

CITY OF TRACY GENERAL PLAN

DRAFT ENVIRONMENTAL IMPACT REPORT



The City of Tracy | October 4, 2005



DESIGN, COMMUNITY & ENVIRONMENT

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DESIGN, COMMUNITY & ENVIRONMENT

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CITY OF TRACY
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A P P E N D I X A

N O T I C E O F P R E P A R A T I O N

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Notice of Preparation

To: California State Clearinghouse
1400 Tenth Street
Sacramento, CA 65814

From: Bill Dean, Planning Manager
Development and Engineering Services Dept.
City of Tracy
520 Tracy Boulevard
Tracy, CA 95376

The City of Tracy will be the Lead Agency and will prepare an Environmental Impact Report (EIR) for the Tracy General Plan update. The project description, location and the potential environmental effects are described below. The public is invited to provide comments in writing on issues to be addressed in the Draft EIR. Public agencies with views on the scope of the Draft EIR as per the project description, or issues that are germane to your agency's statutory responsibilities in connection with the proposed project, are invited to provide comments.

Due to the time limits mandated by State law, your response must be sent at the earliest possible date, but no later than July 30, 2004, 30 days from the publication date of this NOP. In addition, a public scoping meeting on the EIR will be held on July 13th at 6 pm at the Tracy Community Center, 300 East 10th Street in Tracy, CA.

Please send your response to Bill Dean, Planning Manager, Development and Engineering Services Department, City of Tracy, at the address shown below. We respectfully request that each response contain contact and agency information.

1. Project Name: Tracy General Plan

2. Project Site and Location:

Tracy is a rapidly growing city in San Joaquin County, located east of the Coastal Range that separates California's Central Valley from the San Francisco Bay Area. The City lies 68 miles south of Sacramento and 60 miles east of San Francisco. Interstate 205 runs along the northern part of the City and connects I-580 to I-5, which are both major north-south interstate corridors west and east of Tracy, respectively. Figure 1 depicts the regional location of the project area.

The Tracy City Limits cover approximately 17 square miles of relatively flat land, with residential uses being the most predominant land use. The Sphere of Influence (SOI) contains another 25 square miles of flat land save some gently rising hills in the southwest quadrant, with agricultural uses being the most prevalent land use. Together, the City Limits and SOI comprise the study area for the City of Tracy General Plan EIR.

The General Plan also identifies a Planning Area that is larger than the City's SOI. The Tracy Planning Area is bounded by the San Joaquin County/Alameda County border to the west, the Old River to the

north, the Union Pacific Railroad and Chrisman Road to the east, and a line extending west from the intersection of State Highway 132 and Interstate 580 to the Alameda County boundary to the south. Lands in the Planning Area are under the direct control of San Joaquin County and the General Plan does not include policies for growth and development in this area. Therefore, the EIR analysis will address only those lands within the City Limits and SOI, and not include lands in the Planning Area. Figure 2 depicts the Tracy City Limits, SOI and Planning Area, as described below.

3. Lead Agency Contact:

Bill Dean, Planning Manager
Development and Engineering Services Department
City of Tracy
520 Tracy Boulevard
Tracy, CA 95376
Phone: 209-831-4600
Fax: 209-831-4606

4. Project Sponsor's Name and Address:

City of Tracy
520 Tracy Boulevard
Tracy, CA 95376

5. Project Description:

The City of Tracy is preparing the *City of Tracy General Plan* to replace the existing *City of Tracy General Plan: An Urban Management Plan* from 1993. The EIR will provide an assessment of the updated General Plan, which is expected to be completed in 2004 to guide future growth in the City through 2025, including the annexation of lands identified in the SOI. The overall purpose of the General Plan is to reorganize and revise the existing document as necessary to create a policy framework that articulates a vision for the City's long term physical form and development, while preserving and enhancing the quality of life for Tracy residents. The key components of the City of Tracy General Plan will be:

- ◆ Broad community goals for the future of Tracy.
- ◆ Objectives for meeting community goals.
- ◆ Specific policies and implementing actions that will allow objectives to be met.

The updated General Plan includes growth assumptions for residential and non-residential development. The Growth Management Ordinance (GMO) limits growth to an average of 600 housing units per year of market rate housing with exceptions for affordable housing. Using the GMO as a guideline, between 2005 and 2025, there will be approximately 15,000 additional market rate and affordable residential units built inside and outside the City Limits.

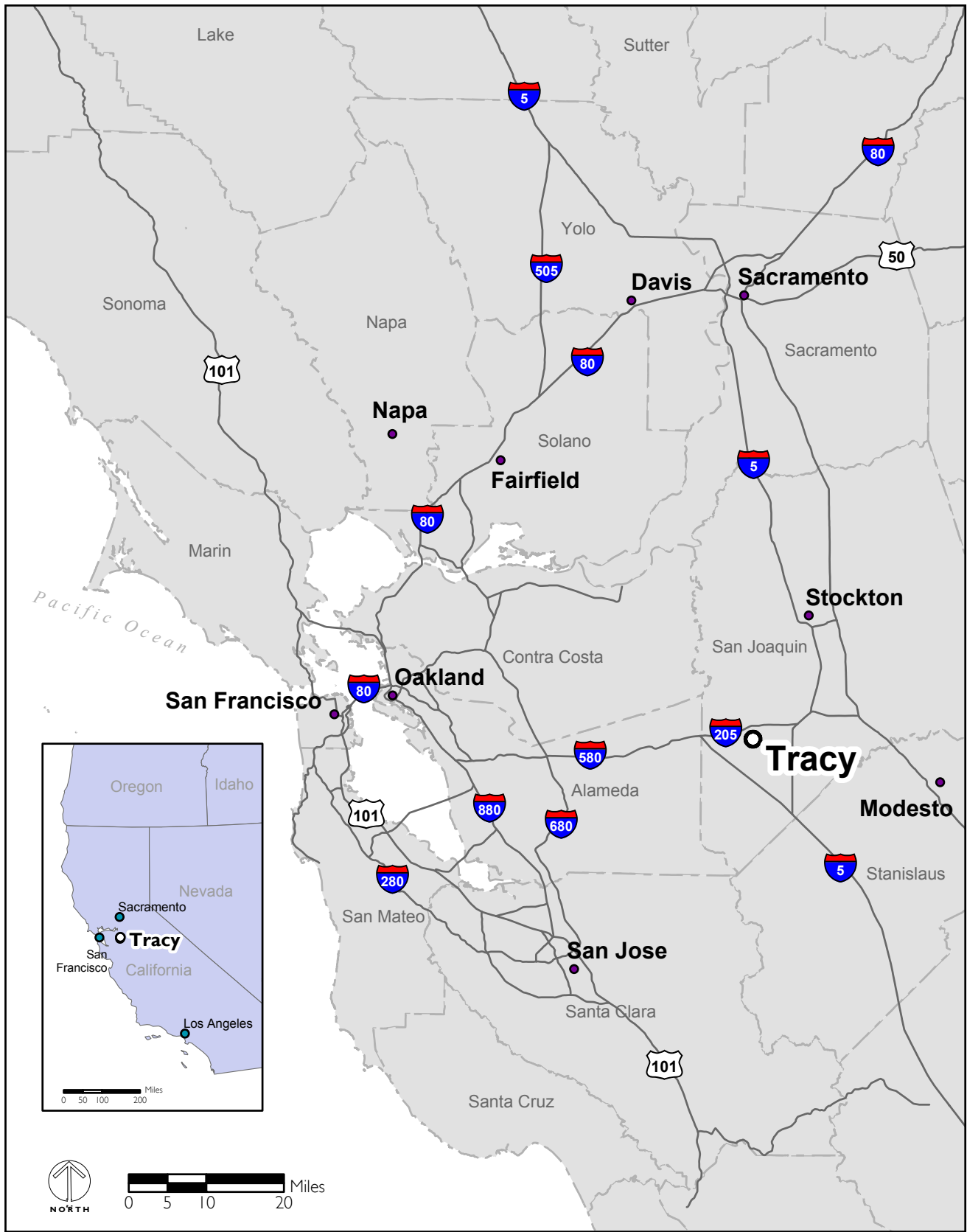


FIGURE 1

REGIONAL LOCATION

Non-residential build out anticipates an annual average of 200,000 sq. ft. of commercial uses, 100,000 sq. ft. of office uses and 550,000 sq. ft. of industrial uses. This translates into approximately 17 million square feet of non-residential development that generates approximately 25,000 new jobs. The non-residential development will be distributed throughout the City Limits and SOI.

The State requires that the General Plan contain seven elements: Land Use, Circulation, Housing, Open Space, Noise, Safety and Conservation. The proposed General Plan will contain all of these elements except for the Housing Element for which separate environmental work is being completed. Additionally, the proposed General Plan will contain the following optional elements: Community Character, Economic Development, Public Facilities and Services, and Air Quality.

6. Probable Environmental Impacts of the Project

The EIR for the proposed General Plan will address the range of impacts that could result from adoption and implementation of the General Plan. Below is a short summary of potential impacts that will be examined in the Tracy General Plan EIR.

A. Aesthetics

The General Plan EIR will include an analysis of potential impacts on visual, aesthetic and scenic resources in the City and SOI. For example, portions of Interstates 5 and 580 are designated State Scenic Highways and development pursuant to the proposed General Plan could result in structures or changes that degrade or impair the scenic quality of these highways and other existing amenities within the study area. The updated General Plan will include policies addressing visual and scenic resources, aesthetic character and urban design. Where necessary, the EIR will identify mitigation measures to address significant impacts.

B. Agricultural Resources

The City Limits and SOI contain approximately 8,700 acres of agricultural lands, much of which is recognized by the State and County as Prime Farmland, Farmland of Statewide Importance and Grazing Land. Some of the farmland within the City Limits and SOI may be under Williamson Act contracts or within Farmland Security Zones. A portion of the farmland within the City Limits and SOI would be converted to urban uses under the proposed General Plan, resulting in a potential impact to agricultural resources. The EIR will evaluate the impacts related to loss of farmland in the SOI and City Limits, and identify mitigation measures to reduce the impacts to the extent feasible.

C. Air Quality

State and federal standards for ozone, PM2.5 and PM10 have been exceeded during the past five years in the San Joaquin Valley, where the City of Tracy is located. Development under the proposed General Plan would result in an increase in the number of vehicle trips, the primary source of air pollutants in the area, or a change in land uses that could have air quality implications, potentially resulting in significant impacts. The General Plan EIR will describe baseline air quality conditions, including federal and State attainment status for air pollutants. A review of existing air quality data and ozone and other control plans from the San Joaquin Valley Air Pollution Control District (SJVAPCD) will be included. The EIR will analyze the impacts to air quality of projected growth and transportation

demand under the proposed General Plan. Policies and actions in the General Plan will be evaluated relative to those suggested by SJVAPCD and an assessment of future air emissions resulting from Plan implementation will be provided. Sensitive receptors and objectionable odors will also be addressed. Where necessary, mitigation measures will be identified to address significant impacts.

D. Biological Resources

Development activity under the proposed General Plan has the potential to impact biological resources, such as sensitive species and other ecologically sensitive habitats, in the City Limits and SOI. General Plan policies are anticipated to address habitat conservation and species protection and minimize impacts to special status species, if any. Where necessary, the EIR will identify mitigation measures to address any significant impacts.

E. Cultural Resources

Past surveys have identified historic and archaeological resources within the City Limits and SOI. These resources will be identified in the EIR. Development within the City Limits and SOI under the proposed General Plan could result in adverse impacts to these resources. The updated General Plan is anticipated to include policies that address the management and protection of significant cultural resources. Where necessary, the EIR will identify mitigation measures to address any significant impacts.

F. Geology/Soils

The City of Tracy and its SOI are located in a seismically active region, with the potentially active Black Butte fault crossing the southwestern portion of the SOI, and the active Carnegie Coral Hollow Fault, potentially active Midway Fault and inactive Elk Ravine Fault located to the southwest of the SOI. Portions of the City and SOI are subject to secondary earthquake hazards including landslides, settlement and liquefaction in event of an earthquake.

