	0.2326	0.0458
TOTALS	0.6464	0.8738	1.1385	0.3321	0.5231	0.7026	0.0052	0.0399	0.1108	0.2673	0.0628	0.0236	0	0.2326	0.0458

ADJUSTED PM PEAK HOUR VEHICLE TRIP ATTRACTION RATES (PM PK HR VEH TRIP ATTRACTION RATES X ATTRACTION ADJ FACTORS)

TRIP PURPOSE	DWELLING UNITS						EMPLOYMENT								
	SF LOW	SF MED	SF HI	MF LOW	MF MED	MF HI	AGRIC	MANUF	WHOLES	RETAIL	SERVIC	TRCMUT	RESID	GOVT	FIRE
HBWORK	0.0129	0.0129	0.0129	0.0129	0.0129	0.0129	0.0374	0.2586	0.181	0.181	0.1882	0.1796	0	0.1888	0.1796
HBSHOP	0	0	0	0	0	0	0	0	0.0221	0.3829	0	0	0	0	0
HBS/REC	0.0092	0.0092	0.0092	0.0092	0.0092	0.0092	0.0059	0	0	0.087	0.0359	0.0039	0	0	0
HBOTHER	0	0	0	0	0	0	0	0.0109	0	0.2574	0.0985	0.0113	0	0.0925	0.0395
HBSCHOL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NON-HB	0.0154	0.0154	0.0154	0.0154	0.0154	0.0154	0.0049	0.0283	0.0809	0.3293	0.0469	0.0178	0	0.2371	0.0413
TOTALS	0.0375	0.0375	0.0375	0.0375	0.0375	0.0375	0.0481	0.2979	0.284	1.2377	0.3695	0.2126	0	0.5164	0.2604

TOTAL ADJUSTED PM PEAK HOUR VEHICLE TRIP GENERATION RATES

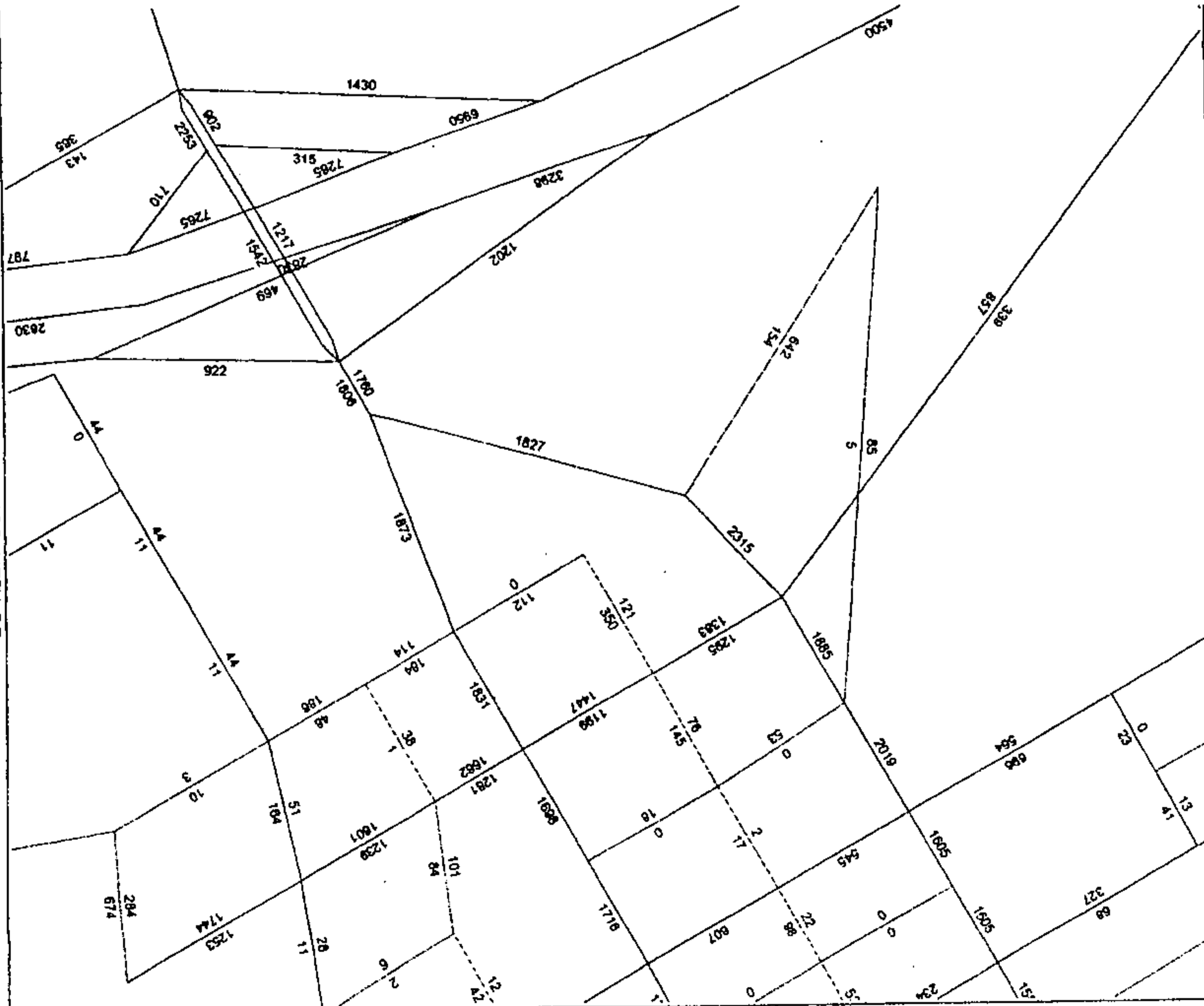
TOTAL PK HR RATES	DWELLING UNITS						EMPLOYMENT								
	SF LOW	SF MED	SF HI	MF LOW	MF MED	MF HI	AGRIC	MANUF	WHOLES	RETAIL	SERVIC	TRCMUT	RESID	GOVT	FIRE
	0.6839	0.9113	1.1761	0.3696	0.5606	0.7401	0.0533	0.3377	0.3946	1.505	0.4323	0.2362	0	0.749	0.3062

8/5/2003



C:\GP03-03-01\CS\NET.LOD
GP03-03-01 (landuse)
8/4/2003

Licensed to City of San Jose



General Plan Amendment
GP03-03-01 (network)
Total PM Peak Hour Trips

District	TO					Total
	1	2	3	4	5	
1	6674	1449	1098	11907	15467	36595
2	292	14098	765	6508	2630	24393
3	220	1542	20580	11580	8219	42141
4	3472	10106	12558	127721	45741	199598
5	6374	7410	8797	68655	277641	366877
Total	17,032	34,605	43,798	224,471	349,696	669,604

Project

District	TO					Total
	1	2	3	4	5	
1	6,674	1,444	1,106	11,916	15,461	36,601
2	297	14,089	750	6,632	2,636	24,394
3	228	1,539	20,588	11,593	8,218	42,167
4	3,479	10,098	12,532	127,722	45,759	199,591
5	6,386	7,416	8,800	66,614	277,629	386,847
Total	17,057	34,567	43,776	224,477	349,703	669,600

Change
Percent Change
-4
0.00%

General Plan Amendment
GP03-03-01 (network)
Total Inbound/Outbound Trips

	IN	OUT
Base	628	236
Project	622	239
Change	-6	3

- District 1 North San Jose
- District 2 Evergreen
- District 3 South San Jose
- District 4 Remainder of City
- District 5 Remainder of County

8/5/2003

GP03-03-01 (network)

ADJUSTED PM PEAK HOUR VEHICLE TRIP PRODUCTION RATES (PM PK HR VEH TRIP PRODUCTION RATES X PRODUCTION ADJ FACTOR)

TRIP PURPOSE	DWELLING UNITS						EMPLOYMENT						RESID	GOVT	FIRE
	SF LOW	SF MED	SF HI	MF LOW	MF MED	MF HI	AGRIC	MANUF	WHOLES	RETAIL	SERVIC	TRCMUT			
HBWORK	0.2567	0.4097	0.4941	0.1934	0.3183	0.4378	0	0	0	0	0	0	0	0	0
HBSHOP	0.1447	0.1549	0.2008	0.0435	0.0672	0.0957	0	0	0	0	0	0	0	0	0
HBS/REC	0.0492	0.0809	0.1154	0.0219	0.0367	0.0492	0	0	0	0	0	0	0	0	0
HBOTHER	0.1701	0.1962	0.2888	0.0505	0.0792	0.0994	0	0	0	0	0	0	0	0	0
HBSCHOL	0.0097	0.0161	0.0237	0.0067	0.0058	0.0047	0	0	0	0	0	0	0	0	0
NON-HB	0.0162	0.0162	0.0162	0.0162	0.0162	0.0162	0.0052	0.0399	0.1108	0.2673	0.0628	0.0236	0	0.2326	0.0458
TOTALS	0.6466	0.8742	1.139	0.3323	0.5234	0.703	0.0052	0.0399	0.1108	0.2673	0.0628	0.0236	0	0.2326	0.0458

ADJUSTED PM PEAK HOUR VEHICLE TRIP ATTRACTION RATES (PM PK HR VEH TRIP ATTRACTION RATES X ATTRACTION ADJ FACTORS)

TRIP PURPOSE	DWELLING UNITS						EMPLOYMENT						RESID	GOVT	FIRE
	SF LOW	SF MED	SF HI	MF LOW	MF MED	MF HI	AGRIC	MANUF	WHOLES	RETAIL	SERVIC	TRCMUT			
HBWORK	0.0129	0.0129	0.0129	0.0129	0.0129	0.0129	0.0374	0.2586	0.181	0.181	0.1882	0.1796	0	0.1866	0.1796
HBSHOP	0	0	0	0	0	0	0	0	0.0221	0.3827	0	0	0	0	0
HBS/REC	0.0092	0.0092	0.0092	0.0092	0.0092	0.0092	0.0059	0	0	0.0869	0.0358	0.0039	0	0	0
HBOTHER	0	0	0	0	0	0	0	0.0109	0	0.2572	0.0984	0.0113	0	0.0924	0.0395
HBSCHOL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NON-HB	0.0154	0.0154	0.0154	0.0154	0.0154	0.0154	0.0049	0.0283	0.0809	0.3294	0.0469	0.0178	0	0.2371	0.0413
TOTALS	0.0375	0.0375	0.0375	0.0375	0.0375	0.0375	0.0481	0.2979	0.284	1.2371	0.3694	0.2126	0	0.5163	0.2604

TOTAL ADJUSTED PM PEAK HOUR VEHICLE TRIP GENERATION RATES

TOTAL PK HR RATES	DWELLING UNITS						EMPLOYMENT						RESID	GOVT	FIRE
	SF LOW	SF MED	SF HI	MF LOW	MF MED	MF HI	AGRIC	MANUF	WHOLES	RETAIL	SERVIC	TRCMUT			
	0.6641	0.9117	1.1765	0.3698	0.5609	0.7405	0.0533	0.3377	0.3948	1.5045	0.4322	0.2362	0	0.7489	0.3061

8/5/2003

General Plan Amendment
GP03-03-01
Total PM Peak Hour Trips

Base

District	TO					Total
	1	2	3	4	5	
FROM 1	6674	1449	1088	11907	15467	36595
2	292	14088	785	6608	2630	24383
3	220	1542	20580	11580	8219	42141
4	3472	10106	12558	127721	45741	199598
5	6374	7410	8787	68655	277641	366877
Total	17,032	34,605	43,798	224,471	349,698	669,604

Project

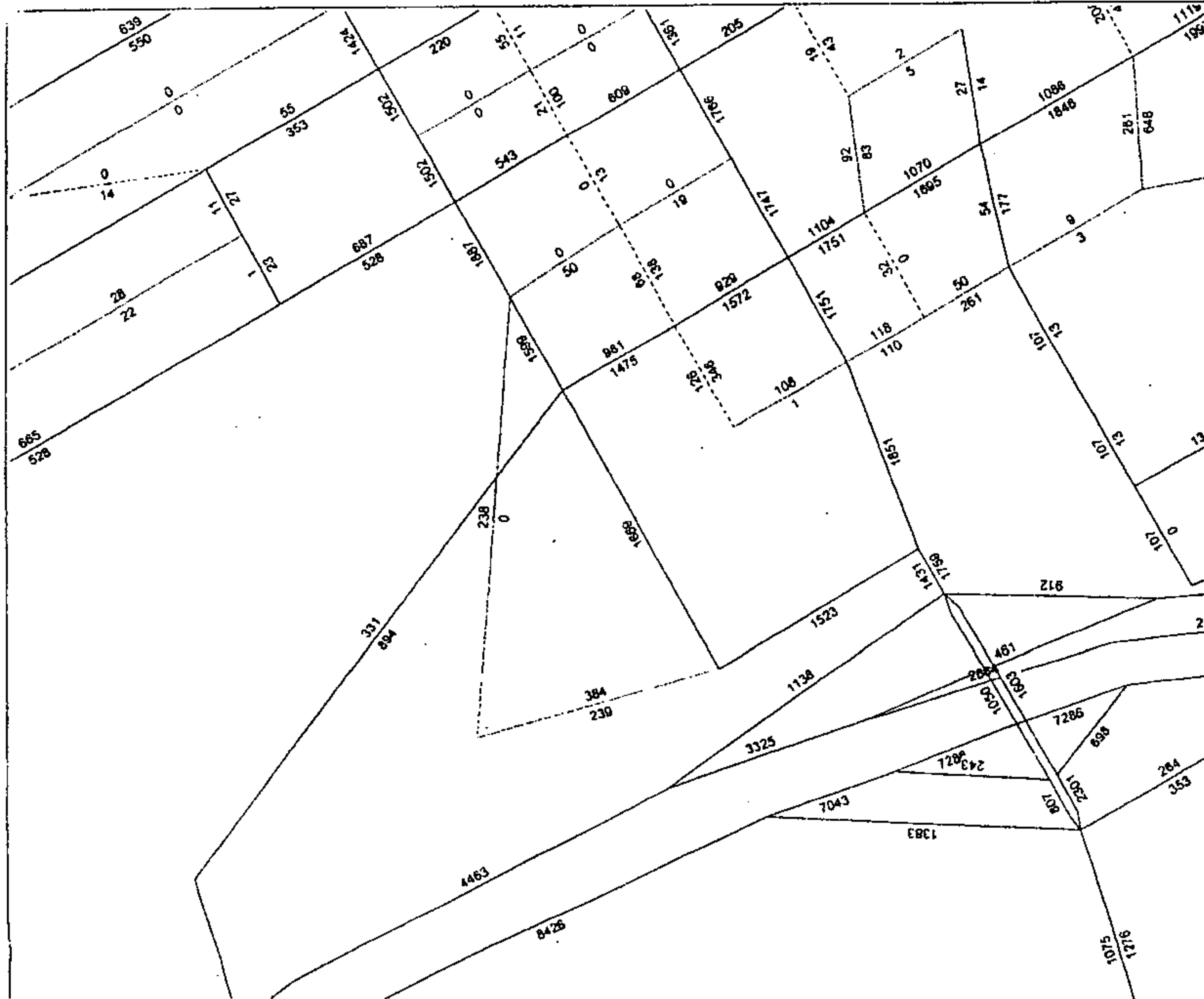
District	TO					Total
	1	2	3	4	5	
FROM 1	6,680	1,442	1,098	11,937	15,438	36,595
2	283	14,089	763	6,611	2,628	24,374
3	227	1,533	20,584	11,608	8,238	42,181
4	3,475	10,118	12,488	127,728	45,686	199,605
5	6,385	7,417	8,783	66,723	277,635	366,943
Total	17,050	34,599	43,726	224,607	349,626	669,608

General Plan Amendment
GP03-03-01
Total Inbound/Outbound Trips

	IN	OUT
Base	628	236
Project	733	156
Change	105	-80

- District 1 North San Jose
- District 2 Evergreen
- District 3 South San Jose
- District 4 Remainder of City
- District 5 Remainder of County

8/5/2003



C:\IGP03-03-01\CSJNET.LOD
GP03-03-01 (network)
8/4/2003

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North side of W. Julia Street approximately 530 East corner of (North Market Street)

Item	TAZ	HR Total	Job Total	SF Low	SF Med	SF High	3+Low	3+Med	3+High	Agriculture	Manufacturing	Wholesale	Retail	Service	TRCMUT	Resid	Government	Fire
Base	87	1269	511	0	0	0	224	324	221	0	0	0	23	364	75	0	26	21
Add		495	300	0	0	0	124	148	223	0	0	0	100	200	0	0	0	200
Subtract		-99	-1421	0	0	0	-25	-30	-44	0	-11	-11	-273	-342	0	0	0	-142
Change		394	-921	0	0	0	99	138	179	0	-11	-11	-175	-342	0	0	0	-142
Revised	87	1663	-410	0	0	0	323	462	400	0	-11	-11	-158	2	75	0	26	-141

7/29/2003

GP03-03-01 from land use in Land Use Data

Page 1 of 1

GP03-03-01

ADJUSTED PM PEAK HOUR VEHICLE TRIP PRODUCTION RATES (PM PK HR VEH TRIP PRODUCTION RATES X PRODUCTION ADJ FACTOR)

TRIP PURPOSE	DWELLING UNITS						EMPLOYMENT						TRCMUT	RESID	GOVT	FIRE
	SF LOW	SF MED	SF HI	MF LOW	MF MED	MF HI	AGRIC	MANUF	WHOLES	RETAIL	SERVIC					
HBWORK	0.2565	0.4093	0.4936	0.1933	0.318	0.4374	0	0	0	0	0	0	0	0	0	0
HBSHOP	0.1447	0.1549	0.2008	0.0435	0.0672	0.0957	0	0	0	0	0	0	0	0	0	0
HBS/REC	0.0492	0.0809	0.1154	0.0219	0.0367	0.0492	0	0	0	0	0	0	0	0	0	0
HBOTHER	0.1701	0.1962	0.2888	0.0505	0.0792	0.0994	0	0	0	0	0	0	0	0	0	0
HBSCHOL	0.0097	0.0161	0.0237	0.0067	0.0058	0.0047	0	0	0	0	0	0	0	0	0	0
NON-HB	0.0162	0.0162	0.0162	0.0162	0.0162	0.0162	0.0052	0.0399	0.1108	0.2673	0.0628	0.0236	0	0.2326	0.0458	
TOTALS	0.6464	0.8738	1.1385	0.3321	0.5231	0.7026	0.0052	0.0399	0.1108	0.2673	0.0628	0.0236	0	0.2326	0.0458	