Soils to the north and west of Tracy and in the vicinity of I-580 have high shrink-swell potential and pose constraints for road and building construction. The ability of soils within the City Limits and SOI to support septic systems is not anticipated to be an issue since the General Plan assumes that new development will be connected to a wastewater collection and treatment system and not require septic systems. Where necessary, the EIR will identify mitigation measures to address any significant impacts associated with implementation of the proposed General Plan.

G. Hazards & Hazardous Materials

Hazardous materials usage, transportation and storage is highly regulated by federal, State and local governments. Therefore, the implementation of the proposed General Plan is not expected to have significant environmental impacts related to the release of, or exposure to, hazardous materials or waste. Nevertheless, the EIR will evaluate the current status of major sites of concern and include findings based on reviews of regulatory databases and regulatory agency files. As appropriate, the San Joaquin County Environmental Health Department, the Regional Water Quality Control Board and the California Department of Toxic Substances Control will be consulted. The EIR will also examine the

potential for significant impacts on school facilities resulting from hazardous emissions or handling within one-quarter mile of an existing or proposed school.

There is one public, general aviation airport, the Tracy Municipal Airport, within the SOI. While the General Plan has taken into consideration development limitations adjacent to the airport, the potential safety issues related to airport operations will be analyzed in the EIR. In addition to the airport, the EIR will address potential hazards from exposure to wildland fires as a result of development in the General Plan. The updated General Plan is anticipated to include policies to address hazardous materials, wildland fire hazards, emergency response, evacuation and airport safety. Where necessary, the EIR will identify mitigation measures to address any significant impacts.

H. Hydrology/Water Quality

Development under the proposed General Plan has the potential to cause changes in the amount and quality of groundwater supplies and increase the amount of impervious surfaces within the City Limits and SOI. These changes could affect groundwater tables, cause erosion or result in flooding. The EIR will review and evaluate existing and future water supplies and the capacity of the storm drainage system relative to the Plan's proposed build-out. The EIR will also evaluate potential flood, seiche, mudflow or tsunami hazards and include flood hazard zone maps for the City Limits and SOI. The General Plan is also anticipated to include policies designed to mitigate water supply, flooding and storm drainage impacts, as well as policies to encourage water conservation. Where necessary, the EIR will identify mitigation measures to address any significant impacts.

I. Land Use/Planning

Policies in the proposed General Plan are unlikely to result in a division within an established community since many of the Plan's policies will seek to protect existing communities. The General Plan is also expected to be consistent with applicable habitat conservation plans or natural community conservation plans. The EIR will evaluate any potential impacts from changes in land use that could result in divisions in the community or affect adopted plans and policies or conservation plans, and include mitigation measures to address identified impacts, if necessary.

J. Mineral Resources

There are known aggregate resources within the study area. Loss of these resources as a result of the implementation of the proposed General Plan may create a significant impact. The updated General Plan is expected to contain policies to avoid impacting known aggregate resources. The EIR will analyze the potential impact and identify mitigation measures, if necessary.

K. Noise

Development under the proposed General Plan is likely to result in an increase in vehicular traffic, the main source of noise in the City of Tracy and its future growth areas. Development under the Plan could also include an increase in noise generated from changes in land use. The EIR will analyze the potential effects of General Plan policies on the creation of new noise and changes to existing noise environments, including noise from vehicular traffic, land uses, train operations and the airport. The

updated General Plan is anticipated to include policies designed to minimize future noise impacts. Where necessary, the EIR will identify mitigation measures to address any significant impacts.

L. Population/Housing

The proposed General Plan is being prepared to accommodate for future growth in population and housing in Tracy. The EIR will identify the population and housing growth that could be accommodated under the proposed Plan and analyze the impacts of this growth on infrastructure, services and resources. The proposed General Plan is not expected to result in the displacement of substantial housing and population, since the majority of new development would occur on undeveloped land. However, this issue will be evaluated in the EIR and mitigation measures will be identified to address any significant impacts.

M. Public Services

Implementation of the proposed General Plan would result in an increase in demand for public services such as fire and emergency services, law enforcement, schools, parks and other public facilities. The EIR will document existing public services within the City of Tracy and SOI and evaluate the ability of these services to meet the demands of future growth under the proposed General Plan. New or physically altered facilities needed to provide adequate service will be identified, as well as potential impacts related to construction of these facilities. Where necessary, the EIR will identify mitigation measures to address any significant impacts.

N. Recreation

Implementation of the proposed General Plan has the potential to increase the demand for parks and recreational services and could result in a need for new or expanded parks or recreational facilities. The EIR will include an inventory of existing park, recreation and open space resources in the study area and an analysis of the ability of these resources to support future growth. Potential impacts related to use and expansion of existing facilities and construction of new facilities will be identified and, where necessary, the EIR will identify mitigation measures to address significant impacts.

O. Transportation/Traffic

Land use changes and development under the proposed General Plan will result in an increased number of vehicle trips and changes to traffic patterns. This could lead to increased congestion in some parts of the study area. The EIR will analyze existing and future levels of service within the study area and address impacts to both regional and local street networks resulting from the General Plan implementation. Emergency access, design features, incompatible uses, parking and alternative modes of transportation will also be analyzed. It is not anticipated that the proposed development will affect the air traffic patterns of the Tracy Municipal Airport since the airport was taken into consideration when designing the General Plan. Potential impacts will be identified and, where necessary, the EIR will identify mitigation measures to address significant impacts.

P. Utilities/Service Systems

Implementation of the proposed General Plan would result in additional demand for sewage treatment services, water services and storm drainage services within the study area. The EIR will describe and

evaluate existing and future water supplies and facilities, wastewater treatment facilities and storm drainage infrastructure relative to the Plan's proposed build-out. Development under the proposed General Plan also has the potential to result in an increased demand for landfill capacity. The EIR will thus evaluate whether future development could exceed the capacity of existing landfills and have an impact on other solid waste facilities. Potential impacts will be identified and the EIR will identify mitigation measures to address significant impacts, where necessary.

Q. Mandatory Findings of Significance

The EIR will evaluate the proposed General Plan's potential to cause substantial adverse effects on humans, degrade the quality of the environment, or harm fish, wildlife or plant species, as required under the mandatory findings of significance. Cumulative impacts will also be considered.

A P P E N D I X B

EXISTING NOISE LEVEL MEASUREMENTS

Noise Levels at LT-1
Residential Land Uses at South End of English Oak Court
Adjacent to Altamont Commuter Express Line and West Linne Road
June 2-4, 2003

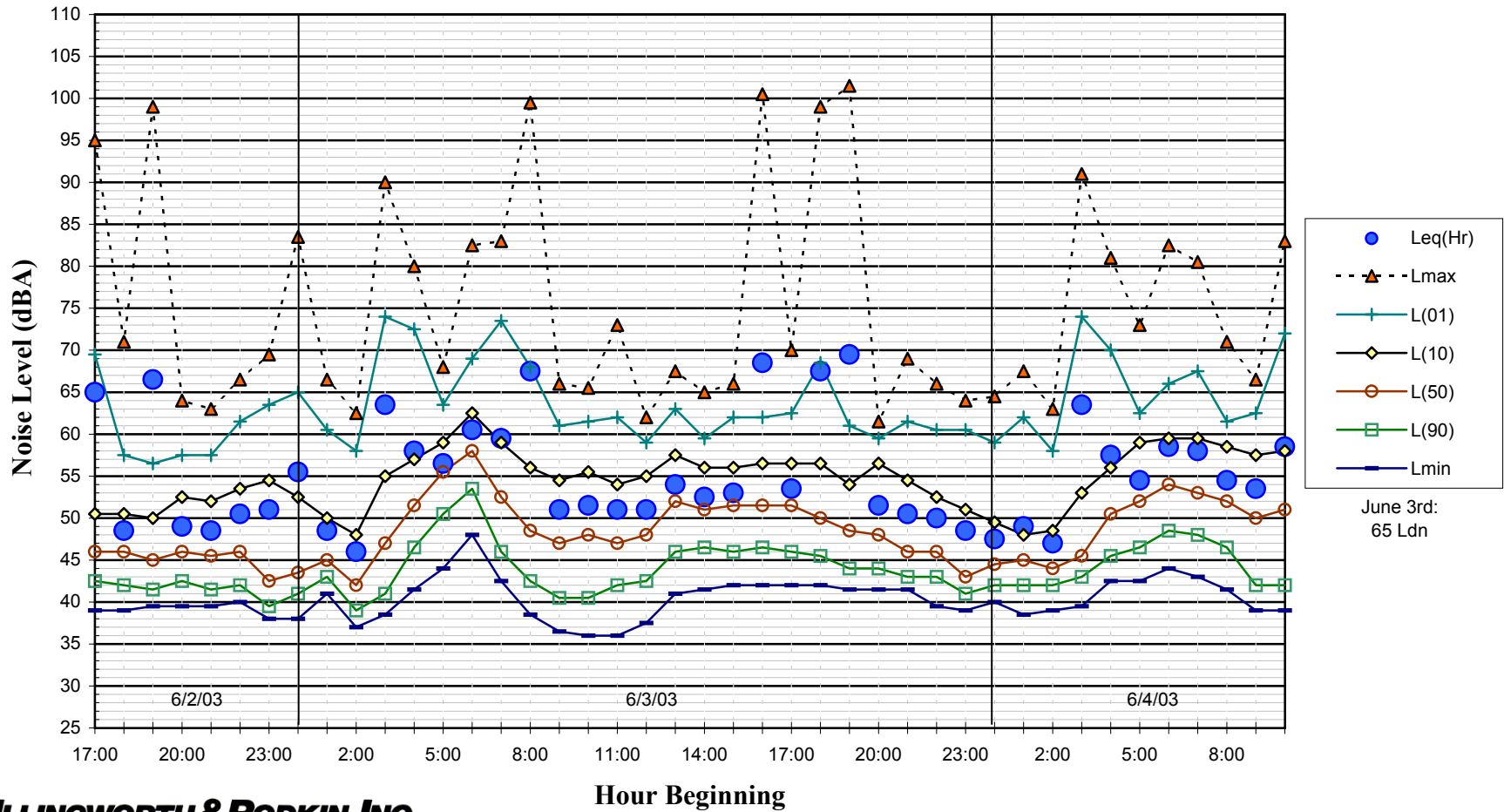
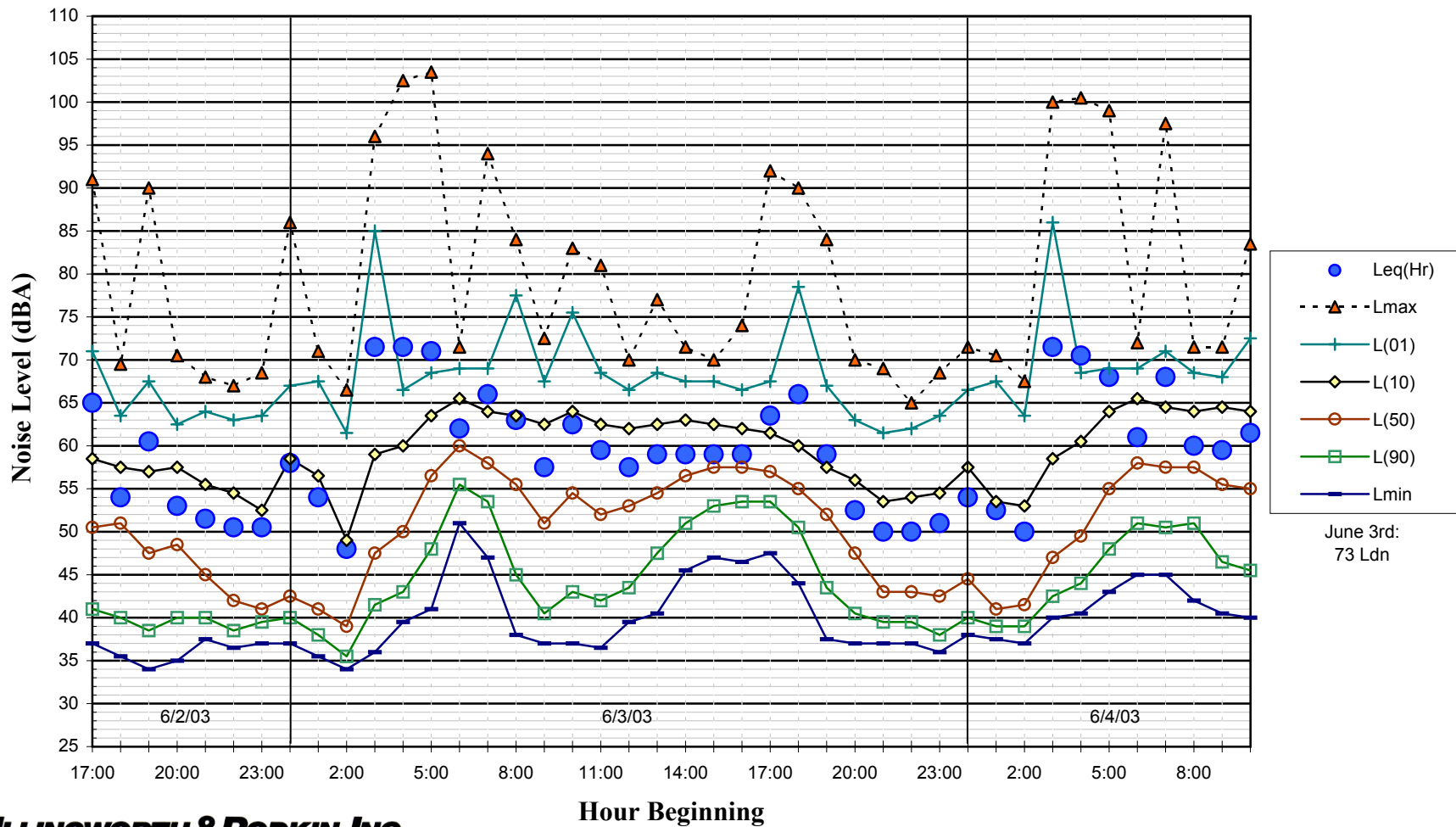