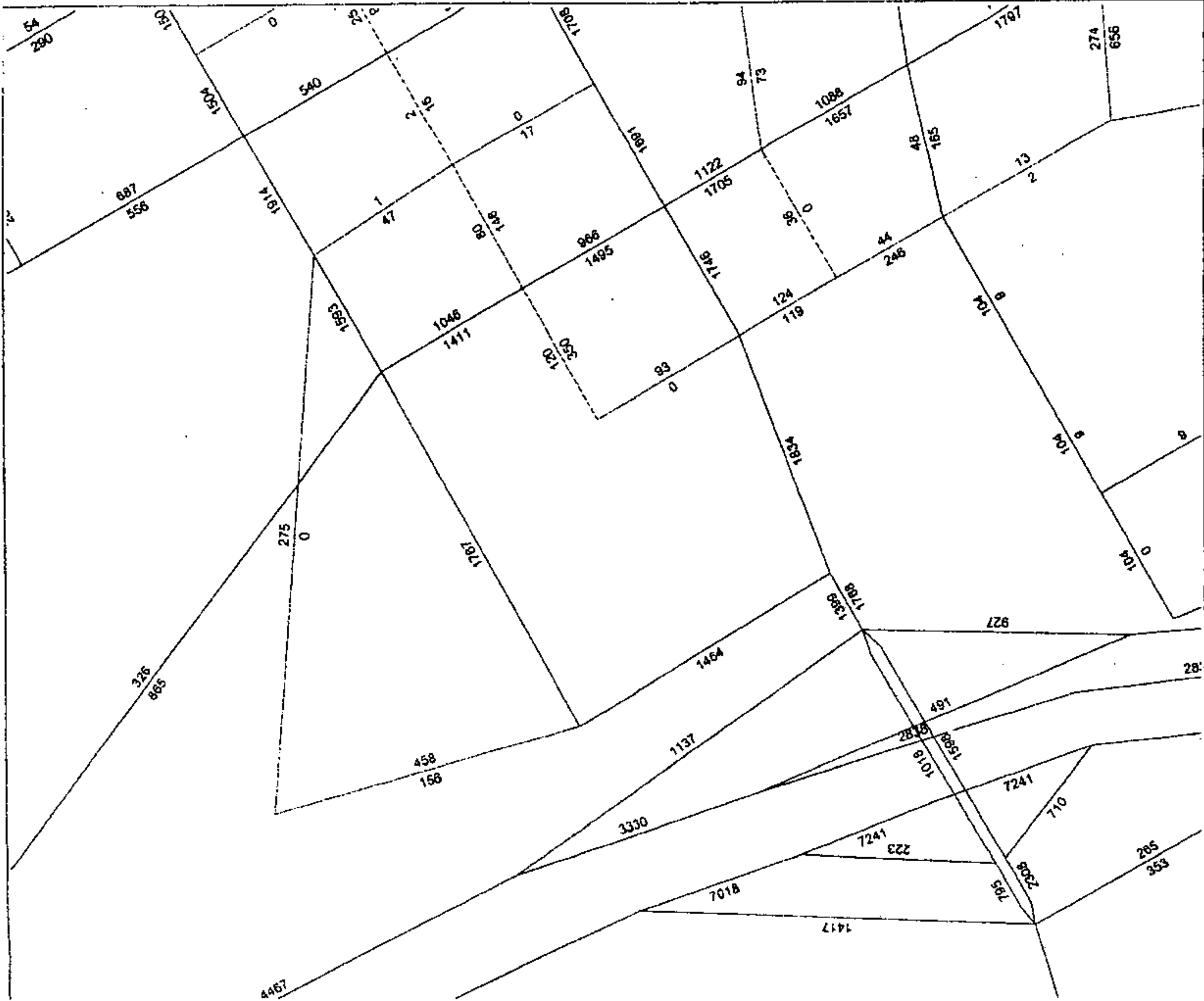
ADJUSTED PM PEAK HOUR VEHICLE TRIP ATTRACTION RATES (PM PK HR VEH TRIP ATTRACTION RATES X ATTRACTION ADJ FACTORS)

TRIP PURPOSE	DWELLING UNITS						EMPLOYMENT						TRCMUT	RESID	GOVT	FIRE
	SF LOW	SF MED	SF HI	MF LOW	MF MED	MF HI	AGRIC	MANUF	WHOLES	RETAIL	SERVIC					
HBWORK	0.0129	0.0129	0.0129	0.0129	0.0129	0.0129	0.0374	0.2588	0.181	0.181	0.1882	0.1796	0	0.1868	0.1796	
HBSHOP	0	0	0	0	0	0	0	0	0.0221	0.3829	0	0	0	0	0	
HBS/REC	0.0092	0.0092	0.0092	0.0092	0.0092	0.0092	0.0059	0	0	0.087	0.0359	0.0039	0	0	0	
HBOTHER	0	0	0	0	0	0	0	0.0109	0	0.2574	0.0985	0.0113	0	0.0925	0.0395	
HBSCHOL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
NON-HB	0.0154	0.0154	0.0154	0.0154	0.0154	0.0154	0.0049	0.0283	0.0809	0.3293	0.0469	0.0178	0	0.2371	0.0413	
TOTALS	0.0375	0.0375	0.0375	0.0375	0.0375	0.0375	0.0481	0.2979	0.284	1.2377	0.3695	0.2126	0	0.5164	0.2604	

TOTAL ADJUSTED PM PEAK HOUR VEHICLE TRIP GENERATION RATES

TOTAL PK HR RATES	DWELLING UNITS						EMPLOYMENT						TRCMUT	RESID	GOVT	FIRE
	SF LOW	SF MED	SF HI	MF LOW	MF MED	MF HI	AGRIC	MANUF	WHOLES	RETAIL	SERVIC					
	0.6839	0.9113	1.1781	0.3896	0.5806	0.7401	0.0533	0.3377	0.3948	1.505	0.4323	0.2362	0	0.749	0.3062	

8/5/2003



C:\GP03-03-01\CSJNET.LOD
 GP03-03-01 (landuse and network)
 8/4/2003

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Appendix B

Intersection Level of Service Summary

Intersection Levels of Service

Intersection	Peak Hour	Count Date	Existing		Background	
			Ave. Delay	LOS	Ave. Delay	LOS
I-880 and Coleman Avenue (N)*	AM	9/17/02	14.2	B	21.2	C
I-880 and Coleman Avenue (S)*	PM	9/17/02	8.3	B	12.4	B
	AM	9/17/02	9.1	B	11.3	B
	PM	9/17/02	9.4	B	11.9	B
The Alameda and Hedding Street*	AM	9/25/02	34.1	D	34.2	D
	PM	9/25/02	24.4	C	24.5	C
Coleman Avenue and Hedding Street	AM	3/18/97	44.4	E	92.8	F
	PM	10/29/96	35.6	D	58.6	E
The Alameda and Naglee Ave./Taylor St.*	AM	8/25/02	32.5	D	32.9	D
	PM	9/25/02	27.2	D	27.2	D
Coleman Avenue and Taylor Street	AM	1/29/97	47.2	E	71.4	F
	PM	1/29/97	34.1	D	36.2	D
Market Street and Julian Street	AM	11/05/02	15.1	C	14.9	B
	PM	10/31/02	18.4	C	17.1	C
First Street and Julian Street	AM	11/06/02	20.7	C	15.4	C
	PM	11/06/02	22.0	C	15.9	C
Second Street and Julian Street	AM	11/06/02	15.0	C	16.1	C
	PM	11/06/02	19.2	C	20.1	C
Third Street and Julian Street	AM	10/30/02	9.5	B	9.7	B
	PM	10/30/02	8.8	B	8.9	B
Fourth Street and Julian Street	AM	11/05/02	7.5	B	7.7	B
	PM	11/05/02	8.9	B	8.9	B
Tenth Street and Julian Street	AM	10/31/02	8.3	B	8.5	B
	PM	10/31/02	7.8	B	7.9	B
Eleven Street and Julian Street	AM	10/31/02	9.6	B	9.8	B
	PM	10/31/02	8.5	B	8.5	B
SR 87 and Julian Street (W)*	AM	10/03/02	11.0	B	11.6	B
	PM	10/03/02	11.4	B	11.6	B
SR 87 and Julian Street (E)*	AM	10/03/02	32.2	D	37.0	D
	PM	10/03/02	33.4	D	35.5	D
San Pedro Street and St. James Street	AM	5/02/02	3.3	A	3.3	A
	PM	5/02/02	7.2	B	6.6	B
Market Street and St. James Street	AM	11/05/02	16.2	C	16.7	C
	PM	11/05/02	14.9	B	16.1	C
Tenth Street and Santa Clara Street	AM	10/31/02	12.0	B	11.6	B
	PM	10/31/02	17.0	C	18.4	C
Eleven Street and Santa Clara Street	AM	10/31/02	13.2	B	13.8	B
	PM	10/31/02	11.8	B	12.0	B
Almaden Boulevard and San Carlos Street*	AM	9/17/02	22.0	C	25.4	D
	PM	9/17/02	26.9	D	31.0	D
Market Street and San Carlos Street*	AM	9/17/02	24.3	C	27.4	D
	PM	9/17/02	29.8	D	33.9	D
North First Street and I-880 (N)*	AM	9/17/02	16.2	C	31.0	D
	PM	9/17/02	11.9	B	13.9	B
North First Street and I-880 (S)*	AM	9/17/02	17.4	C	19.4	C
	PM	10/31/02	12.9	B	13.5	B

* Denotes CMP intersection.

METHODOLOGY FOR PREPARING
LONG TERM TRAFFIC IMPACT ASSESSMENTS
CITY OF SAN JOSÉ

Overview

The City of San José has, for approximately 25 years, used a computer model to evaluate its planned transportation system relative to the planned land uses in its adopted General Plan. Because San José is a large and diverse city whose Sphere of Influence encompasses 256 square miles and because it is located in a heavily urbanized county within a much larger urbanized region, using a transportation computer model meets a number of planning needs. It helps the City determine the general adequacy of its planned transportation system relative to the demands of its own existing and planned land uses; it identifies long term constraints both internally and at the interfaces with other jurisdictions and with the regional transportation system; and it allows decision makers to evaluate the comparative traffic effects of land use changes over time.

Appendix C

Methodology for Preparing Long Term Traffic Impact Assessments

From time to time, as may be deemed advisable by the City's Directors of Transportation and Planning, modifications are made to the methodology used to model and/or evaluate General Plan transportation impacts. These changes are made for the purpose of ensuring that the City is using the best and most accurate information available, and that the information is presented in a form that best meets the following objectives:

- 1) Is understandable to the general public;
- 2) Can be used to evaluate project impacts under the requirements of the California Environmental Quality Act (CEQA);
- 3) Can be compared to impacts from other General Plan amendments over time;
- 4) Relates to other City policies;
- 5) Meets relevant professional standards.

Over time, the amount of information that must be modeled, the increasing complexity of the transportation system (including modes other than automobiles), greater levels of congestion, and the creation of three Area Development Policies have all been reflected in the evolution and management of the City's model and the information it has produced. Pursuant to Council direction, the staff is continuing to evaluate all of the City's transportation analysis tools, including its forecast model TRANPLAN, and to update them to reflect the best available information.

For each Review of the General Plan, analysis of transportation impacts will focus on the information most clearly related to the City's transportation policies. Consistent with past practice, small infill projects will generally be exempt from preparing TRANPLAN analyses. The definition of exempt projects has, however, been expanded to be more clearly consistent with other City and General Plan policies. The criteria for exempting proposed General Plan amendments from preparing TRANPLAN analyses were identified through an iterative process.

Land use changes which have the potential for generating traffic that substantially increases peak direction congestion will require TRANPLAN runs. Land use changes that generate traffic which would primarily utilize off-peak roadway capacity will need to be of a greater size before a TRANPLAN run is required. The number of trips reflected in the exemptions represent projects that would clearly not create significant long term impacts by themselves. Even exempt projects will, however, be included in the cumulative run.

As described in greater detail below, the thresholds of significance that will be used to evaluate transportation impacts for CEQA purposes have also been clarified, to more directly reflect impacts from increases in localized congestion where there are known constraints in system capacity, and to more clearly identify the extent to which a proposed change would contribute to existing peak hour congestion.

As discussed in the City's General Plan, the primary source of transportation congestion in San José is the overwhelming directionality of traffic movement in Santa Clara County, and in San José specifically. Throughout the roadway network, weekday peak hour conditions result in significant congestion in one direction and underutilized capacity in the other. It has been the City's experience that redesignating property for land uses which increase traffic in the peak direction results in much greater congestion, and the impacts from congestion such as noise and air pollution, than approving land uses that do not generate additional peak direction traffic. This situation is particularly acute in certain subareas of the City, such as North San José and Evergreen.

Area Development Policies

Because of the geographic jobs/housing imbalance within Santa Clara County, the City of San José's General Plan policies have long identified the need to encourage more dwelling units within select areas that contain concentrations of jobs, and more jobs in areas that contain a high concentration of housing. The City has longstanding Area Development Policies in North San José and Evergreen that were engendered by severe peak hour congestion resulting from traffic moving from south to north in the morning and from north to south in the afternoon. In addition, an Area Development Policy for Edenvale was recently adopted because of existing constraints in the local and regional transportation network surrounding the Edenvale Redevelopment Project Area.

General Plan Annual Reviews since 1995 have identified localized congestion around the screenlines which provide access to North San José. Near term traffic impact studies of that area have identified significant volumes of through traffic on both the local and regional roadway system that cannot be substantially reduced or mitigated by San José's planned transportation improvements alone. Land use decisions that significantly increase the peak direction traffic, however, further exacerbate this situation.

Development in Evergreen has long been constrained by limited access. The City has adopted stringent requirements in conjunction with approving a significant quantity of residential and campus industrial development that is still being built. Until most of that development is completed and the system has stabilized, localized congestion will continue to be a problem. The presently planned mix of land uses will ultimately be supported by existing and planned

infrastructure. Land use amendments that contribute to the existing peak period congestion would be inconsistent with General Plan policies.

In Edenvale, significant expansion of the regional infrastructure is being constructed over the next several years. In addition, the Branham Lane/US 101 interchange was recently removed from the *Land Use/Transportation Diagram* of the General Plan. As the Edenvale Redevelopment Area and North Coyote Valley develop over the next decade, it will be increasingly important to monitor the capacity of the infrastructure serving the southerly area of the City (south of SR 85) to ensure that transportation behavior assumptions and analytic methodologies are sufficient to monitor and maintain service capacities in that area.

Description of the San José TRANPLAN Model

The City of San José's traffic forecasting model was developed to help the city project PM peak hour traffic impacts attributable to changes proposed to the city's General Plan. The model is implemented using the TRANPLAN transportation planning software system. The San José model includes the four elements traditionally associated with models of this kind. These elements include:

- Trip Generation,
- Trip Distribution,
- Mode Choice, and
- Traffic Assignment.

The fundamental structure of the model includes a computer readable representation of the street system (highway network) that defines street segments (links) identified by end points (nodes). Each roadway link is further represented by key characteristics (link data) that describe the length, travel speeds, and vehicular capacity of the roadway segment. Small geographic areas (traffic analysis zones also called TAZ's) are used to represent the planned land use activity throughout the city's planning area. The boundaries of these small geographic areas are typically defined by the modeled street system, as well as natural and man made barriers to traffic.

The socioeconomic data for each TAZ in the model includes information about the number of households (stratified by household income and structure type), and employment (stratified by groupings of Standard Industrial Codes). The trip generation element of the San José model projects the traffic attributable to normal household and employment centers using trip generation rates and factors. The trip generation rates were derived from the Metropolitan Transportation Commission's 1981 San Francisco Bay Region Travel Survey, Caltrans San Francisco Bay Region and San Diego Trip Generation Studies, the Institute of Transportation Engineering trip generation studies and Arizona Department of Transportation studies.

Activity centers that have unusual traffic generating characteristics such as schools, hotels, large shopping centers, and airports are designated as special generators, and their associated traffic is manually estimated based on information from the above cited sources of trip generation information. Projected trips entering and leaving the County of Santa Clara are taken from a larger regional model run by the Metropolitan Transportation Commission (MTC) and the Valley Transportation Agency (VTA).

Travel times within and between TAZs (intra-zonal and inter-zonal and terminal times) are developed from the network being modeled. Travel times within zones (intra-zonal travel times) are derived for each zone based on half its average travel time to adjacent zones. Time to walk to and from the trip maker's car (terminal times) are also added. For special areas, additional terminal time is added to reflect the extra time associated with large parking lots, parking structures and areas with limited parking, specifically zones with large employer sites, shopping centers and in the downtown area. The projected daily trips are distributed using a standard gravity model and friction factors calibrated for the Santa Clara County area. The resulting trip distribution (trip table) factored to represent the number of trips occurring during the PM peak hour, the directionality of those trips, and deducting the estimated non-auto related trip-making (transit travel and carpool passengers). The assignment of the trip table to the roadway network uses a route selection procedure based on minimum travel time paths (as opposed to minimum travel distance paths) between TAZs and is done using a capacity constrained equilibrium seeking process. This capacity-constrained traffic assignment process enables the model to reflect diversion of traffic around congested portions of the modeled street system.

In addition to providing projected PM peak hour volumes and ratios comparing projected traffic volume to available roadway capacity (v/c ratios) on each roadway segment, the model provides information on vehicle-miles and vehicle-hours of travel by facility type (freeway, expressways, arterial streets, etc.). These informational reports can be used to compare and evaluate the project traffic impacts attributable to proposed amendments to the currently adopted San José General Plan. The San José traffic forecasting model is intended for use as a "macro analysis tool," that projects probable future conditions and is best used when comparing alternative future scenarios. It is not designed to answer "micro analysis level" operational questions.

Preparing a Long Term TIA

Exemptions

A TRANPLAN model run will be prepared for all requests for amendments to the General Plan Land Use/Transportation Diagram, including land use amendments and revisions to the transportation network, except for those amendments that are exempt under the following specific criteria. In addition, a model run may be required for proposed amendments that would otherwise qualify as exempt, if special circumstances indicate that traffic impacts may be unusually severe.

Table 1 categorizes General Plan land use amendments based on whether or not a proposed land use change would increase the number of households or the number of jobs in the City. Amendments are also categorized according to their location within geographic subareas of the City. Each of the numbers in the table represents peak hour vehicle trips. Land use amendments of the type indicated, at the locations listed, that would generate less than the number of peak hour trips listed, would generally not need to prepare TRANPLAN based analyses.

¹ Trip generation for land uses are calculated using the City's General Plan methodology.

Special Subareas

As discussed in the Overview, the City has identified geographic subareas within which localized near term congestion has resulted in the adoption of an Area Development Policy that determines how traffic and traffic infrastructure are managed within that area.² For the purposes of General Plan TRANPLAN analyses, the specific geographic areas within which land use changes would be assumed to impact the transportation system in these special policy subareas are shown on Figure 1. During General Plan Annual Reviews done prior to 2001, all land use amendments in those subareas were evaluated in light of their general potential to exacerbate existing congestion as well as to determine the adequacy of the planned infrastructure is adequate. Both the screenlines and the thresholds of significance have been modified to reflect more closely the sensitivity of impacts in these areas, and the City's adopted policies. Land use amendments that would contribute substantially to peak direction traffic are expected to result in impacts on the local and regional roadway systems in these subareas. The methodology for evaluating the significance of those impacts is described in this section.

**TABLE 1
TRANPLAN EXEMPTIONS
BASED ON PEAK HOUR TRIPS**

Location of Amendment	Type of Land Use Change Proposed		
	HH+	HH to Jobs	Other to HH Jobs+
North San José	1,000	0	500
Evergreen	15	600	0
South San José	50	600	0
Remainder of City	250	250	250

Notes:
 Numbers represent new or added peak hour trips for the same land use. For a change in land use, total new trips from the new land use shall be used to determine exemption status.
 HH+ refers to an increase in number of dwelling units. HH to Jobs refers to land use amendment that would convert residential land to non-residential uses. Other to HH refers to land use amendment that would convert non-residential land to residential uses. Jobs+ refers to an increase in employment.

For any proposed land use amendment within any of the three subareas shown on Figure 1, other than those proposals found to be exempt from preparing a TRANPLAN analysis, a screenline analysis will be performed. The screenlines that will be utilized for each subarea are also

² "Area Development Policies" are identified in the General Plan as a method to establish "special traffic level of service standards for a specific geographic area" (General Plan Level of Service Policy 5).

illustrated on Figure 1. The incremental increase in peak direction traffic across the screenline (Peak direction traffic going into or out of the affected special subarea) that would result from the proposed land use amendment, compared to the base case (existing General Plan), will be calculated.

The proposed land use amendment will be identified as resulting in a significant traffic impact if the increase in peak direction traffic volume across a screenline increases by at least the percentage indicated in the table below:

Subarea	Percentage Change
North San José	0.20%
Evergreen	0.10%
South San José	0.20%

In addition to this screenline analysis, the report prepared for land use amendments in the three special policy subareas will identify the total increase in PM peak hour trips attributable to the proposed amendment.

Land Use Amendments Outside Special Subareas

For proposed land use amendments that are not exempt, and are located outside the three special policy subareas described above, the determination of significance will be based on the extent to which the proposed change contributes to existing peak hour congestion in the vicinity of the proposed amendment. For this analysis, the addition of peak direction trips are determined on the congested links (LOS E or F) within approximately a two mile radius, measured from all boundaries of the project site. Congested links are grouped in sets and are generally major parallel facilities. The links are grouped in this manner to account for trip reassignment by the computer model. The traffic impact from the proposed land use amendment will be significant if:

- The peak direction volume of nearby LOS E/F links increases by 1.50 percent or more over the average volume of those congested links.

In addition to this LOS E/F link analysis, the report prepared for land use amendments outside the three special policy subareas will identify the total increase in PM peak hour trips attributable to the proposed amendment.

Network Changes

Context for Analysis

Traffic flow observed on any street is a collective outcome of complex decision-making processes by road users about their daily travel needs, whether the travel is essential (like work trips) or discretionary (like recreational trips). For any trip, typically there are more than one possible paths available for that trip. Each path is a contiguous route made up of many street segments from the trip origin to the destination. These possible paths are alternatives for a road user to choose. A road user will, based on his experience, identify a path with the fewest impediments from among the available alternatives. The principal factor considered by road users in choosing a path is the travel time. The transportation system, or transportation network, virtually maintains a delicate state of balance in which no users can reduce the travel time for their needs by using other alternatives, or other paths available. This state is commonly known as "user equilibrium."

When a change is implemented in the transportation network, the delicate state of user equilibrium is thrown out of balance as a result of enhanced or reduced capacity. Some road users will seek different paths among available alternatives that yield a new-minimal-travel-time. Thus, traffic flow on any street is changed as some road users switch to different alternatives for their travel needs. In general, if a transportation facility is eliminated or downsized, traffic flow using the subject facility before the change will disperse to adjacent facilities due to increased congestion. The dispersed flow may cause new congestion on adjacent facilities, and traffic using the adjacent facilities before the change may respond to the new congestion and divert to other adjacent facilities. The diversion of traffic flow continues on nearby transportation facilities until a new state of user equilibrium is achieved. Similarly, if a transportation facility is added or expanded, traffic flow using adjacent facilities before the change will be attracted to the subject facility because of the reduced congestion. Likewise, the redistribution of traffic flow from adjacent facilities continues until a new state of user equilibrium is achieved.

By examining user reactions to transportation network changes, it has been found that traffic responses to network changes are more localized than to land use designation changes. On the other hand, traffic responses to network changes are less predictable and more difficult to analyze. More analysis computations will be necessary to properly evaluate the effects, either beneficial or detrimental. The analysis needs to look at: (1) the facilities being changed; (2) the alternative routes to the facilities being changed; (3) the streets that feed facilities being changed; and (4) the streets that feed the alternative routes. For any proposed changes in the Transportation Network as it is shown on the approved Land Use/Transportation Diagram of the City's General Plan, a TRANPLAN model run will be performed to compare the conditions with the proposed revision, against conditions under the existing General Plan (Base Case).

Analysis Procedure

The TRANPLAN model generates information about VMT and VHT throughout the model area. Generally, a positive increase in VMT or VHT represents an undesirable condition, while a decrease in VMT or VHT represents an improvement in the system. A TRANPLAN report for a network change will identify changes in VMT and VHT on roadways within the City of San José Sphere of Influence area.

and capacity, link volume analyses of the number of trips in both directions will identify the changes along: (a) a pair of screenlines on roadways that are parallel to and on either side of the proposed new street or street segment; and (b) along a set of screenlines on the intersecting roadways at a point that is within (closer than) any major parallel roadways.

- 3) When an access point is proposed to be deleted or downsized, link volumes of trips in both directions will identify the changes across two sets of parallel screenlines composed of congested links that include both roadways connected by the access point proposed for downsizing or deletion.
- 4) When a street segment is proposed to be deleted or downsized, link volumes of trips in both directions will identify changes along (a) a pair of screenlines on roadways that are parallel to and on either side of the proposed new street or street segment; and (b) a set of screenlines on the intersecting roadways at a point that is within (closer than) any major parallel roadways. In addition, a "critical screenline" of congested roadway segments will be identified within the limits of the segments being downgraded or eliminated.

If multiple pairs of either parallel or intersecting screenlines are feasible for the purposes of analysis, special considerations will be given on a case-by-case basis to either (1) analyzing multiple pairs of screenlines; or (2) analyzing only the pairs of screenline with the most severe capacity constraints.

Land Use Assumptions

Major elements of the transportation system generally require a longer planning horizon than land use and development, particularly if regional agencies are involved. For major changes in the transportation network, particularly when facilities or connections are being considered for elimination or downsizing, the model should include traffic from development of all planned land uses. This information is a post-horizon year analytic tool that will be utilized only for the purpose of evaluating the long-term capacity of the planned transportation system. The purpose of including traffic from development beyond the General Plan horizon year is to ensure that City decision makers know the implications of proposed network changes in the context of long-term General Plan implementation. The results of this model run will be reported only in the context of the relevant transportation system change, and will not be incorporated into the land use analyses or the cumulative impacts analysis.

Thresholds of Significance

The proposed network change will be considered to have a significant adverse impact for CEQA purposes if one of the following occurs:

- VMT and VHT both increase by 0.20 percent for all roadways in the San Jose Sphere of Influence.
- The volume of nearby LOS E/F links increases by 1.50 percent or more in either direction over the average volume of the same congested link set in the base case.

In addition to the VMT and VHT analysis, the report prepared for network changes will evaluate the changes in traffic volume on the facilities in the vicinity of the subject amendment and facilities parallel to the subject amendment.

Network changes proposed to the General Plan Land Use/Transportation Diagram will normally fall within one of four possible categories:

- 1) Addition or upgrade of an access point (such as an interchange);
- 2) Addition or upgrade of a street or street segment;
- 3) Deletion or downgrade of an access point;
- 4) Deletion or downgrade of a street or street segment.

Impacts that could occur from each category of change would be similar:

- 1) Adding an access point, or increasing the capacity of an access point will reduce traffic using adjacent points of access and traffic on feeder streets serving those adjacent points of access. Traffic will increase on feeder streets serving the new point-of-access. Traffic may increase on the primary roadway between existing adjacent access points, depending on the travel pattern changes of predominant traffic flows.
- 2) Adding a new street or upgrading an existing street will reduce traffic on parallel streets and will increase traffic on streets that feed the new street.
- 3) Deleting an access point, or decreasing its capacity will reduce traffic on the streets that feed the access point deleted and will increase traffic using adjacent points of access and the streets that feed those adjacent access points. Traffic may increase on the primary roadway between existing adjacent access points, depending on travel pattern changes of the predominant traffic flows.
- 4) Deleting a street or downgrading its capacity will decrease traffic on streets that feed that street and will increase traffic on parallel streets.

The terms "feed" and "feeder" as used above and hereafter do not denote flow directions. Instead, they are used to describe street segments that allow traffic to flow in to or away from a subject facility under study or discussion.

The determination of significance will be based on the extent to which the proposed network change causes a significant adverse deterioration in the operation of other network elements. In order to fully understand the implications of the change proposed, the beneficial effects will also be identified. The TRANPLAN analysis will quantify these anticipated changes using screenlines, as generally shown on Figures 2-5.

- 1) When a new access point is proposed to connect two roadways (such as an interchange), or an existing access point will be increased in size and capacity, a link volume analysis of trips in both directions will identify the changes across two sets of parallel screenlines composed of congested links that include both roadways connected by the new (or expanded) access point.
- 2) When a new street or street segment is proposed for the Land Use/Transportation Diagram, or when a street or street segment is proposed to be increased in size

The peak direction volume of nearby LOS E/F links increases at least by the percentage defined in the table below for the congested link set that coincides with any subarea screenlines.

TABLE 3 SCREENLINE IMPACT CRITERIA	
Subarea	Percentage Change
North San José	0.20%
Evergreen	0.10%
South San José	0.20%

Cumulative Impacts Analysis

In addition to individual project impacts, each traffic report prepared for an EIR will include a Cumulative analysis that meets CEQA requirements. This analysis will include all proposed General Plan land use and network amendments, including those individual amendments that were exempted from preparing individual TRANPLAN analyses. The analysis will also include any changes proposed to the transportation network. The context of the cumulative impacts analysis will be the land uses and time frame assumed in the currently adopted General Plan.

The Cumulative Impacts Analysis will identify the total increases in peak direction volume across all three screenlines shown in Figure 1, and the total net increase in trips, including the percentage of total trips citywide this represents. The report will also identify changes (net increases or decreases) in VMT and VHT. These three increments of change will be identified as an average for all roadways within the San José Sphere of Influence. Impacts on congested roadway links operating at LOS E/F within the vicinity of the individual General Plan amendments would also be examined in the cumulative impacts analysis.

Cumulative impacts will be considered significant if any one of the following occurs:

- Peak direction volumes across any one of the three screenlines shown on Figure 1 increases by the percentage shown in Table 2 above; or
- Average VMT and VHT both increase by 0.20 percent for either all roadways in the San José Sphere of Influence; or
- Peak direction volume of LOS E/F links increases by 1.50 percent or more on any of the congested link sets within the vicinity of any of the proposed network or land use amendments.

If one or more of these thresholds is exceeded, the proposed General Plan amendments would have cumulatively significant adverse impacts. The extent to which any individual GPA contributes in a meaningful way to that cumulative impact will be evaluated on a case by case

basis. If the cumulative impact is generally proximate to the proposed GPA site, and if the impact is to facilities that are also impacted by the proposed GPA, even if the individual GPA's impacts are less than significant, the proposed GPA should be assumed to result in significant cumulative impacts. Depending on the circumstances, including number, size, and location of the various amendments, the cumulative analysis may conclude that one or more individually proposed amendments would have significant cumulative impacts, or that none of the individually proposed amendments would have substantially greater impacts than any other.

Conclusion

In summary, the following thresholds of significance will determine whether or not individual General Plan amendments would result in significant adverse transportation impacts for the purposes of CEQA analysis:

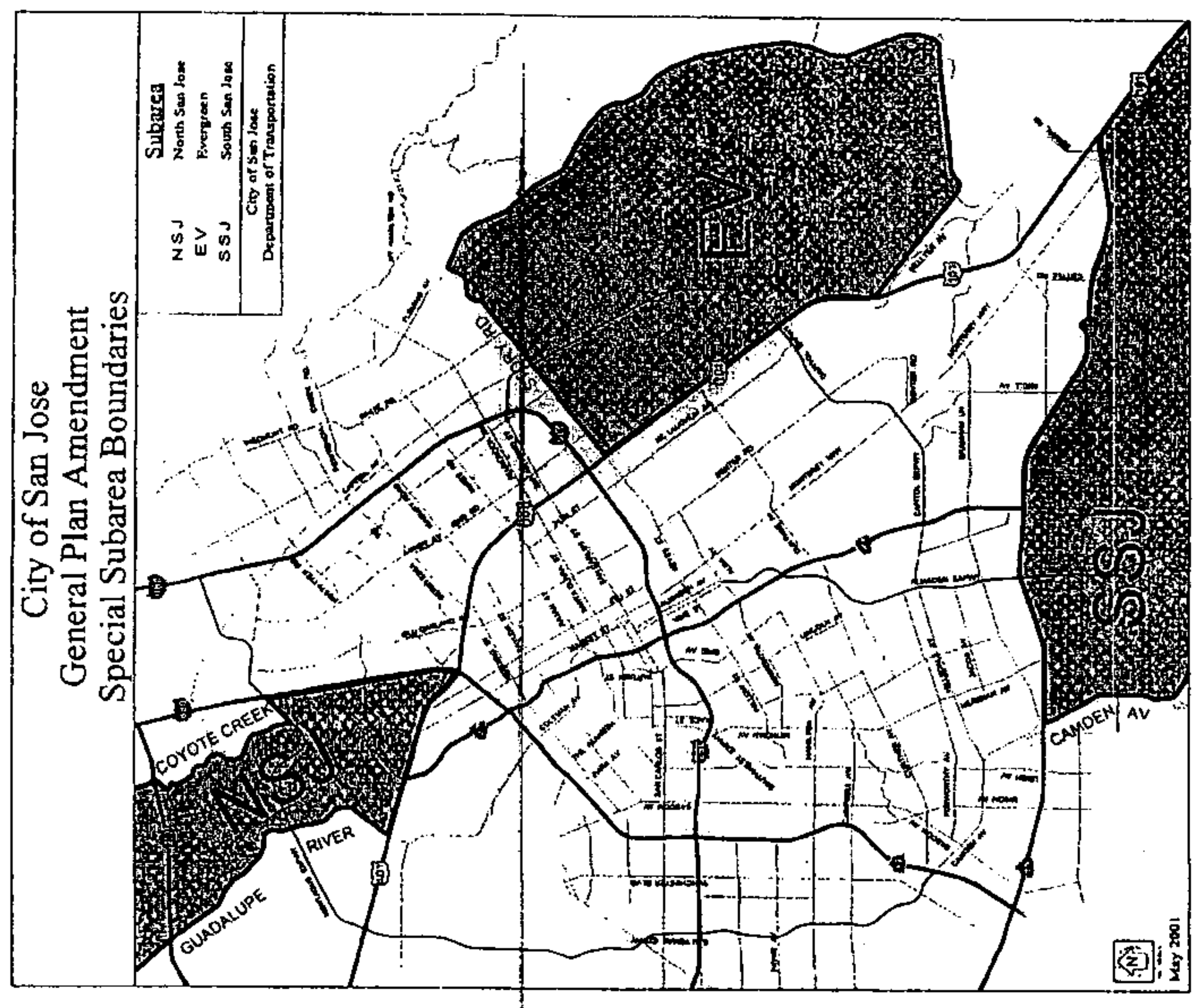
1. For proposed land use amendments within any of the special study areas (North San José, Evergreen, or South San José), a traffic impact is considered significant if the TRANPLAN model identifies an increase of 0.20 percent or more in PM peak direction traffic volumes across the screenline (for North San José and South San José) or an increase of 0.10 percent or more in PM-peak-direction-traffic-volumes across the screenline for Evergreen.
2. For proposed land use amendments anywhere in the City outside of the special study areas, a traffic impact is considered significant if the TRANPLAN model identifies an increase in peak direction traffic volumes of 1.50 percent or more, compared to the existing General Plan, on nearby roadway links already forecast to operate at LOS E or F.
3. For proposed changes in the Transportation Network, a traffic impact is considered significant if the TRANPLAN model identifies the following:
 - VMT and VHT both increase by 0.20 percent or more for all roadways in the San José Sphere of Influence.
 - The volume of nearby LOS E/F links increases by 1.50 percent or more in either direction over the average volume of the same congested link set in the base case.
 - The peak direction volume of nearby LOS E/F links increases at least by the percentage defined in the table below for the congested link set that coincides with any subarea screenlines.
4. Cumulative impacts would be considered significant if the TRANPLAN model run done for all pending General Plan amendments identifies one or more of the following:
 - An increase of 0.20 percent or more in peak hour traffic volumes across the North San José and/or South San José screenlines, or an increase of 0.10 percent or more in PM peak hour traffic volumes across the screenline for Evergreen; or

- An increase of 1.50 percent or more in peak hour volume on LOS E/F links on any congested link set within the vicinity of any of the proposed network or land use amendments; or
- VMT and VHT both increase by 0.20 percent or more for all roadways in the San José Sphere of Influence.