Figure 1

Noise Levels at LT-2
 ~ 35 feet from the Altamont Commuter Express Line near Chrisman Road
 June 2-4, 2003



Noise Levels at LT-3

June 2-4, 2003

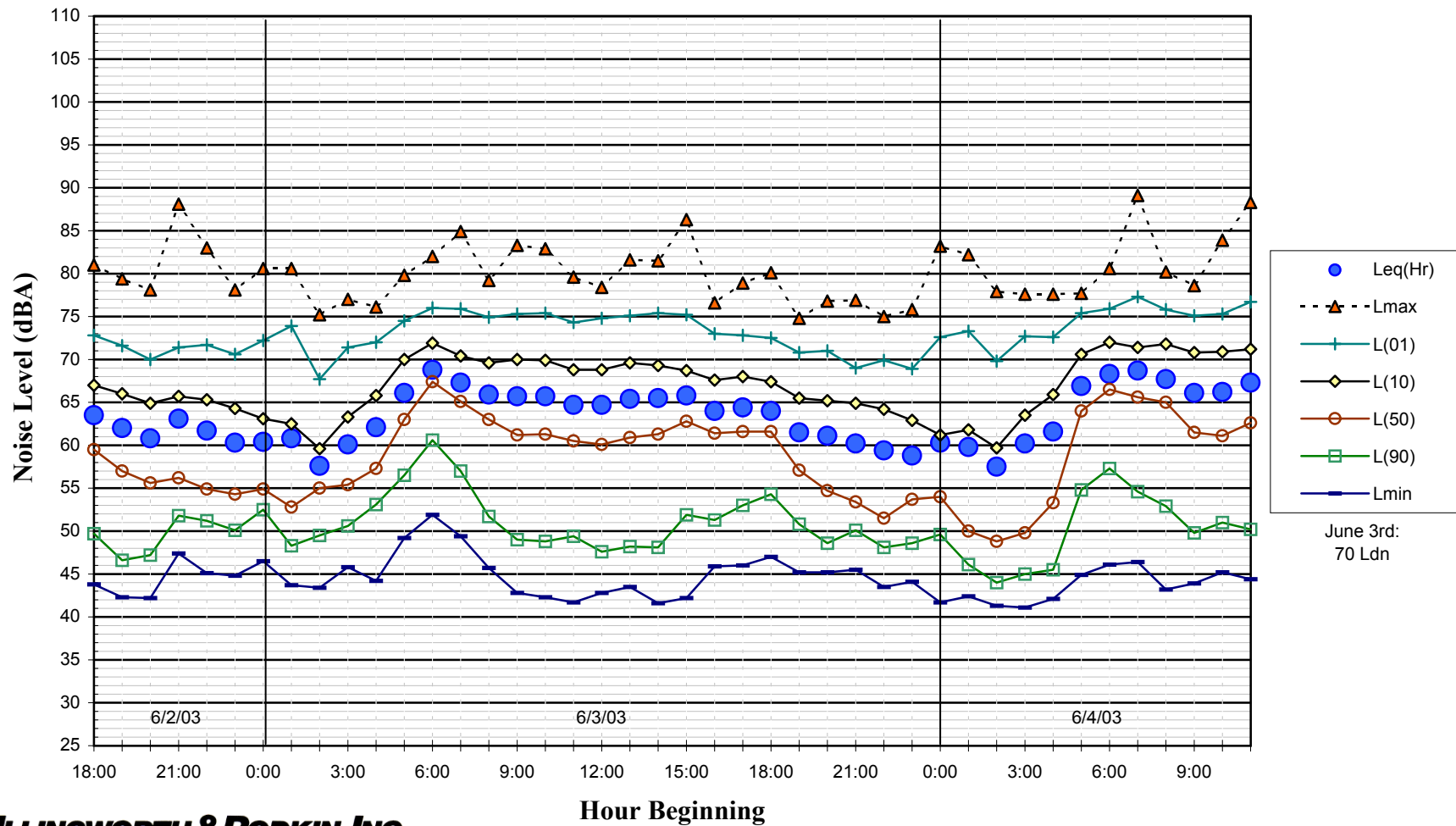


Figure 3

Noise Levels at LT-4

June 4-6, 2003

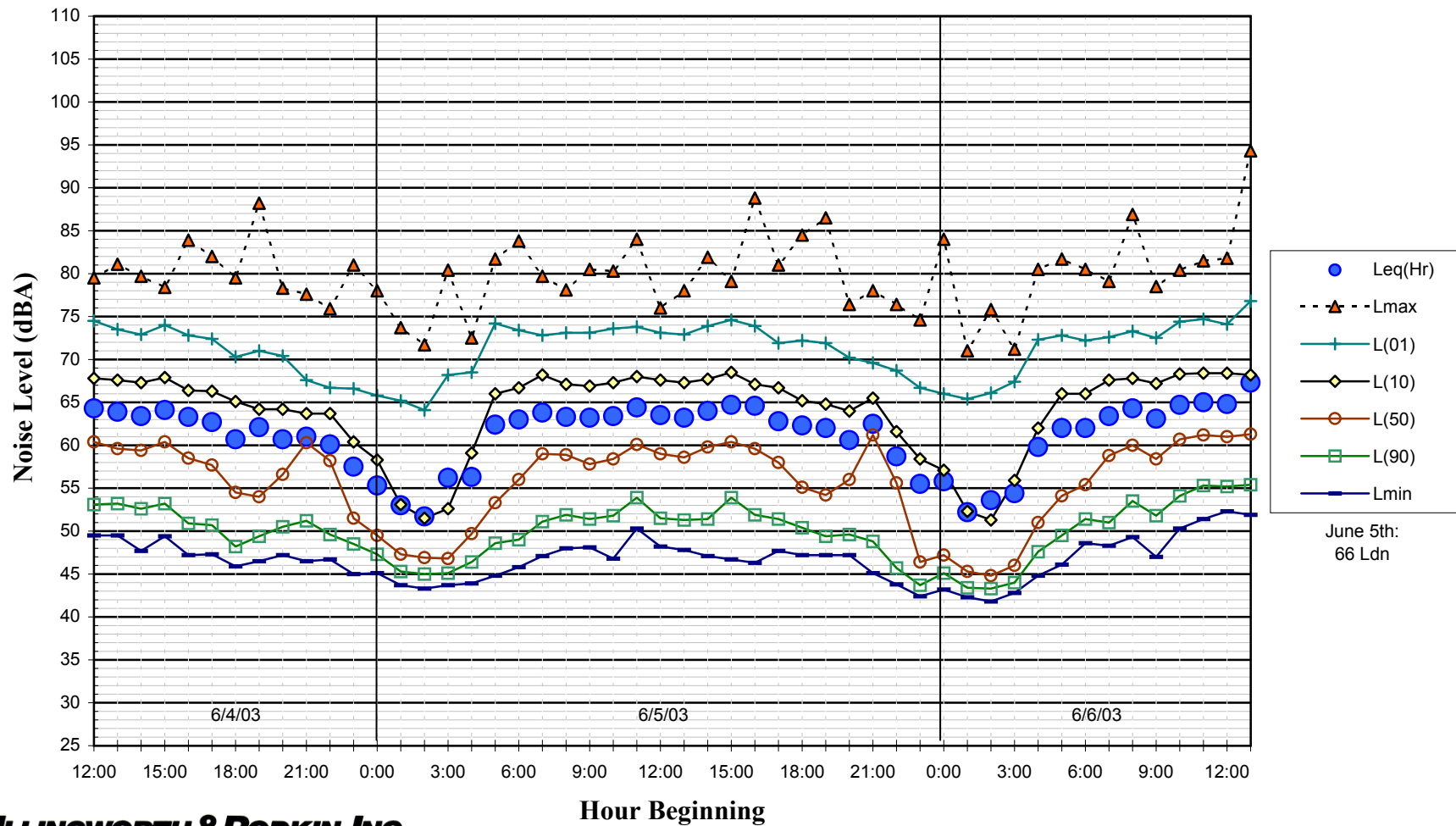
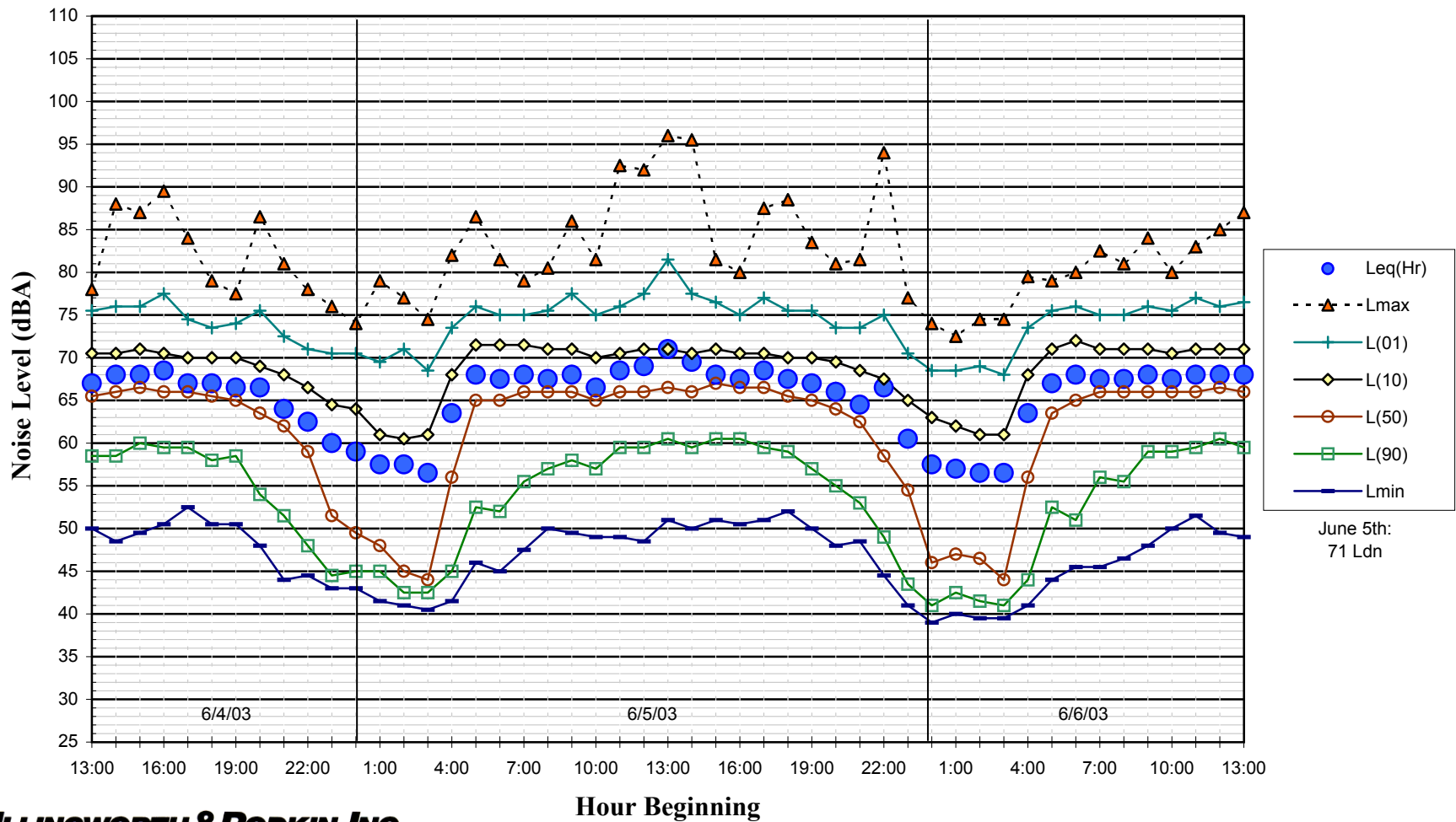
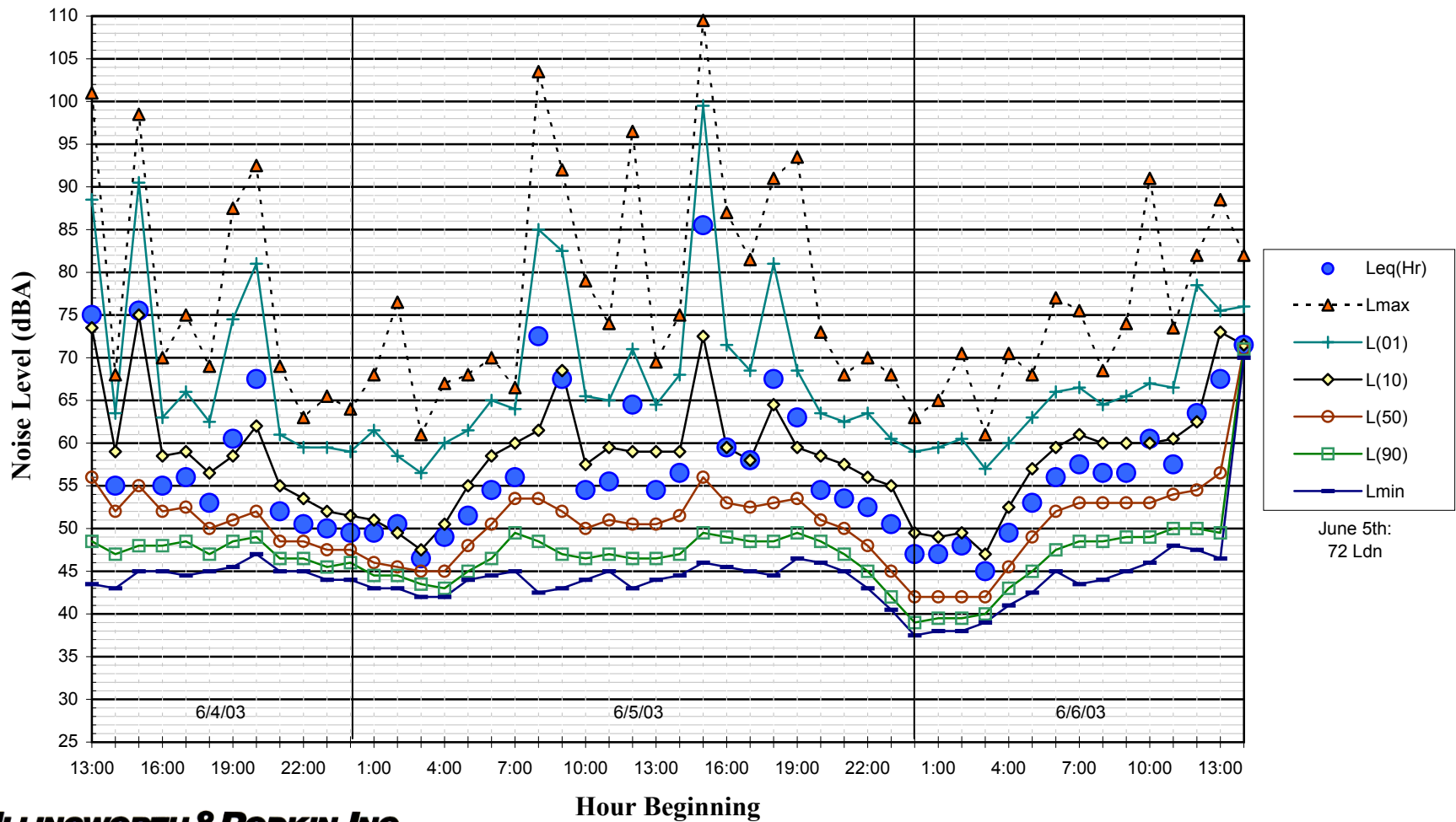