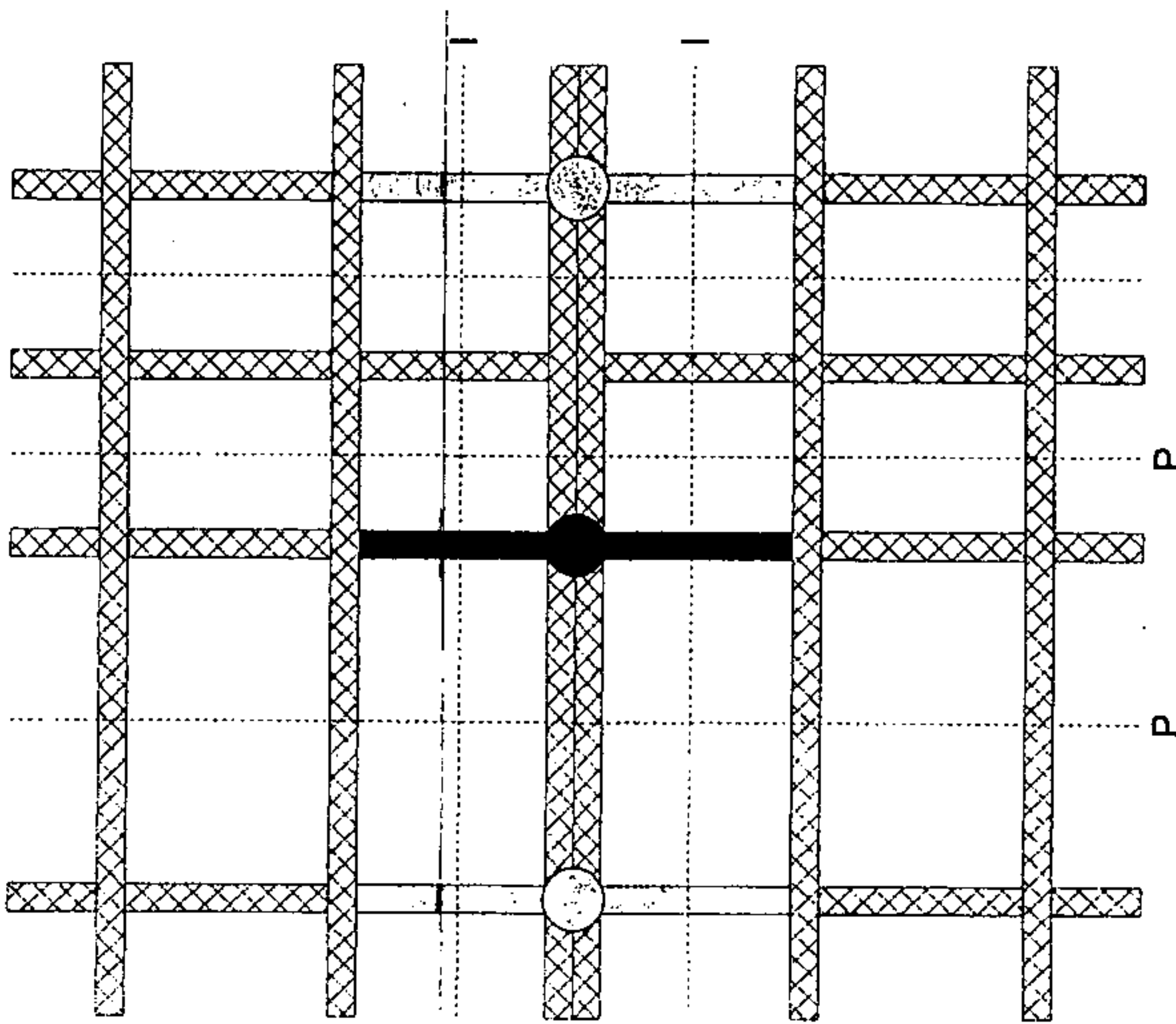
**TABLE 4
THRESHOLDS OF SIGNIFICANT IMPACT
GENERAL PLAN AMENDMENTS**

Amendment Location	Screenline Analysis	Impact Criteria	LOS E/F Links Volume	Impact Criteria	VMT/VHT	Impact Criteria
North San José	NSJ	0.20%	--	--	--	--
South San José	SSJ	0.20%	--	--	--	--
Evergreen	EV	0.10%	--	--	--	--
Remainder	--	--	yes	1.50%	--	--
Network Changes	All	same	yes	1.50%	yes	0.20%
Cumulative	All	same	yes	1.50%	yes	0.20%

In addition to analyzing CEQA impacts, the TRANPLAN model will be used to generate information about the operational conditions that might be anticipated if specific land use amendments are approved and implemented, and information about regional traffic movements that would be useful in understanding changes in traffic movement throughout the area.



GENERAL PLAN AMENDMENT - NETWORK CHANGE
ADDITION/UPGRADE ACCESS POINT

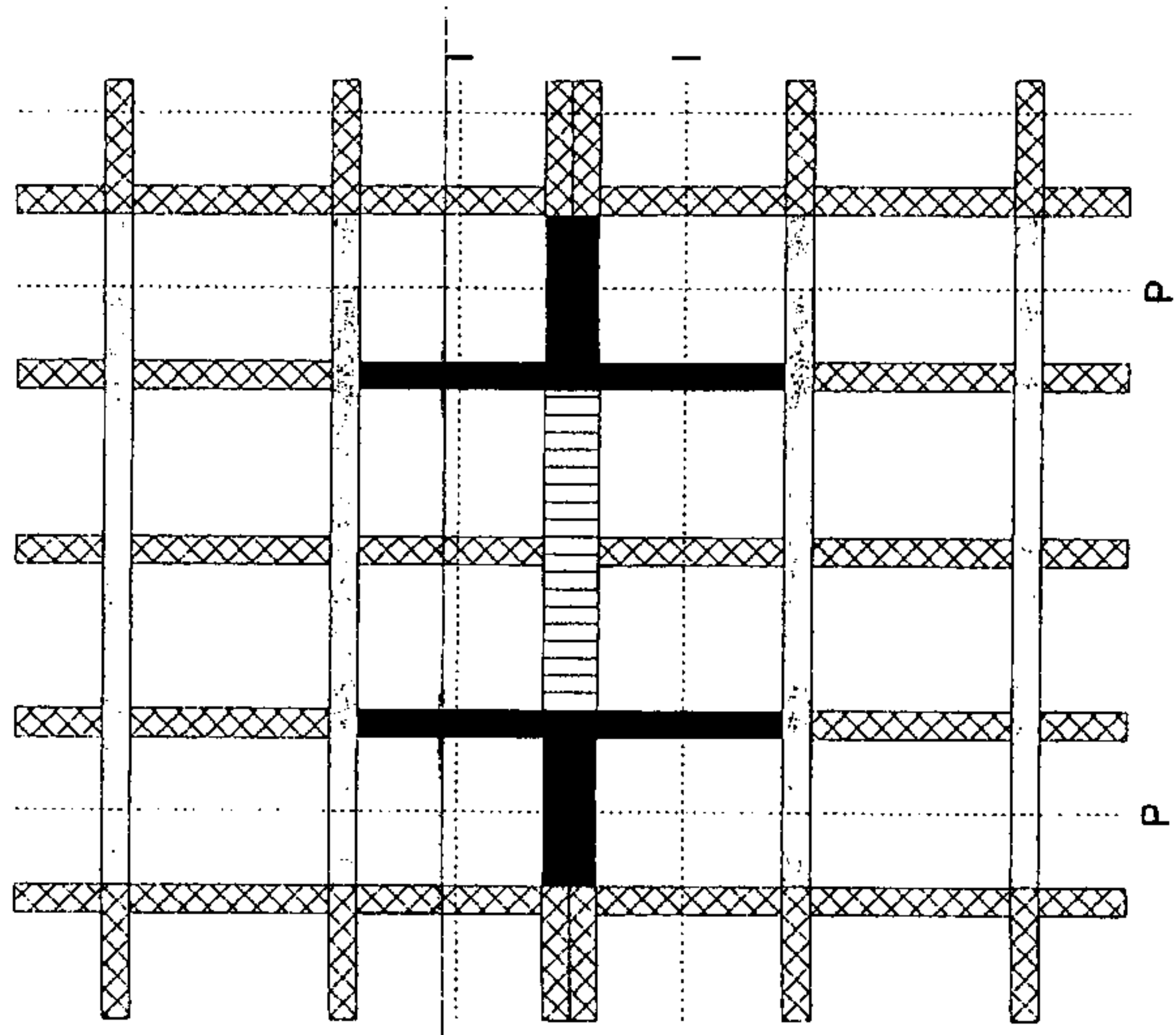


LEGEND

- Link Volume Decrease
- Link Volume Increase
- ▨ Link Volume Change Unknown
- Existing Access Point
- Addition/Upgrade Access Point
- ⋯ E/F screenlines for analysis

Figure 2

GENERAL PLAN AMENDMENT - NETWORK CHANGE
ADDITION/UPGRADE STREET

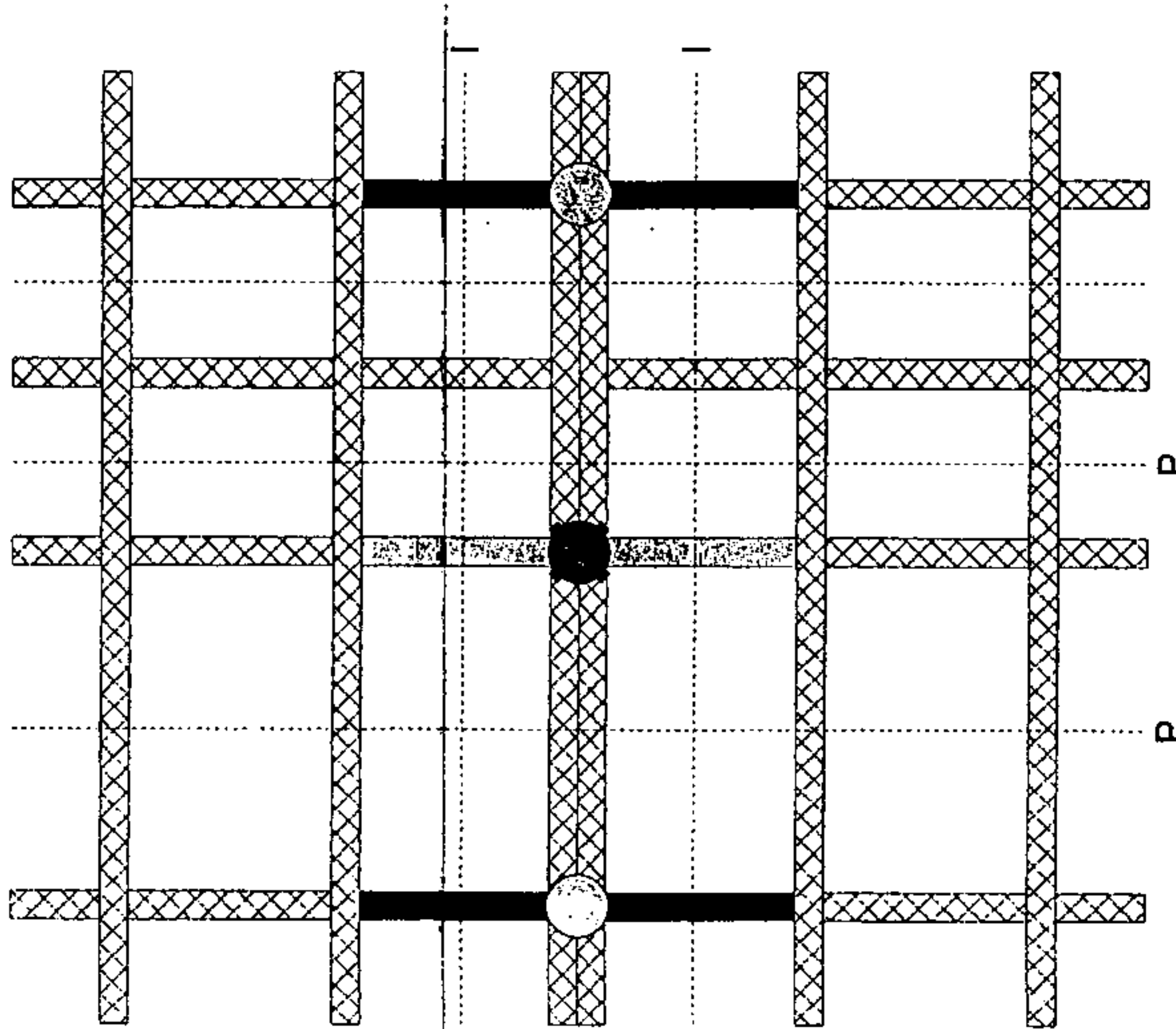


LEGEND

- Link Volume Decrease
- Link Volume Increase
- ▨ Link Volume Change Unknown
- ▤ Addition/Upgrade Street
- ⋯ E/F Screenline for analysis

Figure 3

GENERAL PLAN AMENDMENT - NETWORK CHANGE
 DELETION/DOWNGRADE ACCESS POINT

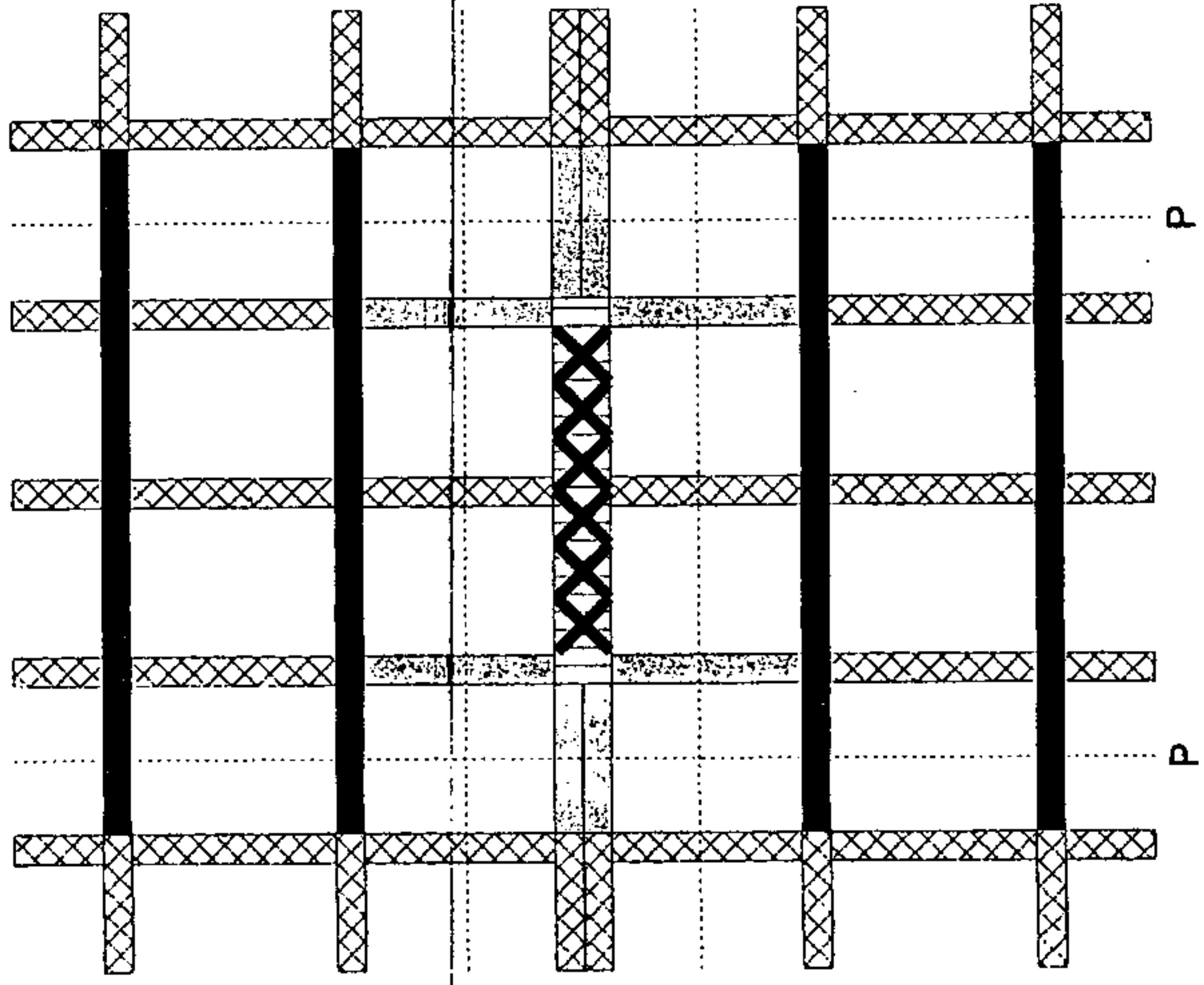


LEGEND

- Link Volume Decrease
- Link Volume Increase
- ▨ Link Volume Change Unknown
- Existing Access Point
- ⊗ Addition/Upgrade Access Point
- ⋯ E/F screenlines for analysis

Figure 4

GENERAL PLAN AMENDMENT - NETWORK CHANGE
 DELETION/DOWNGRADE STREET



LEGEND

- Link Volume Decrease
- Link Volume Increase
- ▨ Link Volume Change Unknown
- ⊗ Addition/Upgrade Street
- ⋯ E/F Screenline for analysis

Figure 5

General Plan Amendment
 GP03-03-01 (landuse)
 E/F Link Analysis
 In PM Peak Direction

Link #1
 S/O 280

Link #	A-Node	B-Node	E/F Link	Base			Project			
				Volume	Capacity	V/C	Volume	Capacity	V/C	Change
1	7130	3395	Bird	1568	1350	1.1615*	1881	1350	1.3933*	.7
2	8575	6577	CA-37	9001	8600	1.3958*	8873	8600	1.3934*	.26
3	7281	3635	Vine	971	1039	0.9346*	987	1039	0.9497*	.4
4	7281	3099	First	2489	1837	1.3548*	2562	1837	1.3947*	.64
5	7290	3615	Second	923	1039	0.8884	926	1039	0.8912	.3
6	7290	3619	Tenth	2659	1837	1.4475*	2643	1837	1.4358*	.16
Total				17,620			17,632			12
Number of E/F Links				6						
Average Link Volume				2,937						

Total
 Number of E/F Links
 Average Link Volume

Appendix D

LOS E/F Link Analysis

Change in Volume	12	(Significant Impact = 1.50%)
Total Volume	2,937	
Percent Change	0.41%	

Link #2
 S/O Jackson

Link #	A-Node	B-Node	E/F Link	Base			Project			
				Volume	Capacity	V/C	Volume	Capacity	V/C	Change
1	8110	8109	Alameda	2158	1837	1.1747*	2214	1837	1.2052*	.56
2	8120	8121	Calaman	1901	1837	1.0346*	1939	1837	1.0555*	.38
3	6552	6554	CA-37	6374	5500	1.5225*	6381	5500	1.5238*	.7
4	7183	7179	Fourth	1045	1039	1.0058*	1042	1039	1.0079*	.3
5	9047	9046	Thirteenth	1333	1350	0.9874*	1348	1350	0.9983*	.15
6	8052	8054	US-101	10680	7700	1.3870*	10711	7700	1.3810*	.31
Total				25,491			25,635			144
Number of E/F Links				6						
Average Link Volume				4,249						

Total
 Number of E/F Links
 Average Link Volume

Change in Volume	144	(Significant Impact = 1.50%)
Total Volume	4,249	
Percent Change	3.39%	

General Plan Amendment
GP03-03-01 (Network)
E/F Link Analysis
In PM Peak Direction

Link #1
S/O 280

A-Node	B-Node	E/F Link	Volume	Capacity	V/C	Project	Volume	Capacity	V/C	Change
1	7730	3635	1568	1350	1.1615*	1567	1350	1.1533*	-11	
2	8575	6577	9001	8600	1.3630*	8992	8600	1.3624*	-9	
3	7281	3835	871	1039	0.8348*	1020	1039	0.8817*	49	
4	7281	3095	2486	1837	1.3536*	2528	1837	1.3782*	30	
5	7280	3616	923	1039	0.8894	941	1039	0.9037*	18	
6	7286	3819	2659	1837	1.4475*	2670	1837	1.4535*	11	
Total			17,820			17,708			88	
Number of E/F Links			6							
Average Link Volume			2,937							

Change in Volume
Total Volume 88
Percent Change 3.00% (Significant Impact = 1.50%)

Link #2
S/O Jackson

A-Node	B-Node	E/F Link	Volume	Capacity	V/C	Project	Volume	Capacity	V/C	Change
1	8110	8109	2158	1837	1.1747*	2167	1837	1.1768*	9	
2	8120	8121	1901	1837	1.0349*	1941	1837	1.0566*	40	
3	6552	6554	8374	8500	1.0228*	8426	8500	1.0320*	52	
4	7183	7179	1045	1039	1.0058*	1053	1039	1.0135*	8	
5	8047	8046	1333	1350	0.9874*	1357	1350	1.0052*	24	
6	6652	6654	1060	7700	1.3870*	1084	7700	1.3958*	14	
Total			25,491			25,638			147	
Number of E/F Links			6							
Average Link Volume			4,249							

Change in Volume
Total Volume 147
Percent Change 3.46% (Significant Impact = 1.50%)

GP03-03-01 (Julian)
E/O Market

A-Node	B-Node	E/F Link	Volume	Capacity	V/C	Project	Volume	Capacity	V/C	Change
1	3489	7134	1967	1837	1.0708*	1887	1837	1.0272*	-80	
Total			1,967			1,887			-80	
Number of E/F Links			1							
Average Link Volume			1,967							

Change in Volume
Total Volume 1,967
Percent Change -4.07% (Significant Impact = 1.50%)

GP03-03-01 (Julian)
N/O Park

A-Node	B-Node	E/F Link	Volume	Capacity	V/C	Project	Volume	Capacity	V/C	Change
1	3607	3608	2045	1837	1.1132*	2004	1837	1.0909*	-41	
2	6563	6567	7316	8500	1.3302*	7327	8500	1.3322*	11	
Total			9,361			9,331			-30	
Number of E/F Links			2							
Average Link Volume			4,681							

Change in Volume
Total Volume -30
Percent Change -0.64% (Significant Impact = 1.50%)

GP03-03-01 (Julian)
E/O Adams

A-Node	B-Node	E/F Link	Volume	Capacity	V/C	Project	Volume	Capacity	V/C	Change
1	3015	8129	1870	1837	0.9081*	1726	1837	0.8298*	-55	
2	3445	8133	1881	1837	0.9151*	1894	1837	0.9222*	13	
Total			3,351			3,419			68	
Number of E/F Links			2							
Average Link Volume			1,676							

Change in Volume
Total Volume 68
Percent Change 4.06% (Significant Impact = 1.50%)

GP03-03-01 (Julian)
N/O Julian

A-Node	B-Node	E/F Link	Volume	Capacity	V/C	Project	Volume	Capacity	V/C	Change
1	6554	6557	8374	8500	1.5226*	8426	8500	1.5320*	52	
2	7172	3538	1039	1039	0.9871*	1051	1039	1.0115*	15	
Total			9,410			9,477			67	
Number of E/F Links			2							
Average Link Volume			4,705							

Change in Volume
Total Volume 67
Percent Change 1.42% (Significant Impact = 1.50%)

General Plan Amendment
 GP03-03-01 (Network Screening)
 E/F Link Analysis
 In PM Peak Direction

GP03-03-01 (Julian)
 NFS Julian

Link #1	A-Node	B-Node	E/F Link	Base			Project		
				Volume	Capacity	V/C	Volume	Capacity	V/C
1	7158	3248	Park	1609	1837	0.885*	1603	1837	0.885*
1	7150	3252	Santa Clara	1518	1837	0.8253	1609	1837	0.885*
Total				3,185			3,332		
Number of E/F Links				2					
Average Link Volume				1,593					

Change in Volume 147
 Total Volume 1,593
 Percent Change 9.23% (Significant impact = 1.50%)

GP03-03-01 (Julian)
 EW Julian

Link #2	A-Node	B-Node	E/F Link	Base			Project		
				Volume	Capacity	V/C	Volume	Capacity	V/C
1	6557	5095	CA-87	6974	5500	1.2690*	7043	5500	1.2805*
Total				6,974			7,043		
Number of E/F Links				1					
Average Link Volume				6,974					

Change in Volume 69
 Total Volume 6,974
 Percent Change 0.99% (Significant impact = 1.50%)

General Plan Amendment
 GP03-03-01
 E/F Link Analysis
 In PM Peak Direction

Link #1
 S/O 280

Link #1	A-Node	B-Node	E/F Link	Base			Project		
				Volume	Capacity	V/C	Volume	Capacity	V/C
1	7730	5305	Blvd	1568	1350	1.1615*	1552	1350	1.1496*
2	6576	6577	CA-87	8001	6600	1.2136*	8002	6600	1.2179*
3	7281	3835	Vine	871	1039	0.8386*	877	1039	0.8403*
4	7281	3835	First	2408	1837	1.3098*	2500	1837	1.3609*
5	7280	3816	Second	923	1039	0.8864	854	1039	0.8182*
6	7286	3819	Tenth	2859	1837	1.4478*	2878	1837	1.4567*
Total				17,620			17,621		
Number of E/F Links				6					
Average Link Volume				2,937					

Change in Volume 1
 Total Volume 2,937
 Percent Change 0.03% (Significant impact = 1.50%)

Link #2
 S/O Jackson

Link #2	A-Node	B-Node	E/F Link	Base			Project		
				Volume	Capacity	V/C	Volume	Capacity	V/C
1	8110	8108	Alameda	2158	1837	1.1747*	2149	1837	1.1677*
2	8120	8121	Colma	1901	1837	1.0348*	1917	1837	1.0544*
3	6552	6554	CA-87	8374	6500	1.2882*	8435	6500	1.2986*
4	7183	7179	Fourth	1045	1039	1.0058*	1044	1039	1.0048*
5	9047	9048	Thirteenth	1333	1350	0.9874*	1366	1350	1.0119*
6	9052	9054	US-101	10680	7700	1.3870*	10636	7700	1.3813*
Total				25,491			25,563		
Number of E/F Links				6					
Average Link Volume				4,249					

Change in Volume 72
 Total Volume 4,249
 Percent Change 1.69% (Significant impact = 1.50%)

2003 General Plan Amendments

File Number	Location Description	General Plan Designation	Proposed General Plan Designation
District 1			
GP03-01-01	Withdrawn		
GP03-01-02	Northwest corner of Arcadia Drive and Artis Avenue (0.94 acre)	Medium Low Density Residential (8 DU/AC)	General Commercial
	Hooahang Nomars / Hooahang Horata		
District 2			
GP03-02-02	Metcalf Road at US Highway 101	Interchange	Delete Interchange Designation
	City Council		
GP03-02-03	North side of State Route 85, approximately 1,200 feet westerly of Monterey Road (42 acres)	Industrial Park	Neighborhood / Community Commercial
District 3			
GP03-03-01a	Generally bounded by the Union Pacific Railroad tracks to the North, Market Street to the east, Julian Street to the south, and Highway 87 to the west (8 acres)	General Commercial on 6.2 acres; Combined Industrial/Commercial on 1 acre; Residential Support the Core Area (25+ DU/AC) on 1.8 acres	Core Area on 9 acres
	Redevelopment Agency / Branderburg Steedler and Moore (See also GP03-03-01)		
GP03-03-01b	Julian Street between Market and Saint James Streets		Remove Arterial Street designation between Market Street and Saint James Street
	Redevelopment Agency / Branderburg Steedler and Moore		
GP03-03-01	Generally bounded by the Union Pacific Railroad tracks to the North, Market Street to the east, Julian Street to the south, and Highway 87 to the west (8 acres)		Amend the text to redefine the Downtown Core Area and Downtown Fringe Area Boundaries
GP03-03-05	North side of Keyes Street, between South 7th Street and South 8th Street	Light Industrial with Mixed Industrial Overlay	General Commercial
	(SNI area: Spartan / Keyes)		
GP03-03-07	Portion of Union Pacific Railroad right of way between Lower Silver Creek & Interstate 280 (21.8 acres)	Medium Density Residential (8-16 DU/AC) on 9.8 acres, Light Industrial on 4.4 acres, General Commercial on 0.58 acres	Public Park / Open Space on 14.2 acres, and Transit Mall on 7.6 acres.
	(SNI area: Five Wounds/ Brookwood Terrace)		
	(See also GP03-03-07)		
GP03-03-07	Portion of Union Pacific Railroad right of way between Lower Silver Creek & Interstate 280 (21.8 acres)		Amend the Scenic Routes and Trails Diagram to remove a 0.42 mile segment of the Five Wounds / Brookwood Terrace Trail between Julian Street and Shorridge Avenue
	(See also GP03-03-07)		
GP03-03-08	Both sides of 24th Street / McLoughlin Avenue, East Wilsum Street intersection (14.2 acres)	Light Industrial with Mixed Industrial Overlay and Medium Density Residential (8-16 DU/AC)	Medium High Density Residential (12-25 DU/AC) on 9 acres; Neighborhood / Community Commercial on 5.2 acres
	(SNI area: Five Wounds/ Brookwood Terrace)		

Appendix E
Proposed 2003 General Plan Amendments

<u>GP03-03-09</u> (SNI area: Delmas Park)	Generally bounded by Park Avenue, West San Fernando Street, Los Galos Creek, Delmas Avenue and State Route 87 (5.4 acres)	Residential Support for the Core Area (25+ DUJAC)	Medium Density Residential (8-16 DUJAC)
<u>GP03-03-10</u>	Generally bounded by Interstate 280, Columbia/West San Carlos Street, Bird Avenue, Delmas Avenue and State Route 87 (18.2 acres)	Residential Support for the Core Area (25+ DUJAC)	Medium Density Residential (8-16 DUJAC) on 15.5 acres. Neighborhood / Community Commercial on 0.62 acres. Public/Quasi-Public on 0.4 acres and Public Park / Open Space on 1.68 acres
<u>GP03-03-12</u>	Coleman Avenue between Hedding Street and State Route 87	Arterial (80-106 feet)	Arterial (115 - 130 feet)
District 4			
<u>GP03-04-01</u> H&H / Mc Kibben Et. Al.	Southwest corner of Rock Avenue and Oakland Road (13.7 acres)	Industrial Park	Medium Density Residential (8-16 DUJAC)
<u>GP03-04-02</u> Palm, Inc./ Palm, Inc.	Southeast corner of State Route 237 and North First Street (35.5 acres)	Industrial Park	Medium High Density (12-25 DUJAC)
<u>GP03-04-03</u> KB Home/State Street Bank and Trust	West side of Disk Drive between Grand Avenue and Nortech Parkway	Industrial Park with Mixed Industrial Overlay	Medium Density Residential (8-16 DUJAC)
<u>GP03-04-03</u>	Westerly of Disk Drive between Grand Avenue and Nortech Parkway (73 acres)		Amend the text to reflect proposed changes in the Alviso Planned Community
<u>GP03-04-04</u> The Rising Group/Soboso Interest	Southwest corner of Lundy Avenue and McKay Drive (17.2 acres)	Industrial Park	Medium High Density Residential (12-25 DUJAC)
<u>GP03-04-05</u> Eric Schueneauer / Merry Fox	West side of Oakland Road approximately 300 feet north of Schallenger Road (15.5 acres)	Industrial Park	Industrial Park with Mixed Industrial Overlay
<u>GP</u> Jim Fulton / John M. Sobralo	Northwest corner of Hostetter Road and Automation Parkway (13.54 acres)	Industrial Park	Industrial Park with Mixed Industrial Overlay
District 5			
<u>GP03-05-03</u> (SNI area: East Valley / 660)	Portion of PG&E easement between Capitol Park and Capitol Expressway (3.2 acres)	Medium Low Density Residential (8 DUJAC)	Public Park / Open Space
<u>GP03-05-04</u> Sid Neuh / Carl & Helen Gurneals Trust	North side of Fleming Avenue between Impresario Way and Warner Drive (2.0 acres)	Outside of Urban Service and Urban Growth Boundary	Expand the Urban Services Area and minor expansion of the Urban Growth Boundary

District 6				
<u>GP01-06-09</u> Staff	Northwest corner of West San Carlos Street and Willard Avenue (0.6 acres)	General Commercial	General Commercial	Transit Corridor Residential (20+ DUJAC)
<u>GP01-06-10</u> Staff	North side of West San Carlos Street between Willard and Buena Vista (3.0 acres)	Medium Low Density Residential (8 DUJAC) on 2.6 acres. General Commercial on 0.4 acres	Medium Low Density Residential (8 DUJAC)	Transit Corridor Residential (20+ DUJAC)
<u>GP01-06-11</u> Staff	North side of West San Carlos Street between Buena Vista and Dana (0.9 acres)	General Commercial	General Commercial	Transit Corridor Residential (20+ DUJAC)
<u>GP01-06-12</u> Staff	South side of West San Carlos Street between Meridian Avenue and Page (3.9 acres)	General Commercial	General Commercial	Transit Corridor Residential (20+ DUJAC)
District 7				
<u>GP02-07-03</u> (See also GP02-07-03)	Northwest corner of Tully Road and South 10th Street (13.9 acres)	Public / Quasi-Public	Mixed Use with No Underlying Land Use Designation (High Density Residential (25-50 DUJAC) up to 650 units; and General Commercial up to 125,000 sq. ft. of Commercial/Retail Space)	Amend the Text to reflect the proposed changes in Appendix F: Mixed Use Inventory
<u>GP02-07-04</u> (See also GP02-07-04)	Southwest corner of Monterey Highway and Goble Lane (33.0 acres)	Combined Industrial and Commercial on 7.7 acres. Heavy Industrial on 16.9 acres. Single Family Residential (8-16 DUJAC) on 6.6 acres (Communications Hill Planned Community)	High Density Residential (25-50 DUJAC)	Amend the Text to reflect the proposed changes in the Communications Hill Specific Plan
<u>GP02-07-04</u> (See also GP02-07-04)	Southwest corner of Monterey Highway and Goble Lane (33.0 acres)	Highway and Goble Lane	Highway and Goble Lane	Amend the Text to reflect the proposed changes in the Communications Hill Specific Plan
<u>GP03-07-01</u>	East side of McLoughlin Avenue approximately 100 feet north of Candia Drive (1.0 acre)	Medium Low Density Residential (8 DUJAC)	Medium Low Density Residential (8 DUJAC)	Medium Density Residential (8-16 DUJAC)
<u>GP03-07-04</u> Cone Development / Patel Et. Al	South side of Umbarger Road approximately 200 feet northeast of Monterey Road (State Route 82) (2.35 acres)	Combined Industrial / Commercial	Combined Industrial / Commercial	High Density Residential (25-50 DUJAC)