Figure 4

Noise Levels at LT-5
~ 90 feet from the Centerline of Eleventh Street at Wall Road
June 4-6, 2003



Noise Levels at LT-6 6th Street Railroad Junction June 4-6, 2003



Noise Levels at LT-7

June 4-6, 2003

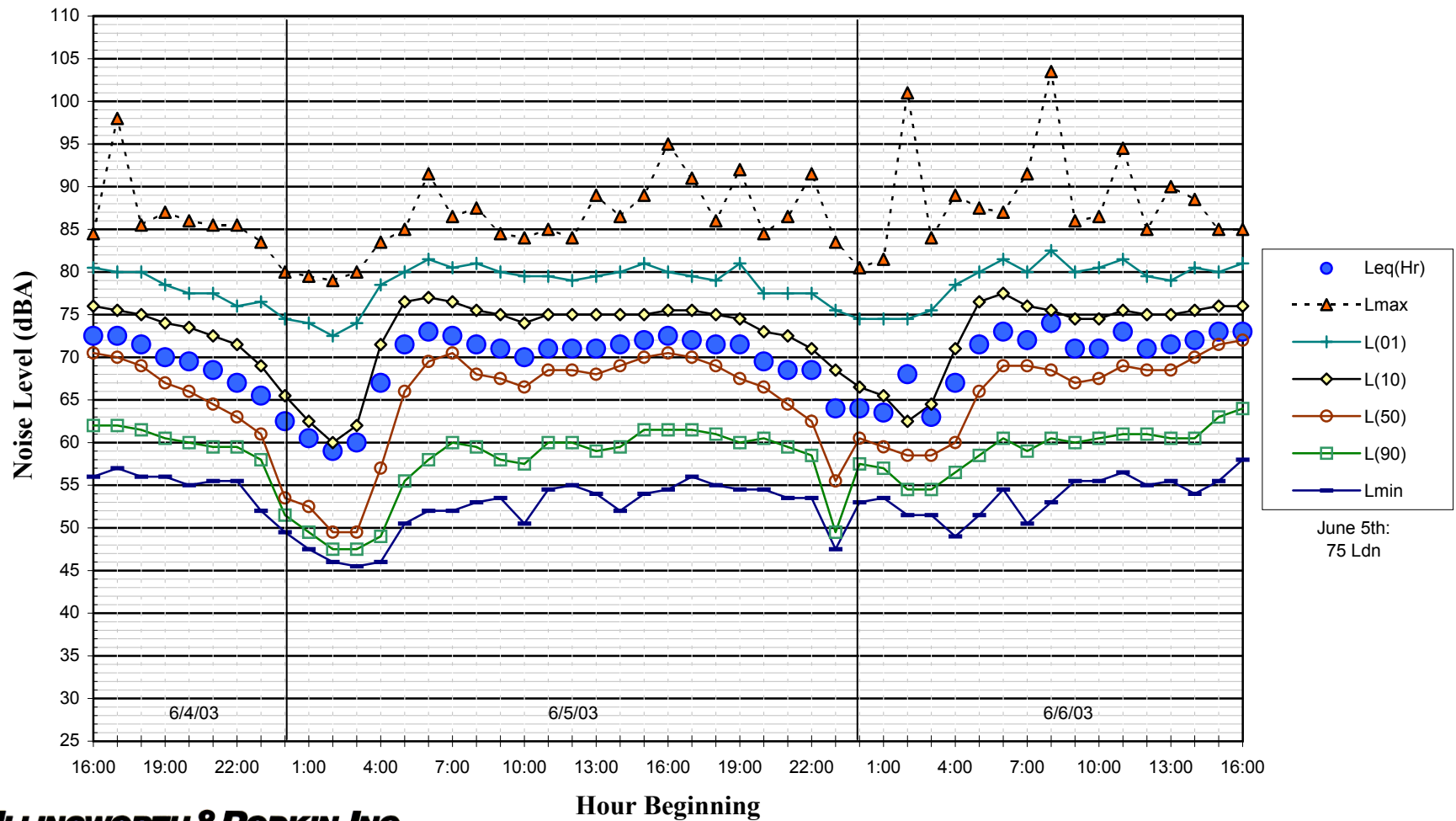
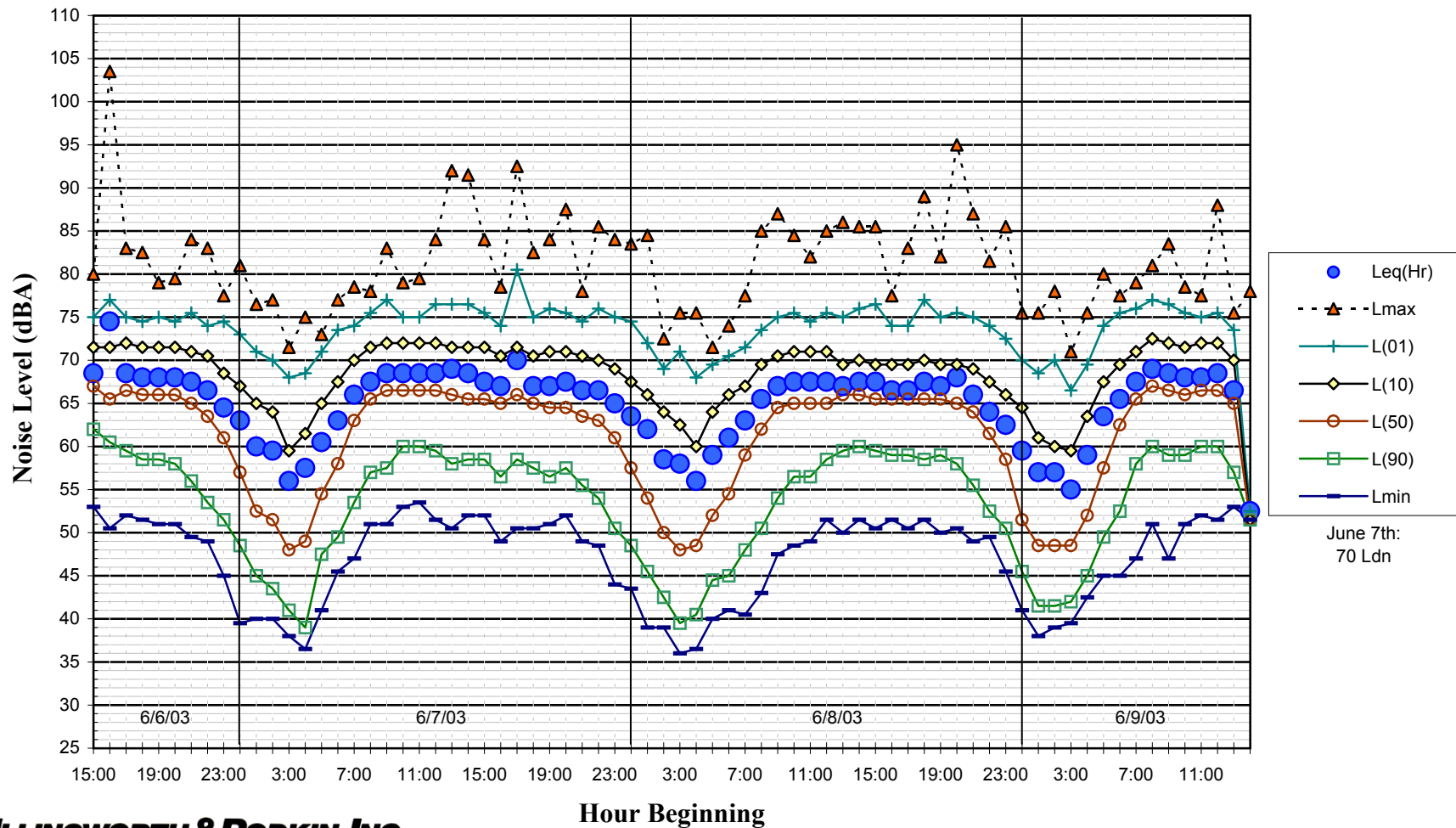


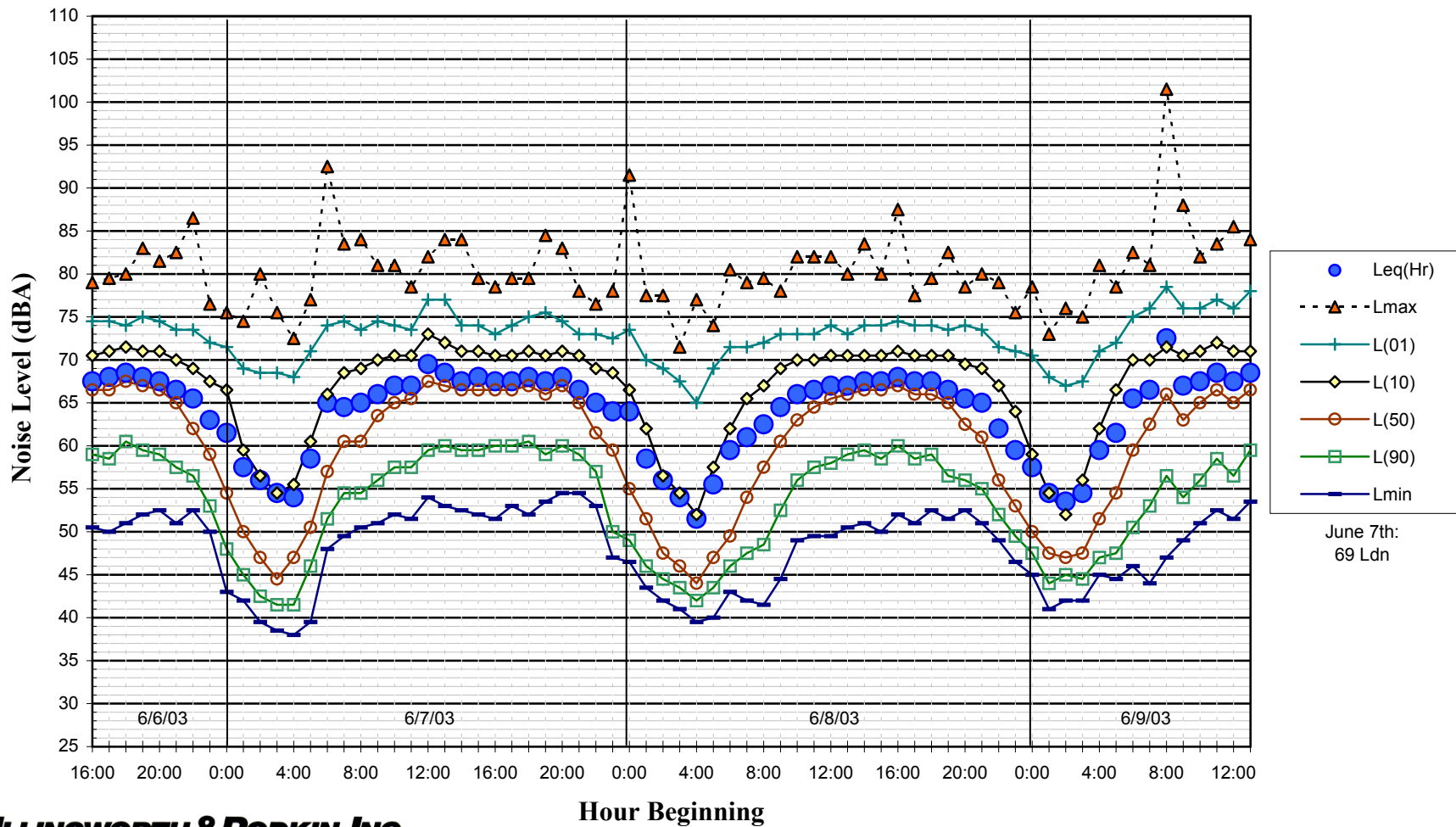
Figure 7

Noise Levels at LT-8
~ 80 feet from the Centerline of Tracy Boulevard at Dr. Powers Park
June 6-9, 2003

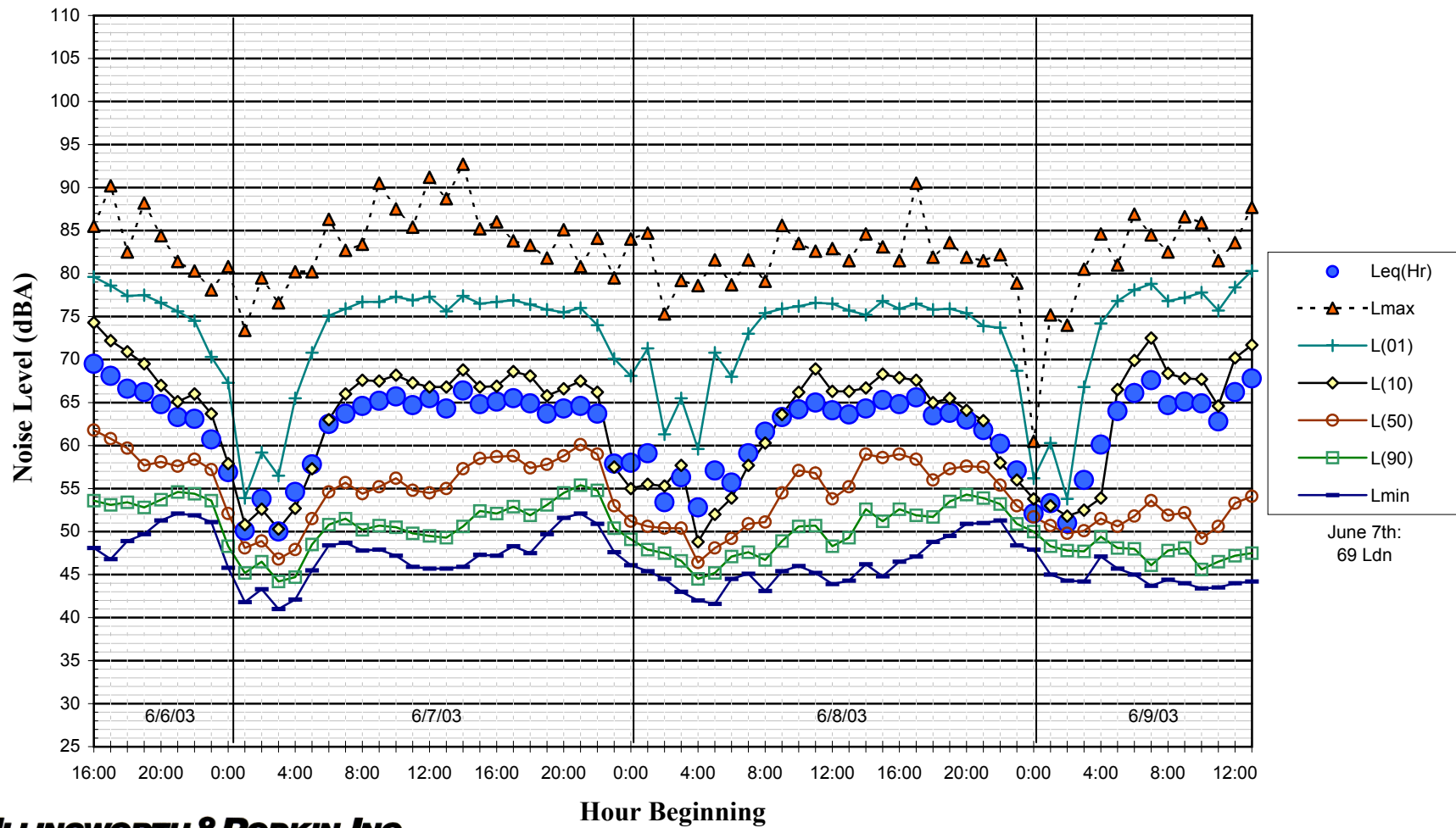


Noise Levels at LT-9

June 6-9, 2003



Noise Levels at LT-10 **West Larch Road east of Naglee Road** **June 6-9, 2003**



Noise Levels at LT-11
11240 Clover Road adjacent to I-205
October 31, 2000 - November 1, 2000