GP03-07-06	West side of Lewis Road approximately 210 east of Garden Avenue (5.66 acres)	Light Industrial	High Density Residential (25-50 DUJAC)
Alfred A. and Carolyn Ferrin / David Briggs			
GP03-07-07	Northwest corner of Curtner Avenue and Monterey Highway (55.1 acres)	Heavy Industrial and Industrial with Mixed Industrial Overlay	General Commercial
Berliner Cohen / General Electric Company			
GP03-07-08	West side of South King Road, approximately 800 feet north of Aborn Road (9.91 acres)	Industrial Park	Light Industrial
Michael Walsh / Entvision Communications Corp			
GP03-07-09	Southeast corner of Senter Road and Needles Drive (6.21 acres)	Industrial Park	High Density Residential (20-50 DUJAC)
Henry Cord / DDO partners			
GP03-07-10	North side of Story Road approximately 720 feet westerly of McLaughlin Avenue (19.59 acres)	Industrial Park	Medium High Density Residential (12-25 DUJAC) on 18.59 acres and Neighborhood / Community Commercial on 1 acre
Jerry Stranges / Paul Morgan			
District 8			
GP02-08-04	North side of Yerba Buena Road, approximately 300 feet easterly of San Felipe Road (10.3 acres)	Public / Quasi-Public	Neighborhood / Community Commercial
H&M Inc. / San Jose Evergreen Community College District			
GP03-08-01	North side of Quimby Road, approximately 300 feet easterly of Mission Greens Drive (1.57 acres)	Medium Low Density Residential (8 DUJAC)	Medium Density Residential (8-16 DUJAC)
Bedrock & Logan Group / Sikh Gunwani			
District 10			
GP01-10-02	North side of McKean Road, approximately 1500 feet westerly of Fortini Road (41.3 acres)		Amend the text to allow interim sports fields within the South Almaden Valley Urban Reserve
City Council			
GP03-10-01	South side of Almaden Road between Barnes Lane and Grimley Lane (6.68 acres)	Very Low Density Residential (2 DUJAC)	Medium Low Density Residential (8 DUJAC)
Santa Clara Development Company various			
District 2			
GP03-02-01	Basking Ridge Avenue between Silicon Valley Boulevard and Metcalf Road	Major Collector	Delete Major Collector Designation
City Council			
GP03-03-02	Southeast corner of Taylor and 7th Streets (1.9 acres)	Mixed Use #3 (Jackson-Taylor Planned Residential)	Mixed Use #3 (High Density Residential) (65-75 DUJAC); 12,000 sq. ft. of Office (Jackson-Taylor Planned)
Rivm Development / Silicon Valley Advisor, LLC			
GP03-03-02	Southeast corner of Taylor and 7th Streets (1.9 acres)		Amend the text to reflect the proposed land use changes in the Jackson-Taylor Residential Strategy
City Council			

GP03-03-03	North side of Alma Avenue between (3.2 acres)		Transit Corridor Residential (20+ DUJAC)
GPT03-03-03			
GP03-03-03	North side of Alma Avenue between Lick Avenue and Highway 87 (3.2 acres)		Amend the text to reduce the required setback along Lick Avenue and reflect the proposed land use change in the Tamien Station Area Specific Plan
GP03-03-06	Both sides of 13th Street between Hedding Street and Jackson Street (14.2 acres)	Mixed Use with No Underlying Land Use Designation (Mixed Use #5)	Mixed Use with No Underlying Land Use Designation (Mixed Use #5) with a Neighborhood Business District Overlay
GPT03-03-06			
GP03-03-06	Both sides of 13th Street between Hedding Street and Jackson Street (14.2 acres)		Amend the text to reflect the proposed Neighborhood Business District Overlay
District 5			
GP03-05-01	Southeast corner of Jackson Avenue and Madden Avenue (1.3 acres)	High Density Residential (25-50 DUJAC)	Transit Corridor Residential (20+ DUJAC)
Jackson Square, LLC / McNeely David K. and Andrea E. Al.			
GP03-05-01	Southeast corner of Jackson Avenue and Madden Avenue (1.3 acres)		Amend Urban Design Policy #10 to allow heights up to 75 feet
GPT03-05-01			
GP03-07-02	Westside of Senter Road approximately 350 feet southerly of Lewis Road (0.4 acre)		Neighborhood / Community Commercial
(Sai Canuso / Hung Nguyen)			
GP03-07-03	South side of Tully Road approximately 400 feet northeast of the intersection with McLaughlin Avenue (12.8 acres)	Industrial Park	Combined Industrial/ Commercial
(Cord Associate / Reed Property Management)			
GP03-07-05	A triangular shaped area located on the west side of Monterey Road, between the Union Pacific Railroad tracks, Hillside Avenue and 600 feet south of Goble Lane (38.2 acres)	Combined Industrial/ Commercial	Light Industrial on 17.2 acres and Heavy Industrial on 21.0 acres (Communications Hill Planned Community)
(See also GPT03-07-05) Staff			
GP03-07-05	A triangular shaped area located on the west side of Monterey Road, between the Union Pacific Railroad tracks, Hillside Avenue and 600 feet south of Goble Lane (38.2 acres)		Amend the text to reflect the proposed changes in the Communications Hill Specific Plan
(See also GPT03-07-05) Staff			

Text Amendments	Description
GP03-T-02	Amend the General Plan text to modify the Combined Industrial / Commercial designation
GP03-T-05	Amend the General Plan text to make additions and modifications to Pedestrian Priority Areas Diagram
GP03-T-06	Amend the General Plan text to modify the Transit Corridor Residential text
GP03-T-07	Amend the General Plan text to add a new Transportation/Aviation policy recognizing and supporting the federal government's continued operation and development of Moffett Field in a manner consistent with City and regional objectives of future civil aviation use.
GP03-T-08	Amend Urban Design Policy No. 10 to allow for a maximum building height of 150 feet on a site located on southwest corner of North First Street and Guadalupe Parkway
GP03-T-09	Amend Urban Design Policy No. 10 to allow for a maximum building height of 210 feet on a site located on west side of North First Street and approximately 1500 feet south of Trimble Road
GP03-T-10	Amend the Transportation Bicycle Network
GP03-T-11	Amend the General Plan Text to modify Appendix E - Major Collector Streets
GP02-T-05	Amend the General Plan text to revise various Discretionary Alternative Use Policies and a residential land use designation to eliminate the requirement for a Planned Development zoning in certain situations to facilitate residential and/or Mixed Use developments
GP02-T-07	Amend the Tamen Station Area Specific Plan to allow minor incursions above existing height limits for architectural features.
GP03-T-03	Amend the Housing Element in the General Plan

Source: City of San Jose Planning Department website (<http://www.ci.san-jose.ca.us/planning/plnarepp>), August 22, 2003.

**Traffic Impact Analysis
Fall 2003 Network Analysis**

Contributory Projects
Fall 2003 Network Cumulative

Auzerais

San Fernando

GP03-T-11

Coleman

Screenline

GP03-T-11 (Auzerais)

N/o Auzerais
S/o Auzerais
E/o Race

1.34%			1.34%		0.24%
1.24%			1.24%		-0.42%
0.91%			1.08%		-2.49%

GP03-T-11 (San Fernando)

N/o Santa Clara
N/o San Carlos
E/o Tenth
E/o Tenth (off peak)
E/o 4th
W/o Market

0.00%			0.98%		2.29%
0.87%			-1.02%		1.89%
0.25%			0.00%		-0.15%
0.83%			0.52%		0.16%
0.61%			0.08%		0.94%
0.05%			-5.33%		-1.02%

GP03-03-12 (Coleman)

N/o Hedding
S/o Julian
W/o First
N/o Alameda

				4.74%	4.49%
				0.40%	0.39%
				-0.26%	-1.38%
				-0.19%	0.29%

GP03-02-01 (Basking Ridge) & GP03-02-02 (Metcalfe)

S/o Bailey
S/o Bailey (off peak)

					0.14%
					-0.59%

GP03-03-01 (Julian)

E/o Market
N/o Park
W/o Autumn
N/o Julian
N/S Julian
E/W Julian

					-5.13%
					0.13%
					0.66%
					-0.49%
					8.78%
					-0.39%

**Appendix F
Cumulative GPA Screenline Analysis**

**General Plan Amendments
Fall 2003 Network Cumulative
Screenlines Analysis
in the PM Peak Direction**

District	TO				
	1	2	3	4	5
1	6674	1449	1098	11907	15467
2	292	14098	765	6608	2630
3	220	1542	20580	11580	8219
4	3472	10106	12558	12721	45741
5	6374	7410	8797	66655	277641
Total	17,032	34,605	43,798	224,471	349,698
Total Inbound		20,507	23,218		

District	TO				
	1	2	3	4	5
1	6,672	1,441	1,108	11,915	15,463
2	289	14,084	750	6,625	2,632
3	223	1,534	20,600	11,581	8,244
4	3,489	10,107	12,477	127,787	45,772
5	6,372	7,424	8,787	66,611	277,647
Total	17,045	34,590	43,722	224,519	349,758
Total Inbound		20,506	23,122		

	Change	Percent Change
EV	-1	0.00%
SSJ	-96	-0.41%
NSJ	6	0.02%

Change 30
 Percent Change 0.00%

EV	Percent Change	SSJ	Percent Change	NSJ	Percent Change
North San Jose	0.00%	0.00%	0.02%		
Evergreen					
South San Jose					
Remainder of City					
Remainder of County					

**General Plan Amendments
Fall 2003 Network Cumulative
Screenlines Analysis
in the PM Peak Direction**

Screenline	Fall 2003 Network Cumulative				
	Auzerais	San Fernando	GP03-T-11	Coleman	Fall 2003 Grand Cumulative
GP03-T-11 (Auzerais)	1.34%	0.00%	0.98%	2.20%	-0.27%
N/O Auzerais	1.24%	0.87%	-1.02%	1.89%	0.93%
S/O Auzerais	0.91%	0.25%	0.00%	-0.15%	0.50%
E/O Race		0.53%	0.57%	0.16%	0.36%
		0.81%	0.06%	0.84%	1.35%
		0.08%	-6.33%	-1.02%	-0.36%

Screenline	Fall 2003 Network Cumulative				
	Auzerais	San Fernando	GP03-T-11	Coleman	Fall 2003 Grand Cumulative
GP03-T-11 (San Fernando)	0.00%	0.00%	0.98%	2.20%	-0.27%
N/O Sanla Clara	0.87%	0.87%	-1.02%	1.89%	0.93%
N/O San Carlos	0.25%	0.25%	0.00%	-0.15%	0.50%
E/O Terth	0.53%	0.53%	0.57%	0.16%	0.36%
E/O Terth (off peak)	0.81%	0.81%	0.06%	0.84%	1.35%
E/O 4th	0.08%	0.08%	-6.33%	-1.02%	-0.36%

Screenline	Fall 2003 Network Cumulative				
	Auzerais	San Fernando	GP03-T-11	Coleman	Fall 2003 Grand Cumulative
GP03-03-12 (Coleman)	0.00%	0.00%	0.98%	2.20%	-0.27%
N/O Hedding	0.87%	0.87%	-1.02%	1.89%	0.93%
S/O Julian	0.25%	0.25%	0.00%	-0.15%	0.50%
W/O First	0.53%	0.53%	0.57%	0.16%	0.36%
N/O Alameda	0.81%	0.81%	0.06%	0.84%	1.35%
	0.08%	0.08%	-6.33%	-1.02%	-0.36%

Screenline	Fall 2003 Network Cumulative				
	Auzerais	San Fernando	GP03-T-11	Coleman	Fall 2003 Grand Cumulative
GP03-02-01 (Basking Ridge) & GP03-02-02 (Mescalito)	0.00%	0.00%	0.98%	2.20%	-0.27%
S/O Bailey	0.87%	0.87%	-1.02%	1.89%	0.93%
S/O Bailey (off peak)	0.25%	0.25%	0.00%	-0.15%	0.50%

Screenline	Fall 2003 Network Cumulative				
	Auzerais	San Fernando	GP03-T-11	Coleman	Fall 2003 Grand Cumulative
GP03-03-01 (Julian)	0.00%	0.00%	0.98%	2.20%	-0.27%
E/O Market	0.87%	0.87%	-1.02%	1.89%	0.93%
N/O Park	0.25%	0.25%	0.00%	-0.15%	0.50%
W/O Autumn	0.53%	0.53%	0.57%	0.16%	0.36%
N/O Julian	0.81%	0.81%	0.06%	0.84%	1.35%
N/S Julian	0.08%	0.08%	-6.33%	-1.02%	-0.36%
E/W Julian					

**General Plan Amendments
Fall 2003 Grand Cumulative
Screenlines Analysis
in the PM Peak Direction**

Base	District	TO					Total
		1	2	3	4	5	
	1	6674	1449	1098	11907	15467	36,595
	2	292	14098	765	6608	2630	24,383
	3	220	1542	20580	11580	8219	42,141
	4	3472	10106	12558	127721	45741	199,588
	5	6374	7410	8797	66655	277641	366,877
Total		17,032	34,605	43,798	224,471	349,698	669,604
Total Inbound			20,507	23,218			

Project	District	TO					Total
		1	2	3	4	5	
	1	6,956	1,381	1,056	11,651	14,759	35,803
	2	281	14,210	747	6,636	2,625	24,499
	3	218	1,497	20,642	11,519	8,103	41,979
	4	3,489	9,997	12,431	127,973	45,471	199,361
	5	6,670	7,367	8,768	67,014	277,560	387,419
Total		17,614	34,472	43,644	224,793	348,538	669,061
Total Inbound			20,262	23,002			

Change -543
Percent Change -0.08%

EV	Change in Volume	-245	
	Percent Change	-1.19%	(Significant Impact for EV = 0.10%)
SSJ	Change in Volume	-216	
	Percent Change	-0.93%	(Significant impact for SSJ = 0.20%)
NSJ	Change in Volume	-1,074	
	Percent Change	-3.59%	(Significant impact for NSJ = 0.20%)

- District 1 North San Jose
- District 2 Evergreen
- District 3 South San Jose
- District 4 Remainder of City
- District 5 Remainder of County

General Plan Amendments
Fall 2003 Network Cumulative
Vehicle Miles Traveled (VMT) Analysis Summary

BASE	Freeways	Highways	Express-ways	Arterials	Collectors	On-ramp/Off-ramps	Interchanging Ramps	Loop Ramps	Totals
NSJ	42,790	-	19,736	49,698	6,561	1,738	-	67	120,689
EV	89,143	-	9,165	40,802	6,509	5,901	1,887	1,158	154,365
SSJ	110,694	19,833	36,625	68,754	5,876	2,316	2,020	178	248,300
Rest of SJ	463,709	37,764	67,360	372,608	46,578	26,535	23,395	4,279	1,042,226
Totals	706,335	57,597	132,885	531,862	65,626	36,491	27,302	5,682	1,563,779

Total Base VMT = 1,563,779

Appendix G
Cumulative GPA Vehicle Miles Traveled (VMT) and
Vehicle Hours Traveled (VHT) Analysis

PROJECT	Freeways	Highways	Express-ways	Arterials	Collectors	On-ramp/Off-ramps	Interchanging Ramps	Loop Ramps	Totals
NSJ	42,763	-	19,615	49,755	6,723	1,753	-	68	120,707
EV	89,430	-	9,217	40,837	6,543	5,888	1,860	1,141	154,916
SSJ	111,284	19,436	36,723	68,552	5,916	2,266	2,015	183	248,376
Rest of SJ	463,132	38,122	67,135	373,160	46,542	26,470	23,408	4,292	1,042,261
Totals	706,609	57,558	132,690	532,304	65,725	36,377	27,284	5,684	1,564,260

Total Project VMT = 1,564,260

Change in VMT	480	(Significant impact = 0.20%)
Percent Change	0.03%	

General Plan Amendments
Fall 2003 Grand Cumulative
Vehicle Miles Traveled (VMT) Analysis Summary

BASE	Freeways	Highways	Express-ways	Arterials	Collectors	On-ramps/Off-ramps	Interchanging Ramps	Loop Ramps	Totals
NSJ	42,780	-	19,736	49,898	6,661	1,738	-	67	120,689
EV	89,143	-	9,765	40,802	6,509	5,901	1,867	1,158	154,585
SSJ	110,694	19,833	36,625	68,754	5,878	2,318	2,020	178	246,300
Rest of SJ	483,709	37,764	67,360	372,808	46,378	26,535	23,395	4,279	1,042,226
Totals	706,335	57,597	132,885	531,852	65,626	36,491	27,302	5,662	1,583,779

Total Base VMT = 1,563,779

PROJECT	Freeways	Highways	Express-ways	Arterials	Collectors	On-ramps/Off-ramps	Interchanging Ramps	Loop Ramps	Totals
NSJ	42,534	-	19,600	49,305	6,667	1,715	-	69	119,860
EV	88,777	-	9,220	40,821	6,266	5,798	1,848	1,082	153,612
SSJ	111,004	19,398	36,531	67,856	5,787	2,253	2,036	187	245,163
Rest of SJ	480,584	38,032	66,836	371,139	46,397	26,360	23,232	4,269	1,036,847
Totals	702,899	57,431	132,187	529,020	65,117	36,126	27,116	5,616	1,555,511

Total Project VMT = 1,555,511

Change in VMT	-8268	(Significant impact = 0.20%)
Percent Change	-0.53%	

General Plan Amendments
Fall 2003 Network Cumulative
Vehicle Hours Traveled (VHT) Analysis Summary

BASE	Freeways	Highways	Express-ways	Arterials	Collectors	On-ramps/Off-ramps	Interchanging Ramps	Loop Ramps	Totals
NSJ	881	-	526	1,488	274	75	-	3	3,246
EV	1,978	-	229	1,330	307	251	38	39	4,171
SSJ	2,214	418	941	2,034	249	86	47	8	5,997
Rest of SJ	9,811	863	1,651	11,415	1,980	1,147	497	179	27,543
Totals	14,884	1,280	3,348	16,267	2,810	1,558	582	229	40,957

Total Base VHT = 40,957

PROJECT	Freeways	Highways	Express-ways	Arterials	Collectors	On-ramps/Off-ramps	Interchanging Ramps	Loop Ramps	Totals
NSJ	883	-	519	1,490	276	75	-	3	3,246
EV	1,991	-	231	1,331	311	251	38	38	4,192
SSJ	2,230	412	948	2,026	252	84	47	8	6,006
Rest of SJ	9,797	872	1,643	11,428	1,986	1,138	497	180	27,539
Totals	14,901	1,283	3,341	16,276	2,825	1,546	582	229	40,983

Total Project VHT = 40,983

Change in VHT	26	(Significant impact = 0.20%)
Percent Change	0.06%	

General Plan Amendments
Fall 2003 Grand Cumulative
Vehicle Hours Traveled (VHT) Analysis Summary

BASE	Freeways	Highways	Express-ways	Arterials	Collectors	On-ramps/ Off-ramps	Interchanging Ramps	Loop Ramps	Totals
NSJ	881	-	528	1,486	274	75	-	3	3,246
EV	1,978	-	229	1,330	307	251	39	39	4,171
SSJ	2,214	418	941	2,034	249	68	47	8	5,997
Rest of SJ	9,811	863	1,651	11,415	1,860	1,147	497	179	27,543
Totals	14,884	1,280	3,348	16,267	2,810	1,558	582	229	40,957

Total Base VHT = 40,957

PROJECT	Freeways	Highways	Express-ways	Arterials	Collectors	On-ramps/ Off-ramps	Interchanging Ramps	Loop Ramps	Totals
NSJ	873	-	518	1,474	274	72	-	3	3,213
EV	1,972	-	231	1,312	284	243	38	37	4,116
SSJ	2,221	407	835	2,006	246	83	48	9	5,955
Rest of SJ	9,728	874	1,633	11,351	1,968	1,137	493	179	27,363
Totals	14,793	1,281	3,317	16,142	2,772	1,535	579	228	40,647