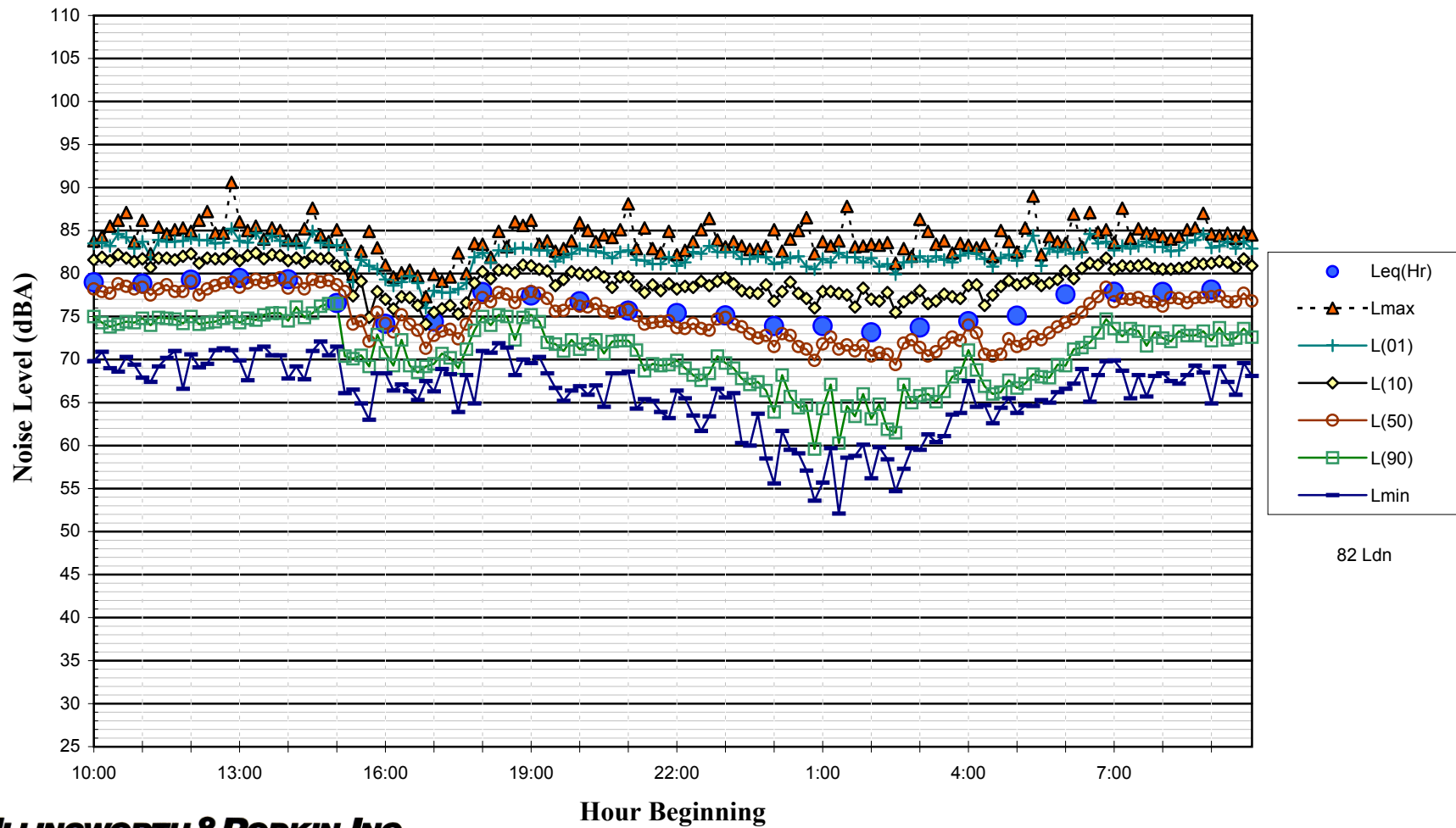
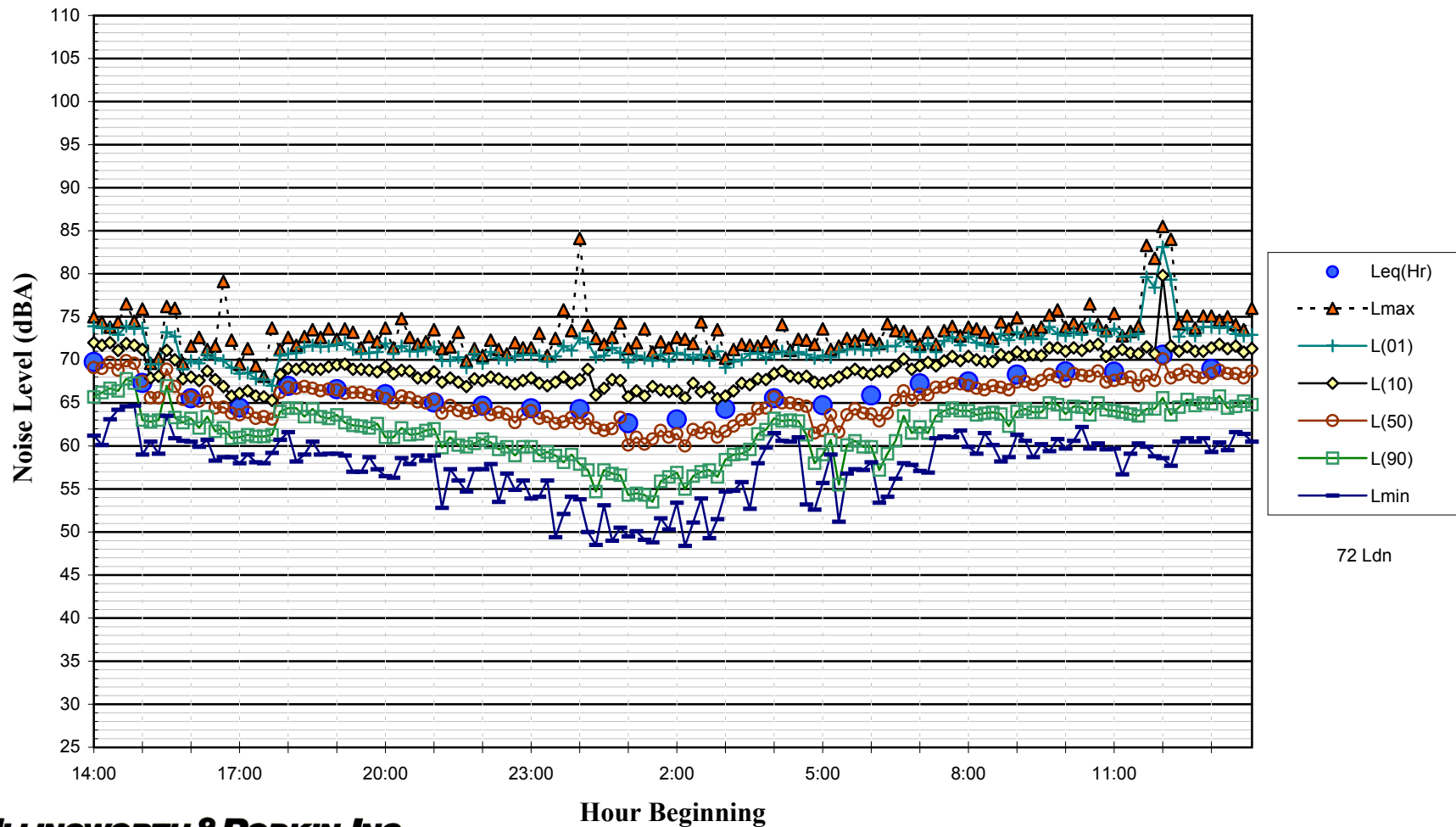


Figure 11

Noise Levels at LT-12
Rear Yard of 245 Hawthorne Drive Adjacent to I-205 (Shielded by Sound Wall)
January 29, 2001 - January 30, 2001



LT-1 English Oak Ct.

Date	Time	Leq	Lmin	Lmax	L01	L10	L50	L90	Energy + Penalty	Ldn of Jun 3
2-Jun	16:16:00	50.5	36.5	75	62.5	51.5	46	42		
2-Jun	17:00:00	65	39	95	69.5	50.5	46	42.5	3162277.66	65.2558887
2-Jun	18:00:00	48.5	39	71	57.5	50.5	46	42	70794.57844	
2-Jun	19:00:00	66.5	39.5	99	56.5	50	45	41.5	4466835.922	
2-Jun	20:00:00	49	39.5	64	57.5	52.5	46	42.5	79432.82347	
2-Jun	21:00:00	48.5	39.5	63	57.5	52	45.5	41.5	70794.57844	
2-Jun	22:00:00	50.5	40	66.5	61.5	53.5	46	42	1122018.454	
2-Jun	23:00:00	51	38	69.5	63.5	54.5	42.5	39.5	1258925.412	
3-Jun	0:00:00	55.5	38	83.5	65	52.5	43.5	41	3548133.892	
3-Jun	1:00:00	48.5	41	66.5	60.5	50	45	43	707945.7844	
3-Jun	2:00:00	46	37	62.5	58	48	42	39	398107.1706	
3-Jun	3:00:00	63.5	38.5	90	74	55	47	41	22387211.39	
3-Jun	4:00:00	58	41.5	80	72.5	57	51.5	46.5	6309573.445	
3-Jun	5:00:00	56.5	44	68	63.5	59	55.5	50.5	4466835.922	
3-Jun	6:00:00	60.5	48	82.5	69	62.5	58	53.5	11220184.54	
3-Jun	7:00:00	59.5	42.5	83	73.5	59	52.5	46	891250.9381	
3-Jun	8:00:00	67.5	38.5	99.5	68	56	48.5	42.5	5623413.252	
3-Jun	9:00:00	51	36.5	66	61	54.5	47	40.5	125892.5412	
3-Jun	10:00:00	51.5	36	65.5	61.5	55.5	48	40.5	141253.7545	
3-Jun	11:00:00	51	36	73	62	54	47	42	125892.5412	
3-Jun	12:00:00	51	37.5	62	59	55	48	42.5	125892.5412	
3-Jun	13:00:00	54	41	67.5	63	57.5	52	46	251188.6432	
3-Jun	14:00:00	52.5	41.5	65	59.5	56	51	46.5	177827.941	
3-Jun	15:00:00	53	42	66	62	56	51.5	46	199526.2315	
3-Jun	16:00:00	68.5	42	100.5	62	56.5	51.5	46.5	7079457.844	
3-Jun	17:00:00	53.5	42	70	62.5	56.5	51.5	46	223872.1139	
3-Jun	18:00:00	67.5	42	99	68.5	56.5	50	45.5	5623413.252	
3-Jun	19:00:00	69.5	41.5	101.5	61	54	48.5	44	8912509.381	
3-Jun	20:00:00	51.5	41.5	61.5	59.5	56.5	48	44	141253.7545	
3-Jun	21:00:00	50.5	41.5	69	61.5	54.5	46	43	112201.8454	
3-Jun	22:00:00	50	39.5	66	60.5	52.5	46	43	1000000	
3-Jun	23:00:00	48.5	39	64	60.5	51	43	41	707945.7844	
4-Jun	0:00:00	47.5	40	64.5	59	49.5	44.5	42	562341.3252	
4-Jun	1:00:00	49	38.5	67.5	62	48	45	42	794328.2347	
4-Jun	2:00:00	47	39	63	58	48.5	44	42	501187.2336	
4-Jun	3:00:00	63.5	39.5	91	74	53	45.5	43	22387211.39	
4-Jun	4:00:00	57.5	42.5	81	70	56	50.5	45.5	5623413.252	
4-Jun	5:00:00	54.5	42.5	73	62.5	59	52	46.5	2818382.931	
4-Jun	6:00:00	58.5	44	82.5	66	59.5	54	48.5	7079457.844	
4-Jun	7:00:00	58	43	80.5	67.5	59.5	53	48	630957.3445	
4-Jun	8:00:00	54.5	41.5	71	61.5	58.5	52	46.5	281838.2931	
4-Jun	9:00:00	53.5	39	66.5	62.5	57.5	50	42	223872.1139	
4-Jun	10:00:00	58.5	39	83	72	58	51	42	707945.7844	

LT-2 Altamont line

Date	Time	Leq	Lmin	Lmax	L01	L10	L50	L90	Energy + Penalty	Ldn of Jun 3
2-Jun	16:49:00	59.5	39	83.5	74	59.5	51.5	43.5		
2-Jun	17:00:00	65	37	91	71	58.5	50.5	41	3162277.66	72.78944166
2-Jun	18:00:00	54	35.5	69.5	63.5	57.5	51	40	251188.6432	
2-Jun	19:00:00	60.5	34	90	67.5	57	47.5	38.5	1122018.454	
2-Jun	20:00:00	53	35	70.5	62.5	57.5	48.5	40	199526.2315	
2-Jun	21:00:00	51.5	37.5	68	64	55.5	45	40	141253.7545	
2-Jun	22:00:00	50.5	36.5	67	63	54.5	42	38.5	1122018.454	
2-Jun	23:00:00	50.5	37	68.5	63.5	52.5	41	39.5	1122018.454	
3-Jun	0:00:00	58	37	86	67	58.5	42.5	40	6309573.445	
3-Jun	1:00:00	54	35.5	71	67.5	56.5	41	38	2511886.432	
3-Jun	2:00:00	48	34	66.5	61.5	49	39	35.5	630957.3445	
3-Jun	3:00:00	71.5	36	96	85	59	47.5	41.5	141253754.5	
3-Jun	4:00:00	71.5	39.5	102.5	66.5	60	50	43	141253754.5	
3-Jun	5:00:00	71	41	103.5	68.5	63.5	56.5	48	125892541.2	
3-Jun	6:00:00	62	51	71.5	69	65.5	60	55.5	15848931.92	
3-Jun	7:00:00	66	47	94	69	64	58	53.5	3981071.706	
3-Jun	8:00:00	63	38	84	77.5	63.5	55.5	45	1995262.315	
3-Jun	9:00:00	57.5	37	72.5	67.5	62.5	51	40.5	562341.3252	
3-Jun	10:00:00	62.5	37	83	75.5	64	54.5	43	1778279.41	
3-Jun	11:00:00	59.5	36.5	81	68.5	62.5	52	42	891250.9381	
3-Jun	12:00:00	57.5	39.5	70	66.5	62	53	43.5	562341.3252	
3-Jun	13:00:00	59	40.5	77	68.5	62.5	54.5	47.5	794328.2347	
3-Jun	14:00:00	59	45.5	71.5	67.5	63	56.5	51	794328.2347	
3-Jun	15:00:00	59	47	70	67.5	62.5	57.5	53	794328.2347	
3-Jun	16:00:00	59	46.5	74	66.5	62	57.5	53.5	794328.2347	
3-Jun	17:00:00	63.5	47.5	92	67.5	61.5	57	53.5	2238721.139	
3-Jun	18:00:00	66	44	90	78.5	60	55	50.5	3981071.706	
3-Jun	19:00:00	59	37.5	84	67	57.5	52	43.5	794328.2347	
3-Jun	20:00:00	52.5	37	70	63	56	47.5	40.5	177827.941	
3-Jun	21:00:00	50	37	69	61.5	53.5	43	39.5	100000	
3-Jun	22:00:00	50	37	65	62	54	43	39.5	1000000	
3-Jun	23:00:00	51	36	68.5	63.5	54.5	42.5	38	1258925.412	
4-Jun	0:00:00	54	38	71.5	66.5	57.5	44.5	40	2511886.432	
4-Jun	1:00:00	52.5	37.5	70.5	67.5	53.5	41	39	1778279.41	
4-Jun	2:00:00	50	37	67.5	63.5	53	41.5	39	1000000	
4-Jun	3:00:00	71.5	40	100	86	58.5	47	42.5	141253754.5	
4-Jun	4:00:00	70.5	40.5	100.5	68.5	60.5	49.5	44	112201845.4	
4-Jun	5:00:00	68	43	99	69	64	55	48	63095734.45	
4-Jun	6:00:00	61	45	72	69	65.5	58	51	12589254.12	
4-Jun	7:00:00	68	45	97.5	71	64.5	57.5	50.5	6309573.445	
4-Jun	8:00:00	60	42	71.5	68.5	64	57.5	51	1000000	
4-Jun	9:00:00	59.5	40.5	71.5	68	64.5	55.5	46.5	891250.9381	
4-Jun	10:00:00	61.5	40	83.5	72.5	64	55	45.5	1412537.545	

LT-3 Corner Of Chrisman Rd. and Cabe Rd.

Date	Time	Leq	Lmin	Lmax	L(1)	L(10)	L(50)	L(90)	Energy + Penalty	Ldn of Jun 3
2-Jun	17:09:59	64.8	46.8	79.5	75	68	61.7	51.3		
2-Jun	18:00:00	63.5	43.8	81	72.8	67	59.5	49.7	2238721.139	69.87184304
2-Jun	19:00:00	62	42.3	79.4	71.6	66	57	46.6	1584893.192	
2-Jun	20:00:00	60.8	42.2	78.1	70	64.9	55.6	47.2	1202264.435	
2-Jun	21:00:00	63.1	47.4	88.1	71.4	65.7	56.2	51.8	2041737.945	
2-Jun	22:00:00	61.7	45.1	83	71.7	65.3	54.9	51.2	14791083.88	
2-Jun	23:00:00	60.3	44.8	78.1	70.6	64.3	54.3	50.1	10715193.05	
3-Jun	0:00:00	60.4	46.5	80.6	72.2	63.1	54.9	52.5	10964781.96	
3-Jun	1:00:00	60.8	43.7	80.6	73.9	62.5	52.8	48.3	12022644.35	
3-Jun	2:00:00	57.6	43.4	75.2	67.7	59.6	55	49.5	5754399.373	
3-Jun	3:00:00	60.1	45.8	77	71.4	63.3	55.4	50.6	10232929.92	
3-Jun	4:00:00	62.1	44.2	76.1	72	65.8	57.3	53.1	16218100.97	
3-Jun	5:00:00	66.1	49.2	79.8	74.5	70	63	56.5	40738027.78	
3-Jun	6:00:00	68.8	51.9	82	76	71.9	67.4	60.6	75857757.5	
3-Jun	7:00:00	67.3	49.4	84.9	75.9	70.4	65.1	57	5370317.964	
3-Jun	8:00:00	65.9	45.7	79.2	74.9	69.6	63	51.7	3890451.45	
3-Jun	9:00:00	65.7	42.8	83.3	75.3	70	61.2	49	3715352.291	
3-Jun	10:00:00	65.7	42.3	82.9	75.4	69.9	61.3	48.8	3715352.291	
3-Jun	11:00:00	64.7	41.7	79.6	74.3	68.8	60.5	49.4	2951209.227	
3-Jun	12:00:00	64.7	42.8	78.4	74.8	68.8	60.1	47.6	2951209.227	
3-Jun	13:00:00	65.4	43.5	81.6	75.1	69.6	60.9	48.2	3467368.505	
3-Jun	14:00:00	65.5	41.6	81.5	75.4	69.3	61.3	48.1	3548133.892	
3-Jun	15:00:00	65.8	42.2	86.3	75.2	68.7	62.8	51.9	3801893.963	
3-Jun	16:00:00	64	45.9	76.6	73	67.6	61.4	51.3	2511886.432	
3-Jun	17:00:00	64.4	46	78.9	72.8	68	61.6	53	2754228.703	
3-Jun	18:00:00	64	47	80.1	72.5	67.4	61.6	54.3	2511886.432	
3-Jun	19:00:00	61.5	45.2	74.8	70.8	65.5	57.1	50.8	1412537.545	
3-Jun	20:00:00	61.1	45.2	76.8	71	65.2	54.7	48.6	1288249.552	
3-Jun	21:00:00	60.2	45.5	76.9	69	64.9	53.4	50.1	1047128.548	
3-Jun	22:00:00	59.4	43.5	75	69.9	64.2	51.5	48.1	8709635.9	
3-Jun	23:00:00	58.8	44.1	75.8	68.9	62.9	53.7	48.6	7585775.75	
4-Jun	0:00:00	60.3	41.7	83.2	72.6	61.2	54	49.6	10715193.05	
4-Jun	1:00:00	59.8	42.4	82.2	73.3	61.8	50	46.1	9549925.86	
4-Jun	2:00:00	57.5	41.3	77.9	69.8	59.7	48.8	44	5623413.252	
4-Jun	3:00:00	60.2	41.1	77.6	72.7	63.5	49.8	45	10471285.48	
4-Jun	4:00:00	61.6	42.1	77.6	72.6	65.9	53.3	45.5	14454397.71	
4-Jun	5:00:00	66.9	44.9	77.7	75.4	70.6	64	54.8	48977881.94	
4-Jun	6:00:00	68.3	46.1	80.6	75.9	72	66.5	57.3	67608297.54	
4-Jun	7:00:00	68.7	46.4	89.1	77.3	71.4	65.6	54.6	7413102.413	
4-Jun	8:00:00	67.7	43.2	80.2	75.8	71.8	65	52.9	5888436.554	
4-Jun	9:00:00	66.1	43.9	78.6	75.1	70.8	61.5	49.8	4073802.778	
4-Jun	10:00:00	66.2	45.2	83.9	75.3	70.9	61.1	51	4168693.835	
4-Jun	11:00:00	67.3	44.4	88.3	76.7	71.2	62.6	50.2	5370317.964	

LT-4 N. MacArthur

Date	Time	Leq	Lmin	Lmax	L(1)	L(10)	L(50)	L(90)	Energy + Penalty	Ldn of Jun 5
4-Jun	11:52:15	69.3	51.1	91.6	82.8	68.3	61	55.8		
4-Jun	12:00:00	64.3	49.5	79.5	74.5	67.8	60.4	53.1	2691534.804	66.01822084
4-Jun	13:00:00	63.9	49.5	81.1	73.5	67.6	59.6	53.2	2454708.916	
4-Jun	14:00:00	63.4	47.7	79.7	72.9	67.3	59.4	52.6	2187761.624	
4-Jun	15:00:00	64.1	49.4	78.4	74	67.9	60.4	53.2	2570395.783	
4-Jun	16:00:00	63.3	47.2	83.9	72.8	66.4	58.5	50.9	2137962.09	
4-Jun	17:00:00	62.7	47.3	82	72.4	66.3	57.7	50.7	1862087.137	
4-Jun	18:00:00	60.7	45.9	79.5	70.3	65.1	54.5	48.2	1174897.555	
4-Jun	19:00:00	62.1	46.5	88.2	71	64.2	54	49.4	1621810.097	
4-Jun	20:00:00	60.7	47.2	78.3	70.4	64.2	56.6	50.5	1174897.555	
4-Jun	21:00:00	61	46.5	77.6	67.6	63.7	60.3	51.2	1258925.412	
4-Jun	22:00:00	60.1	46.7	75.9	66.7	63.7	58.2	49.6	10232929.92	
4-Jun	23:00:00	57.5	45	81	66.6	60.4	51.5	48.5	5623413.252	
5-Jun	0:00:00	55.3	45.1	78	65.8	58.3	49.5	47.3	3388441.561	
5-Jun	1:00:00	53	43.7	73.7	65.2	53.1	47.3	45.3	1995262.315	
5-Jun	2:00:00	51.7	43.3	71.7	64.1	51.5	46.9	45	1479108.388	
5-Jun	3:00:00	56.2	43.7	80.4	68.2	52.6	46.8	45.1	4168693.835	
5-Jun	4:00:00	56.3	43.9	72.5	68.5	59.1	49.7	46.4	4265795.188	
5-Jun	5:00:00	62.4	44.8	81.7	74.2	66	53.3	48.6	17378008.29	
5-Jun	6:00:00	63	45.8	83.8	73.4	66.7	56	49	19952623.15	
5-Jun	7:00:00	63.8	47.1	79.7	72.8	68.2	59	51.1	2398832.919	
5-Jun	8:00:00	63.3	48	78.1	73.1	67.1	58.9	51.9	2137962.09	
5-Jun	9:00:00	63.2	48.1	80.5	73.1	66.9	57.8	51.4	2089296.131	
5-Jun	10:00:00	63.4	46.8	80.3	73.6	67.3	58.4	51.8	2187761.624	
5-Jun	11:00:00	64.4	50.3	84	73.8	68	60.1	53.9	2754228.703	
5-Jun	12:00:00	63.5	48.2	76	73.1	67.6	59	51.5	2238721.139	
5-Jun	13:00:00	63.2	47.8	78	72.9	67.3	58.6	51.3	2089296.131	
5-Jun	14:00:00	64	47.1	81.9	73.9	67.7	59.8	51.4	2511886.432	
5-Jun	15:00:00	64.7	46.7	79.1	74.6	68.5	60.4	53.9	2951209.227	
5-Jun	16:00:00	64.6	46.3	88.8	73.9	67.1	59.6	51.9	2884031.503	
5-Jun	17:00:00	62.8	47.7	81	71.9	66.7	58	51.4	1905460.718	
5-Jun	18:00:00	62.3	47.2	84.5	72.2	65.2	55.1	50.4	1698243.652	
5-Jun	19:00:00	62	47.2	86.5	71.9	64.8	54.2	49.4	1584893.192	
5-Jun	20:00:00	60.6	47.2	76.4	70.2	64	56	49.6	1148153.621	
5-Jun	21:00:00	62.5	45.1	78	69.6	65.5	61.2	48.8	1778279.41	
5-Jun	22:00:00	58.7	43.8	76.4	68.7	61.6	55.6	45.7	7413102.413	
5-Jun	23:00:00	55.5	42.4	74.6	66.7	58.4	46.4	43.7	3548133.892	
6-Jun	0:00:00	55.8	43.2	84	66	57.1	47.2	45.1	3801893.963	
6-Jun	1:00:00	52.2	42.3	71	65.4	52.3	45.3	43.4	1659586.907	
6-Jun	2:00:00	53.6	41.8	75.8	66.1	51.3	44.8	43.3	2290867.653	
6-Jun	3:00:00	54.4	42.8	71.2	67.4	55.9	46	44	2754228.703	
6-Jun	4:00:00	59.8	44.8	80.5	72.3	62	51	47.6	9549925.86	
6-Jun	5:00:00	62	46.1	81.7	72.8	66	54.1	49.5	15848931.92	
6-Jun	6:00:00	62	48.6	80.5	72.2	66	55.4	51.4	15848931.92	
6-Jun	7:00:00	63.4	48.3	79.1	72.6	67.6	58.8	51	2187761.624	
6-Jun	8:00:00	64.3	49.3	86.9	73.3	67.8	60	53.5	2691534.804	
6-Jun	9:00:00	63.1	47	78.5	72.5	67.2	58.4	51.8	2041737.945	
6-Jun	10:00:00	64.7	50.3	80.4	74.4	68.3	60.7	54.1	2951209.227	
6-Jun	11:00:00	65	51.4	81.5	74.7	68.4	61.2	55.3	3162277.66	
6-Jun	12:00:00	64.8	52.3	81.8	74.1	68.4	61	55.2	3019951.72	
6-Jun	13:00:00	67.3	51.9	94.3	76.8	68.2	61.3	55.4	5370317.964	

LT-5 Corner of Wall Rd and 11th St.