Total Project VHT = 40,647

Change in VHT	-311	(Significant Impact = 0.20%)
Percent Change	-0.76%	

General Plan Amendment
 Fall 2003 Network Cumulative
 E/F Link Analysis
 in PM Peak Direction

GP03-T-11 (Auzerais)
 N/O Auzerais

	A-Node	B-Node	E/F Link	Base			Project			
				Volume	Capacity	V/C	Volume	Capacity	V/C	Change
1	6567	6569	CA-47	5716	5500	1.0396*	5737	5500	1.0437*	39
2	9036	3266	Brq	3983	3982	0.9446*	3985	3982	0.9368*	-28
Total				9,111			9,122			11
Number of E/F Links				2						
Average Link Volume				4,556						

Change in Volume
 Total Volume 4,556
 Percent Change 0.24%
 (Significant impact = 1.50%)

GP03-T-11 (Auzerais)
 S/O Auzerais

	A-Node	B-Node	E/F Link	Base			Project			
				Volume	Capacity	V/C	Volume	Capacity	V/C	Change
1	6567	6569	CA-47	5716	5500	1.0396*	5737	5500	1.0437*	39
2	3267	6569	Auzerais to SB CA-47	756	600	1.2600*	750	600	1.2500*	-6
3	3266	9032	Brq	3412	3982	0.9469*	3385	3982	0.9368*	-47
Total				9,886			9,872			-14
Number of E/F Links				3						
Average Link Volume				3,295						

Change in Volume
 Total Volume 3,295
 Percent Change -0.42%
 (Significant impact = 1.50%)

GP03-T-11 (Auzerais)
 E/O Race

	A-Node	B-Node	E/F Link	Base			Project			
				Volume	Capacity	V/C	Volume	Capacity	V/C	Change
1	3748	3653	San Carlos	1728	1837	0.9407*	1836	1837	0.9031*	-99
2	6454	6457	I-260	7936	8600	0.9020*	7920	8600	0.9	-16
3	6756	6457	SW Exp to EB I-260	930	600	1.5500*	929	600	1.5483*	-1
Total				10,596			10,508			-88
Number of E/F Links				3						
Average Link Volume				3,532						

Change in Volume
 Total Volume 3,532
 Percent Change -2.49%
 (Significant impact = 1.50%)

Appendix H

Cumulative LOS E/F Link Analysis

General Plan Amendment
Fall 2003 Network Cumulative
E/F Link Analysis
in PM Peak Direction

GP03-T-11 (San Fernando)
No Santa Clara

	A-Node	B-Node	E/F Link	Base			Project			
				Volume	Capacity	V/C	Volume	Capacity	V/C	Change
1	7106	3787	Therese	1071	1039	1.0308*	1083	1039	1.0423*	12
2	7137	3670	Maribel	1959	1837	1.0654*	2000	1837	1.0887*	41
2	6581	6563	CA-87	7998	6000	1.2118*	8029	6000	1.2185*	31
Total				11,028			11,112			84
Number of E/F Links				3						
Average Link Volume				3,676						

Change in Volume
Total Volume 84
Percent Change 2.29% (Significant impact = 1.50%)

GP03-T-11 (San Fernando)
No San Carlos

	A-Node	B-Node	E/F Link	Base			Project			
				Volume	Capacity	V/C	Volume	Capacity	V/C	Change
1	7041	3784	Second	937	727	1.2888*	927	727	1.2731*	-10
2	7050	3107	Maribel	2986	1837	1.1355*	2123	1837	1.1557*	37
3	6585	6587	CA-87	7316	5500	1.3322*	7354	5500	1.3371*	38
Total				10,339			10,404			65
Number of E/F Links				3						
Average Link Volume				3,446						

Change in Volume
Total Volume 65
Percent Change 1.59% (Significant impact = 1.50%)

GP03-T-11 (San Fernando)
Eto Terith

	A-Node	B-Node	E/F Link	Base			Project			
				Volume	Capacity	V/C	Volume	Capacity	V/C	Change
1	3785	3477	Santa Clara	2001	1837	1.0893*	1988	1837	1.0876*	-3
Total				2,001			1,988			-3
Number of E/F Links				1						
Average Link Volume				2,001						

Change in Volume
Total Volume -3
Percent Change -0.15% (Significant impact = 1.50%)

General Plan Amendment
Fall 2003 Network Cumulative
E/F Link Analysis
in PM Peak Direction

GP03-T-11 (San Fernando)
Eto Terith (off peak)

	A-Node	B-Node	E/F Link	Base			Project			
				Volume	Capacity	V/C	Volume	Capacity	V/C	Change
1	3477	3785	Santa Clara	1933	1837	1.0523*	1936	1837	1.0535*	3
Total				1,933			1,936			3
Number of E/F Links				1						
Average Link Volume				1,933						

Change in Volume
Total Volume 1,933
Percent Change 0.18% (Significant impact = 1.50%)

GP03-T-11 (San Fernando)
Eto 4th

	A-Node	B-Node	E/F Link	Base			Project			
				Volume	Capacity	V/C	Volume	Capacity	V/C	Change
1	3541	7036	Santa Clara	2444	2368	1.0235*	2487	2368	1.0331*	23
Total				2,444			2,487			23
Number of E/F Links				1						
Average Link Volume				2,444						

Change in Volume
Total Volume 23
Percent Change 0.94% (Significant impact = 1.50%)

GP03-T-11 (San Fernando)
W/o Market

	A-Node	B-Node	E/F Link	Base			Project			
				Volume	Capacity	V/C	Volume	Capacity	V/C	Change
1	7158	3249	Park	1669	1837	0.9085*	1652	1837	0.8983	-17
Total				1,669			1,652			-17
Number of E/F Links				1						
Average Link Volume				1,669						

Change in Volume
Total Volume -17
Percent Change -1.02% (Significant impact = 1.50%)

General Plan Amendment
Fall 2003 Network Cumulative
E/F Link Analysis
in PM Peak Direction

GP03-02-01 (Basking Ridge)
Sto Bailey

	A-Node	B-Node	E/F Link	Base			Project		
				Volume	Capacity	V/C	Volume	Capacity	V/C
1	8114	8116	US-101	8602	7700	1.1275*	8593	7700	1.1152*
2	8726	8727	Monterey Hwy	2998	2388	1.2554*	3063	2388	1.2857*
Total				11,600			11,656		
Number of E/F Links				2					
Average Link Volume				5,840					

Change in Volume
Total Volume 5,840
Percent Change 0.14% (Significant impact = 1.50%)

	A-Node	B-Node	E/F Link	Base			Project		
				Volume	Capacity	V/C	Volume	Capacity	V/C
1	8727	8726	Monterey Hwy	2220	2388	0.9296*	2207	2388	0.9242*
Total				2,220			2,207		
Number of E/F Links				1					
Average Link Volume				2,220					

Change in Volume
Total Volume 2,220
Percent Change -0.59% (Significant impact = 1.50%)

General Plan Amendment
Fall 2003 Network Cumulative
E/F Link Analysis
in PM Peak Direction

GP03-03-01 (Julian)
Eto Market

	A-Node	B-Node	E/F Link	Base			Project		
				Volume	Capacity	V/C	Volume	Capacity	V/C
1	3499	7134	Julian	1987	1837	1.0706*	1866	1837	1.0158*
Total				1,987			1,866		
Number of E/F Links				1					
Average Link Volume				1,987					

Change in Volume
Total Volume 1,987
Percent Change -5.13% (Significant impact = 1.50%)

	A-Node	B-Node	E/F Link	Base			Project		
				Volume	Capacity	V/C	Volume	Capacity	V/C
1	6565	6567	Market	2045	1837	1.1132*	2013	1837	1.0959*
2	6565	6567	CA-87	7316	8500	1.3302*	7354	8500	1.3371*
Total				9,361			9,367		
Number of E/F Links				2					
Average Link Volume				4,681					

Change in Volume
Total Volume 9,361
Percent Change 0.13% (Significant impact = 1.50%)

GP03-03-01 (Julian)
Eto Autumn

	A-Node	B-Node	E/F Link	Base			Project		
				Volume	Capacity	V/C	Volume	Capacity	V/C
1	3015	8129	Seneca Clers	1670	1837	0.9091*	1662	1837	0.9156*
2	3445	8133	Park	1661	1837	0.9151*	1680	1837	0.9145*
Total				3,331			3,382		
Number of E/F Links				2					
Average Link Volume				1,676					

Change in Volume
Total Volume 3,331
Percent Change 0.66% (Significant impact = 1.50%)

GP03-03-01 (Julian)
No Julian

	A-Node	B-Node	E/F Link	Base			Project		
				Volume	Capacity	V/C	Volume	Capacity	V/C
1	8554	8557	CA-87	8374	8500	1.0225*	8341	8500	1.0165*
2	7172	8536	Fourth	1008	1033	0.9971*	1046	1033	1.0067*
Total				9,410			9,387		
Number of E/F Links				2					
Average Link Volume				4,705					

Change in Volume
Total Volume 9,410
Percent Change -0.49% (Significant impact = 1.50%)

General Plan Amendment
Fall 2003 Network Cumulative
E/F Link Analysis
in PM Peak Direction

GP03-03-01 (Julian)
N/S Julian

	A-Node	B-Node	E/F Link	Base			Project		
				Volume	Capacity	V/C	Volume	Capacity	V/C
1	7156	3248	Park	1669	1837	0.9055*	1632	1837	0.8893
1	7150	3252	Santa Clara	1516	1837	0.8253	1673	1837	0.9107*
Total				3,185	3,674	0.8654	3,325	3,674	0.9052
Number of E/F Links				2					
Average Link Volume				1,593					

Change in Volume
Total Volume 1,593
Percent Change 8.78% (Significant impact = 1.50%)

GP03-03-01 (Julian)
E/W Julian

	A-Node	B-Node	E/F Link	Base			Project		
				Volume	Capacity	V/C	Volume	Capacity	V/C
1	6557	8095	CA-87	6974	5500	1.2680*	6947	5500	1.2631*
Total				6,974	5,500	1.2680*	6,947	5,500	1.2631*
Number of E/F Links				1					
Average Link Volume				6,974					

Change in Volume
Total Volume 6,974
Percent Change -0.39% (Significant impact = 1.50%)

General Plan Amendment
Fall 2003 Network Cumulative
E/F Link Analysis
in PM Peak Direction

GP03-03-12 (Coleman)
N/O Hedding

	A-Node	B-Node	E/F Link	Base			Project		
				Volume	Capacity	V/C	Volume	Capacity	V/C
1	7210	3496	First	1972	1837	1.0739*	1865	1837	1.0197*
2	6548	6548	CA-87	7572	5500	1.3767*	7539	5500	1.3707*
3	3053	3413	Coleman	2478	2763	0.8972	2689	2763	0.9768*
Total				12,023	10,103	1.1899*	12,203	10,103	1.2072*
Number of E/F Links				3					
Average Link Volume				4,008					

Change in Volume
Total Volume 4,008
Percent Change 4.49% (Significant impact = 1.50%)

GP03-03-12 (Coleman)
S/O Julian

	A-Node	B-Node	E/F Link	Base			Project		
				Volume	Capacity	V/C	Volume	Capacity	V/C
1	6559	6581	CA-87	7998	5500	1.4542*	8029	5500	1.4588*
Total				7,998	5,500	1.4542*	8,029	5,500	1.4588*
Number of E/F Links				1					
Average Link Volume				7,998					

Change in Volume
Total Volume 7,998
Percent Change 0.39% (Significant impact = 1.50%)

GP03-03-12 (Coleman)
W/O First

	A-Node	B-Node	E/F Link	Base			Project		
				Volume	Capacity	V/C	Volume	Capacity	V/C
1	6313	6315	I-880	8643	8600	1.0049*	8671	8600	1.0113*
2	3499	7134	Julian	1981	1837	1.0786*	1866	1837	1.0158*
Total				10,610	10,437	1.0177*	10,537	10,437	1.0185*
Number of E/F Links				2					
Average Link Volume				5,305					

Change in Volume
Total Volume 5,305
Percent Change -1.38% (Significant impact = 1.50%)

General Plan Amendment
 Fall 2003 Network Cumulative
 E/F Link Analysis
 In PM Peak Direction

GP03-03-12 (Coleman)
 No Alameda

A-Node	B-Node	E/F Link	Base			Project		
			Volume	Capacity	V/C	Volume	Capacity	V/C
6320	6322	L-80	9393	7700	1.2198*	9393	7700	1.2198*
Total			9,393			9,393		
Number of E/F Links			1			1		
Average Link Volume			9,393			9,393		
Change in Volume			-27			-27		
Total Volume			9,393			9,393		
Percent Change			-0.29%			(Significant impact = 1.50%)		

General Plan Amendment
 Fall 2003 Grand Cumulative
 E/F Link Analysis
 In PM Peak Direction

GP02-07-03
 s/o 280

	A-Node	B-Node	E/F Link	Base			Project		
				Volume	Capacity	V/C	Volume	Capacity	V/C
1	6575	6577	CA-67	9001	6600	1.3638*	8962	6600	1.3578*
2	7281	3835	Vine	971	1039	0.9346*	964	1039	0.9267*
3	7291	3099	Finkl	2498	1837	1.3598*	2531	1837	1.3778*
4	7290	3816	Second	923	1039	0.8884	939	1039	0.9038*
5	7296	3618	Tenth	2659	1837	1.4475*	2689	1837	1.4638*
6	6065	6067	US-101	6859	7700	0.8908	6868	7700	0.8953
7	8854	3628	King	2462	1837	1.3402*	2496	1837	1.3587*
Total			25,173			25,197			
Number of E/F Links			7			7			
Average Link Volume			3,596			3,596			
Change in Volume			24			24			
Total Volume			3,596			3,596			
Percent Change			0.67%			(Significant impact = 1.50%)			

GP02-07-03
 no Hamilton

	A-Node	B-Node	E/F Link	Base			Project		
				Volume	Capacity	V/C	Volume	Capacity	V/C
1	6581	6583	CA-67	6705	5500	1.2373*	6673	5500	1.2134*
2	6944	3745	Almaden Ex	1536	2388	0.6432	1508	2388	0.6315
3	3060	3705	Monterey Hwy	3888	3592	1.0824*	3934	3592	1.0952*
4	6089	6071	US-101	10781	8600	1.2531*	10678	8600	1.2434*
5	8855	3573	King	1891	1837	1.0294*	1928	1837	1.0484*
Total			26,801			26,719			
Number of E/F Links			5			5			
Average Link Volume			5,360			5,344			
Change in Volume			-82			-82			
Total Volume			5,360			5,344			
Percent Change			-1.53%			(Significant impact = 1.50%)			

General Plan Amendment
Fall 2003 Grand Cumulative
E/F Link Analysis
In PM Peak Direction

GP03-07-07
8/0 280

	Base				Project					
	A-Node	B-Node	E/F Link	Volume	Capacity	V/C	Volume	Capacity	V/C	Change
1	7730	3305	Bird	1568	1350	1.1607*	1567	1350	1.1607*	-1
2	6575	6577	CA-87	9001	6500	1.3838*	8952	6500	1.3770*	-39
3	7281	3035	Vine	971	1039	0.9346*	994	1039	0.9567*	23
4	7291	3088	First	2498	1837	1.3598*	2531	1837	1.3778*	33
5	7290	3616	Second	923	1039	0.8884	939	1039	0.9038*	16
6	7296	3619	Tenth	2659	1837	1.4475*	2689	1837	1.4638*	20
7	6065	6067	US-101	6659	7700	0.8648	6586	7700	0.8553*	-73
8	8854	3828	King	2482	1837	1.3402*	-2488	1837	1.3587*	34
Total				26,741			26,764			23
				Number of E/F Links			8			
				Average Link Volume			3,343			

Change in Volume 23
Total Volume 3,343
Percent Change 0.69% (Significant Impact = 1.50%)

GP03-07-07
8/0 Hamilton

	Base				Project					
	A-Node	B-Node	E/F Link	Volume	Capacity	V/C	Volume	Capacity	V/C	Change
1	3303	7721	Bird	1124	1350	0.8328	1105	1350	0.8185	-19
2	6581	6583	CA-87	8705	5500	1.5827*	8673	5500	1.5769*	-32
3	3060	3705	Monterey Hwy	3888	3592	1.0824*	3934	3592	1.0852*	46
4	3237	3738	Seater	2284	2783	0.8205	2294	2783	0.8303	10
5	3683	7307	McLaughlin	1670	1837	0.9091*	1647	1837	0.8966	-23
6	6069	6071	US-101	10781	8800	1.2251*	10878	8800	1.2134*	-103
7	8855	3573	King	1891	1837	1.0294*	1876	1837	1.0484*	35
Total				30,343			30,257			-86
				Number of E/F Links			7			
				Average Link Volume			4,335			

Change in Volume -86
Total Volume 4,335
Percent Change -1.98% (Significant Impact = 1.50%)

General Plan Amendment
Fall 2003 Grand Cumulative
E/F Link Analysis
In PM Peak Direction

GP03-07-07
8/0 Hunter

	Base				Project					
	A-Node	B-Node	E/F Link	Volume	Capacity	V/C	Volume	Capacity	V/C	Change
1	3648	8847	Lincoln	1557	1837	0.8476	1543	1837	0.84	-14
2	7689	7687	Almaden Ex	3527	3592	0.9819*	3457	3592	0.9624*	-70
3	6585	6587	CA-87	8731	5500	1.2238*	8750	5500	1.2273*	19
4	7340	3095	Monterey Hwy	4061	3039	1.3363*	4123	3039	1.3587*	82
5	6069	6071	US-101	10781	8800	1.2251*	10878	8800	1.2134*	-103
Total				26,657			26,551			-106
				Number of E/F Links			5			
				Average Link Volume			5,331			

Change in Volume -106
Total Volume 5,331
Percent Change -1.99% (Significant Impact = 1.50%)

GP03-07-07
8/0 Tully

	Base				Project					
	A-Node	B-Node	E/F Link	Volume	Capacity	V/C	Volume	Capacity	V/C	Change
1	6073	6075	US-101	8705	8800	0.9893*	8615	8800	0.9790*	-80
2	3111	7339	Monterey Hwy	3099	3039	1.0168*	3115	3039	1.0256*	25
3	7343	7368	Visitpark	1688	1837	0.9189*	1641	1837	0.8933	-47
4	6589	6591	CA-87	5229	5500	1.1325*	5146	5500	1.1175*	-83
5	5505	5506	Almaden Ex	4143	3592	1.1534*	4093	3592	1.1385*	-50
Total				23,855			23,610			-245
				Number of E/F Links			5			
				Average Link Volume			4,771			

Change in Volume -245
Total Volume 4,771
Percent Change -5.14% (Significant Impact = 1.50%)

General Plan Amendment
Fall 2003 Grand Cumulative
E/F Link Analysis
in PM Peak Direction

GP03-04-04
w/o 880

	Base				Project					
	A-Node	B-Node	E/F Link	Volume	Capacity	V/C	Volume	Capacity	V/C	Change
1	7931	3361	Capitol Av	3072	2783	1.1118*	3031	2783	1.0870*	-41
2	3683	7932	Trade Zone	2168	1837	1.1802*	2111	1837	1.1492*	-57
3	3106	7946	Hosletter	3066	2763	1.1097*	2997	2763	1.0847*	-69
Total				8,306			8,139			-167
Number of E/F Links				3						
Average Link Volume				2,769						

Change in Volume -167
Total Volume 2,769
Percent Change -6.03% (Significant impact = 1.50%)

GP03-04-04
w/o 880

	Base				Project					
	A-Node	B-Node	E/F Link	Volume	Capacity	V/C	Volume	Capacity	V/C	Change
1	6035	6038	US-101	9028	8600	1.0259*	9027	8600	1.0258*	-1
2	7982	3288	Old Bayshore	1409	1288	1.0956*	1396	1288	1.0855*	-13
3	6300	6301	I-880	9288	7700	1.2062*	9230	7700	1.1987*	-58
Total				19,725			19,653			-72
Number of E/F Links				3						
Average Link Volume				6,575						

Change in Volume -72
Total Volume 6,575
Percent Change -1.10% (Significant impact = 1.50%)

GP03-04-04
w/o 880

	Base				Project					
	A-Node	B-Node	E/F Link	Volume	Capacity	V/C	Volume	Capacity	V/C	Change
1	6887	6888	Montague Exp	4284	3647	1.1697*	4241	3647	1.1629*	-43
2	3050	3084	Booker	2904	2763	1.0510*	2949	2763	1.0673*	45
Total				7,188			7,190			22
Number of E/F Links				2						
Average Link Volume				3,594						

Change in Volume 22
Total Volume 3,594
Percent Change 0.61% (Significant impact = 1.50%)

General Plan Amendment
Fall 2003 Grand Cumulative
E/F Link Analysis
in PM Peak Direction

GP03-03-01
S/o 280

	Base				Project					
	A-Node	B-Node	E/F Link	Volume	Capacity	V/C	Volume	Capacity	V/C	Change
1	7730	3305	Bird	1563	1350	1.1615*	1567	1350	1.1607*	-1
2	6575	6577	CA-87	9001	6600	1.3638*	8982	6600	1.3579*	-39
3	7281	3835	Vine	971	1039	0.9346*	964	1039	0.9287*	23
4	7291	3099	Firal	2488	1837	1.3598*	2531	1837	1.3778*	33
5	7290	3616	Second	973	1039	0.9384	939	1039	0.9038*	16
6	7296	3619	Tenth	2659	1837	1.4475*	2689	1837	1.4638*	30
Total				17,620			17,682			62
Number of E/F Links				6						
Average Link Volume				2,937						

Change in Volume 62
Total Volume 2,937
Percent Change 2.11% (Significant impact = 1.50%)

GP03-03-01
S/o Jackson

	Base				Project					
	A-Node	B-Node	E/F Link	Volume	Capacity	V/C	Volume	Capacity	V/C	Change
1	8110	8109	Alameda	2156	1637	1.3174*	2143	1637	1.3088*	-15
2	8120	8121	Coleman	1801	1837	1.0348*	2188	2783	0.7918	287
3	8552	6554	CA-87	8374	5500	1.5225*	8360	5500	1.5225*	18
4	7183	7179	Fourth	1045	1039	1.0058*	1044	1039	1.0048*	-1
5	9047	9048	Thirteenth	1333	1350	0.9874*	1350	1350	1.0000*	17
6	8052	6054	US-101	10880	7700	1.3870*	10812	7700	1.3782*	-68
Total				25,491			25,727			236
Number of E/F Links				6						
Average Link Volume				4,249						

Change in Volume 236
Total Volume 4,249
Percent Change 5.55% (Significant impact = 1.50%)

General Plan Amendment
Fall 2003 Grand Cumulative
E/F Link Analysis
in PM Peak Direction

GP03-07-09
S/o 280

	Base				Project					
	A-Node	B-Node	E/F Link	Volume	Capacity	V/C	Volume	Capacity	V/C	Change
1	6575	6577	CA-87	9001	6600	1.3638*	8962	6600	1.3579*	-39
2	7281	3835	Vine	971	1039	0.9346*	964	1039	0.9267*	23
3	7291	3099	Finn	2498	1837	1.3598*	2531	1837	1.3778*	33
4	7296	3619	Tenth	2659	1837	1.4475*	2689	1837	1.4638*	30
Total				15,129			15,176			47
Number of E/F Links				4			4			
Average Link Volume				3,782			3,794			

Change in Volume
Total Volume 47
Percent Change 1.24% (Significant impact = 1.50%)

GP03-07-08
S/o Tully

	Base				Project					
	A-Node	B-Node	E/F Link	Volume	Capacity	V/C	Volume	Capacity	V/C	Change
1	6071	6073	US-101	8563	7700	1.1121*	8487	7700	1.0996*	-96
2	3111	7338	Monterey Hwy	3090	3039	1.0168*	3115	3039	1.0250*	25
3	7343	7368	Visitpeak	1688	1637	0.9189*	1641	1637	0.9933*	-47
4	6588	6591	CA-87	6229	5500	1.1325*	6146	5500	1.1175*	-83
Total				19,570			19,369			-201
Number of E/F Links				4			4			
Average Link Volume				4,893			4,842			

Change in Volume
Total Volume -201
Percent Change -4.11% (Significant impact = 1.50%)

General Plan Amendment
Fall 2003 Grand Cumulative
E/F Link Analysis
in PM Peak Direction

GP03-T-11 (Auzerais)
No Auzerais

	Base				Project					
	A-Node	B-Node	E/F Link	Volume	Capacity	V/C	Volume	Capacity	V/C	Change
1	6587	6589	CA-87	5718	5500	1.0398*	5762	5500	1.0478*	44
2	8036	3266	Brd	3393	3592	0.9440*	3387	3592	0.9429*	-6
Total				9,111			9,149			38
Number of E/F Links				2			2			
Average Link Volume				4,556			4,574			

Change in Volume
Total Volume 38
Percent Change 0.83% (Significant impact = 1.50%)

GP03-T-11 (Auzerais)
S/o Auzerais

	Base				Project					
	A-Node	B-Node	E/F Link	Volume	Capacity	V/C	Volume	Capacity	V/C	Change
1	8587	6588	CA-87	8782	8500	1.0333*	8782	8500	1.0333*	0
2	3207	6589	Auzerais to SB CA-87	756	800	0.9450*	748	800	0.9350*	-8
3	3266	3032	Brd	3412	3592	0.9499*	3410	3592	0.9493*	-2
Total				9,896			9,890			-6
Number of E/F Links				3			3			
Average Link Volume				3,299			3,297			

Change in Volume
Total Volume -6
Percent Change -0.06% (Significant impact = 1.50%)

GP03-T-11 (Auzerais)
E/o Race

	Base				Project					
	A-Node	B-Node	E/F Link	Volume	Capacity	V/C	Volume	Capacity	V/C	Change
1	8748	3653	San Carlos	1728	1837	0.9407*	1700	1837	0.9254*	-28
2	6454	6457	E-280	7936	8800	0.9020*	7983	8800	0.9072*	47
3	6756	6457	SW Exp to EB I-280	930	600	1.5500*	926	600	1.5417*	-4
Total				10,596			10,608			12
Number of E/F Links				3			3			
Average Link Volume				3,532			3,536			

Change in Volume
Total Volume 12
Percent Change 0.34% (Significant impact = 1.50%)

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GP03-T-11 (San Fernando)
No Santa Clara

	Base			Project						
	A-Node	B-Node	EIF Link	Volume	Capacity	V/C	Volume	Capacity	V/C	Change
1	7106	3787	Thimberh	1071	1039	1.0306*	1079	1039	1.0393*	8
2	7137	3870	Market	1959	1837	1.0664*	1958	1837	1.0659*	-1
2	6581	6563	CA-87	7966	6900	1.1544*	7961	6900	1.1537*	-17
Total				11,028			11,018			-10
Number of EIF Links			3							
Average Link Volume			3,676							

Change in Volume
Total Volume 3,676
Percent Change -0.27% (Significant impact = 1.50%)

GP03-T-11 (San Fernando)
No San Carlos

	Base			Project						
	A-Node	B-Node	EIF Link	Volume	Capacity	V/C	Volume	Capacity	V/C	Change
1	7041	3764	Second	937	727	1.2889*	907	727	1.2478*	-30
2	7050	3107	Market	2088	1837	1.1355*	2103	1837	1.1448*	17
3	6565	6567	CA-87	7316	5500	1.3302*	7330	5500	1.3327*	14
Total				10,339			10,340			1
Number of EIF Links			3							
Average Link Volume			3,446							

Change in Volume
Total Volume 3,446
Percent Change 0.03% (Significant impact = 1.50%)

GP03-T-11 (San Fernando)
Evo Tenth

	Base			Project						
	A-Node	B-Node	EIF Link	Volume	Capacity	V/C	Volume	Capacity	V/C	Change
1	3785	3477	Santa Clara	2001	1837	1.0893*	2011	1837	1.0947*	10
Total				2,001			2,011			10
Number of EIF Links			1							
Average Link Volume			2,001							

Change in Volume
Total Volume 2,001
Percent Change 0.50% (Significant impact = 1.50%)

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GP03-T-11 (San Fernando)
Evo Tenth (all peak)

	Base			Project						
	A-Node	B-Node	EIF Link	Volume	Capacity	V/C	Volume	Capacity	V/C	Change
1	3477	3785	Santa Clara	1933	1837	1.0523*	1940	1837	1.0561*	7
Total				1,933			1,940			7
Number of EIF Links			1							
Average Link Volume			1,933							

Change in Volume
Total Volume 1,933
Percent Change 0.36% (Significant impact = 1.50%)

GP03-T-11 (San Fernando)
Evo 4th

	Base			Project						
	A-Node	B-Node	EIF Link	Volume	Capacity	V/C	Volume	Capacity	V/C	Change
1	3541	7036	Santa Clara	2444	2388	1.0235*	2477	2388	1.0373*	33
Total				2,444			2,477			33
Number of EIF Links			1							
Average Link Volume			2,444							

Change in Volume
Total Volume 2,444
Percent Change 1.35% (Significant impact = 1.50%)

GP03-T-11 (San Fernando)
W/o Market

	Base			Project						
	A-Node	B-Node	EIF Link	Volume	Capacity	V/C	Volume	Capacity	V/C	Change
1	7155	3249	Perk	1669	1837	0.9085*	1663	1837	0.9053*	-6
Total				1,669			1,663			-6
Number of EIF Links			1							
Average Link Volume			1,669							

Change in Volume
Total Volume 1,669
Percent Change -0.36% (Significant impact = 1.50%)

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E/F Link Analysis
in PM Peak Direction

GP03-02-01 (Basking Ridge)
S/o Bailey

	Base			Project						
	A-Node	B-Node	E/F Link	Volume	Capacity	V/C	Volume	Capacity	V/C	Change
1	6114	8116	US-101	8682	7700	1.1275*	6566	7700	1.1127*	-114
2	6726	8727	Monterey Hwy	2888	2388	1.2054*	2989	2388	1.2517*	-4
Total				11,680			11,557			-123
										Number of E/F Links 2
										Average Link Volume 5,840

Change in Volume
Total Volume -123
Percent Change -2.11% (Significant impact = 1.50%)

GP03-02-01 (Basking Ridge)
S/o Bailey (off peak)

	Base			Project						
	A-Node	B-Node	E/F Link	Volume	Capacity	V/C	Volume	Capacity	V/C	Change
1	8727	8726	Monterey Hwy	2220	2388	0.9298*	2214	2388	0.9271*	-6
Total				2,220			2,214			-6
										Number of E/F Links 1
										Average Link Volume 2,220

Change in Volume
Total Volume -6
Percent Change -0.27% (Significant impact = 1.50%)

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E/F Link Analysis
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GP03-03-01 (Julien)
E/o Market

	Base			Project						
	A-Node	B-Node	E/F Link	Volume	Capacity	V/C	Volume	Capacity	V/C	Change
1	3499	7134	Julien	1987	1837	1.0708*	1853	1837	1.0087*	-114
Total				1,987			1,853			-114
										Number of E/F Links 1
										Average Link Volume 1,987

Change in Volume
Total Volume -114
Percent Change -5.80% (Significant impact = 1.50%)

GP03-03-01 (Julien)
N/o Park

	Base			Project						
	A-Node	B-Node	E/F Link	Volume	Capacity	V/C	Volume	Capacity	V/C	Change
1	3667	3668	Market	2045	1837	1.1132*	2028	1837	1.1029*	-18
2	6585	6587	CA-87	7319	5500	1.3322*	7330	6000	1.3327*	14
Total				9,361			9,358			-5
										Number of E/F Links 2
										Average Link Volume 4,681

Change in Volume
Total Volume -5
Percent Change -0.11% (Significant impact = 1.50%)

GP03-03-01 (Julien)
E/o Autumn

	Base			Project						
	A-Node	B-Node	E/F Link	Volume	Capacity	V/C	Volume	Capacity	V/C	Change
1	3018	8129	Santa Clara	1670	1837	0.9081*	1685	1837	0.9173*	15
2	3445	8133	Park	1641	1837	0.8915*	1657	1837	0.9020*	-24
Total				3,351			3,342			-9
										Number of E/F Links 2
										Average Link Volume 1,676

Change in Volume
Total Volume -9
Percent Change -0.54% (Significant impact = 1.50%)

GP03-03-01 (Julien)
N/o Julien

	Base			Project						
	A-Node	B-Node	E/F Link	Volume	Capacity	V/C	Volume	Capacity	V/C	Change
1	8554	6557	CA-87	6374	5500	1.5225*	6300	5500	1.5225*	16
2	7172	3539	Fourth	1098	1039	0.9671*	1040	1039	1.0010*	4
Total				9,410			9,430			20
										Number of E/F Links 2
										Average Link Volume 4,705

Change in Volume
Total Volume 20
Percent Change 0.43% (Significant impact = 1.50%)

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GP03-03-01 (Julian)
N/S Julian

	A-Node	B-Node	E/F Link	Base			Project			Change
				Volume	Capacity	V/C	Volume	Capacity	V/C	
1	7158	3248	Park	1669	1837	0.9093*	1663	1837	0.9053*	-4
1	7150	3252	Santa Clara	1516	1837	0.8253	1579	1837	0.8596	63
Total				3,185			3,242			57
Number of E/F Links				2						
Average Link Volume				1,593						

Change in Volume
Total Volume 1,593
Percent Change 3.58% (Significant Impact = 1.50%)

GP03-03-01 (Julian)
E/W Julian

	A-Node	B-Node	E/F Link	Base			Project			Change
				Volume	Capacity	V/C	Volume	Capacity	V/C	
1	6557	9095	CA-87	8974	8900	1.2330*	8954	8900	1.2304*	-20
Total				6,974			6,954			-20
Number of E/F Links				1						
Average Link Volume				6,974						

Change in Volume
Total Volume 6,974
Percent Change -0.29% (Significant Impact = 1.50%)

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E/F Link Analysis
in PM Peak Direction

GP03-03-12 (Coleman)
N/S Heading

	A-Node	B-Node	E/F Link	Base			Project			Change
				Volume	Capacity	V/C	Volume	Capacity	V/C	
1	7210	3496	First	1872	1837	1.0235*	1965	1837	1.0680*	29
2	8546	6548	CA-87	7572	5500	1.3767*	7572	5500	1.3767*	0
3	3053	3413	Coleman	2479	2783	0.8872	2659	2783	0.9564*	180
Total				12,023			12,226			203
Number of E/F Links				3						
Average Link Volume				4,008						

Change in Volume
Total Volume 4,008
Percent Change 5.07% (Significant Impact = 1.50%)

GP03-03-12 (Coleman)
S/O Julian

	A-Node	B-Node	E/F Link	Base			Project			Change
				Volume	Capacity	V/C	Volume	Capacity	V/C	
1	6558	6551	CA-87	7988	5500	1.4522*	7981	5500	1.4511*	-17
Total				7,988			7,981			-17
Number of E/F Links				1						
Average Link Volume				7,988						

Change in Volume
Total Volume 7,988
Percent Change -0.21% (Significant Impact = 1.50%)

GP03-03-12 (Coleman)
W/O First

	A-Node	B-Node	E/F Link	Base			Project			Change
				Volume	Capacity	V/C	Volume	Capacity	V/C	
1	6313	6315	1480	8443	6000	1.3905*	8445	6000	1.3910*	3
2	3499	7154	Julian	1887	1837	1.0270*	1853	1837	1.0087*	-14
Total				10,610			10,498			-111
Number of E/F Links				2						
Average Link Volume				5,305						

Change in Volume
Total Volume 5,305
Percent Change -2.09% (Significant Impact = 1.50%)

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 E/F Link Analysis
 In PM Peak Direction

GP03-03-12 (Coleman)
 No Alameda

Link	A-Node	B-Node	E/F Link	Base		Projected		Change
				Volume	Capacity	Volume	Capacity	
1	6320	6322	1-980	9,393	7,700	9,295	7,700	-98
Total				9,393		9,295		-98
Number of E/F Links						1		
Average Link Volume				9,393		9,295		

Change in Volume	-98
Total Volume	9,393
Percent Change	-1.04% (Significant impact = 1.50%)