Date	Time	Leq	Lmin	Lmax	L01	L10	L50	L90	Energy + Penalty	Ldn of Jun 5	Ldn of Jun 4-5	Ldn of Jun 5-6
4-Jun	12:13:00	68.5	49.5	86.5	78	71	66	59.5				
4-Jun	13:00:00	67	50	78	75.5	70.5	65.5	58.5	5011872.336	71.20770815	70.62376278	70.94983248
4-Jun	14:00:00	68	48.5	88	76	70.5	66	58.5	6309573.445			
4-Jun	15:00:00	68	49.5	87	76	71	66.5	60	6309573.445			
4-Jun	16:00:00	68.5	50.5	89.5	77.5	70.5	66	59.5	7079457.844			
4-Jun	17:00:00	67	52.5	84	74.5	70	66	59.5	5011872.336			
4-Jun	18:00:00	67	50.5	79	73.5	70	65.5	58	5011872.336			
4-Jun	19:00:00	66.5	50.5	77.5	74	70	65	58.5	4466835.922			
4-Jun	20:00:00	66.5	48	86.5	75.5	69	63.5	54	4466835.922			
4-Jun	21:00:00	64	44	81	72.5	68	62	51.5	2511886.432			
4-Jun	22:00:00	62.5	44.5	78	71	66.5	59	48	17782794.1			
4-Jun	23:00:00	60	43	76	70.5	64.5	51.5	44.5	10000000			
5-Jun	0:00:00	59	43	74	70.5	64	49.5	45	7943282.347			
5-Jun	1:00:00	57.5	41.5	79	69.5	61	48	45	5623413.252			
5-Jun	2:00:00	57.5	41	77	71	60.5	45	42.5	5623413.252			
5-Jun	3:00:00	56.5	40.5	74.5	68.5	61	44	42.5	4466835.922			
5-Jun	4:00:00	63.5	41.5	82	73.5	68	56	45	22387211.39			
5-Jun	5:00:00	68	46	86.5	76	71.5	65	52.5	63095734.45			
5-Jun	6:00:00	67.5	45	81.5	75	71.5	65	52	56234132.52			
5-Jun	7:00:00	68	47.5	79	75	71.5	66	55.5	6309573.445			
5-Jun	8:00:00	67.5	50	80.5	75.5	71	66	57	5623413.252			
5-Jun	9:00:00	68	49.5	86	77.5	71	66	58	6309573.445			
5-Jun	10:00:00	66.5	49	81.5	75	70	65	57	4466835.922			
5-Jun	11:00:00	68.5	49	92.5	76	70.5	66	59.5	7079457.844			
5-Jun	12:00:00	69	48.5	92	77.5	71	66	59.5	7943282.347			
5-Jun	13:00:00	71	51	96	81.5	71	66.5	60.5	12589254.12			
5-Jun	14:00:00	69.5	50	95.5	77.5	70.5	66	59.5	8912509.381			
5-Jun	15:00:00	68	51	81.5	76.5	71	67	60.5	6309573.445			
5-Jun	16:00:00	67.5	50.5	80	75	70.5	66.5	60.5	5623413.252			
5-Jun	17:00:00	68.5	51	87.5	77	70.5	66.5	59.5	7079457.844			
5-Jun	18:00:00	67.5	52	88.5	75.5	70	65.5	59	5623413.252			
5-Jun	19:00:00	67	50	83.5	75.5	70	65	57	5011872.336			
5-Jun	20:00:00	66	48	81	73.5	69.5	64	55	3981071.706			
5-Jun	21:00:00	64.5	48.5	81.5	73.5	68.5	62.5	53	2818382.931			

5-Jun	22:00:00	66.5	44.5	94	75	67.5	58.5	49	44668359.22
5-Jun	23:00:00	60.5	41	77	70.5	65	54.5	43.5	11220184.54
6-Jun	0:00:00	57.5	39	74	68.5	63	46	41	5623413.252
6-Jun	1:00:00	57	40	72.5	68.5	62	47	42.5	5011872.336
6-Jun	2:00:00	56.5	39.5	74.5	69	61	46.5	41.5	4466835.922
6-Jun	3:00:00	56.5	39.5	74.5	68	61	44	41	4466835.922
6-Jun	4:00:00	63.5	41	79.5	73.5	68	56	44	22387211.39
6-Jun	5:00:00	67	44	79	75.5	71	63.5	52.5	50118723.36
6-Jun	6:00:00	68	45.5	80	76	72	65	51	63095734.45
6-Jun	7:00:00	67.5	45.5	82.5	75	71	66	56	5623413.252
6-Jun	8:00:00	67.5	46.5	81	75	71	66	55.5	5623413.252
6-Jun	9:00:00	68	48	84	76	71	66	59	6309573.445
6-Jun	10:00:00	67.5	50	80	75.5	70.5	66	59	5623413.252
6-Jun	11:00:00	68	51.5	83	77	71	66	59.5	6309573.445
6-Jun	12:00:00	68	49.5	85	76	71	66.5	60.5	6309573.445
6-Jun	13:00:00	68	49	87	76.5	71	66	59.5	6309573.445

LT-6 On 6th Street at Railroad Junction

Date	Time	Leq	Lmin	Lmax	L01	L10	L50	L90	Energy + Penalty	Ldn of Jun 5	Ldn of Jun 4-5	Ldn of Jun 5-6
4-Jun	12:33:00	57	33	82	66.5	59	51.5	47				
4-Jun	13:00:00	75	43.5	101	88.5	73.5	56	48.5	31622776.6	72.25873977	66.7285162	72.02175717
4-Jun	14:00:00	55	43	68	63.5	59	52	47	316227.766			
4-Jun	15:00:00	75.5	45	98.5	90.5	75	55	48	35481338.92			
4-Jun	16:00:00	55	45	70	63	58.5	52	48	316227.766			
4-Jun	17:00:00	56	44.5	75	66	59	52.5	48.5	398107.1706			
4-Jun	18:00:00	53	45	69	62.5	56.5	50	47	199526.2315			
4-Jun	19:00:00	60.5	45.5	87.5	74.5	58.5	51	48.5	1122018.454			
4-Jun	20:00:00	67.5	47	92.5	81	62	52	49	5623413.252			
4-Jun	21:00:00	52	45	69	61	55	48.5	46.5	158489.3192			
4-Jun	22:00:00	50.5	45	63	59.5	53.5	48.5	46.5	1122018.454			
4-Jun	23:00:00	50	44	65.5	59.5	52	47.5	45.5	1000000			
5-Jun	0:00:00	49.5	44	64	59	51.5	47.5	46	891250.9381			
5-Jun	1:00:00	49.5	43	68	61.5	51	46	44.5	891250.9381			
5-Jun	2:00:00	50.5	43	76.5	58.5	49.5	45.5	44.5	1122018.454			
5-Jun	3:00:00	46.5	42	61	56.5	47.5	45	43.5	446683.5922			
5-Jun	4:00:00	49	42	67	60	50.5	45	43	794328.2347			
5-Jun	5:00:00	51.5	44	68	61.5	55	48	45	1412537.545			
5-Jun	6:00:00	54.5	44.5	70	65	58.5	50.5	46.5	2818382.931			
5-Jun	7:00:00	56	45	66.5	64	60	53.5	49.5	398107.1706			
5-Jun	8:00:00	72.5	42.5	103.5	85	61.5	53.5	48.5	17782794.1			
5-Jun	9:00:00	67.5	43	92	82.5	68.5	52	47	5623413.252			
5-Jun	10:00:00	54.5	44	79	65.5	57.5	50	46.5	281838.2931			
5-Jun	11:00:00	55.5	45	74	65	59.5	51	47	354813.3892			
5-Jun	12:00:00	64.5	43	96.5	71	59	50.5	46.5	2818382.931			
5-Jun	13:00:00	54.5	44	69.5	64.5	59	50.5	46.5	281838.2931			
5-Jun	14:00:00	56.5	44.5	75	68	59	51.5	47	446683.5922			
5-Jun	15:00:00	85.5	46	109.5	99.5	72.5	56	49.5	354813389.2			
5-Jun	16:00:00	59.5	45.5	87	71.5	59.5	53	49	891250.9381			
5-Jun	17:00:00	58	45	81.5	68.5	58	52.5	48.5	630957.3445			
5-Jun	18:00:00	67.5	44.5	91	81	64.5	53	48.5	5623413.252			
5-Jun	19:00:00	63	46.5	93.5	68.5	59.5	53.5	49.5	1995262.315			
5-Jun	20:00:00	54.5	46	73	63.5	58.5	51	48.5	281838.2931			
5-Jun	21:00:00	53.5	45	68	62.5	57.5	50	47	223872.1139			

5-Jun	22:00:00	52.5	43	70	63.5	56	48	45	1778279.41
5-Jun	23:00:00	50.5	40.5	68	60.5	55	45	42	1122018.454
6-Jun	0:00:00	47	37.5	63	59	49.5	42	39	501187.2336
6-Jun	1:00:00	47	38	65	59.5	49	42	39.5	501187.2336
6-Jun	2:00:00	48	38	70.5	60.5	49.5	42	39.5	630957.3445
6-Jun	3:00:00	45	39	61	57	47	42	40	316227.766
6-Jun	4:00:00	49.5	41	70.5	60	52.5	45.5	43	891250.9381
6-Jun	5:00:00	53	42.5	68	63	57	49	45	1995262.315
6-Jun	6:00:00	56	45	77	66	59.5	52	47.5	3981071.706
6-Jun	7:00:00	57.5	43.5	75.5	66.5	61	53	48.5	562341.3252
6-Jun	8:00:00	56.5	44	68.5	64.5	60	53	48.5	446683.5922
6-Jun	9:00:00	56.5	45	74	65.5	60	53	49	446683.5922
6-Jun	10:00:00	60.5	46	91	67	60	53	49	1122018.454
6-Jun	11:00:00	57.5	48	73.5	66.5	60.5	54	50	562341.3252
6-Jun	12:00:00	63.5	47.5	82	78.5	62.5	54.5	50	2238721.139
6-Jun	13:00:00	67.5	46.5	88.5	75.5	73	56.5	49.5	5623413.252
6-Jun	14:00:00	71.5	70	82	76	71.5	71	71	14125375.45

LT-7 Grant Line Rd

Date	Time	Leq	Lmin	Lmax	L01	L10	L50	L90	Energy + Penalty	Ldn of Jun 5	Ldn of Jun 4-5	Ldn of Jun 5-6
4-Jun	15:50:00	71	57.5	79.5	77	74.5	69.5	61.5				
4-Jun	16:00:00	72.5	56	84.5	80.5	76	70.5	62	17782794.1	74.85409284	74.77945304	75.46057174
4-Jun	17:00:00	72.5	57	98	80	75.5	70	62	17782794.1			
4-Jun	18:00:00	71.5	56	85.5	80	75	69	61.5	14125375.45			
4-Jun	19:00:00	70	56	87	78.5	74	67	60.5	10000000			
4-Jun	20:00:00	69.5	55	86	77.5	73.5	66	60	8912509.381			
4-Jun	21:00:00	68.5	55.5	85.5	77.5	72.5	64.5	59.5	7079457.844			
4-Jun	22:00:00	67	55.5	85.5	76	71.5	63	59.5	50118723.36			
4-Jun	23:00:00	65.5	52	83.5	76.5	69	61	58	35481338.92			
5-Jun	0:00:00	62.5	49.5	80	74.5	65.5	53.5	51.5	17782794.1			
5-Jun	1:00:00	60.5	47.5	79.5	74	62.5	52.5	49.5	11220184.54			
5-Jun	2:00:00	59	46	79	72.5	60	49.5	47.5	7943282.347			
5-Jun	3:00:00	60	45.5	80	74	62	49.5	47.5	10000000			
5-Jun	4:00:00	67	46	83.5	78.5	71.5	57	49	50118723.36			
5-Jun	5:00:00	71.5	50.5	85	80	76.5	66	55.5	141253754.5			
5-Jun	6:00:00	73	52	91.5	81.5	77	69.5	58	199526231.5			
5-Jun	7:00:00	72.5	52	86.5	80.5	76.5	70.5	60	17782794.1			
5-Jun	8:00:00	71.5	53	87.5	81	75.5	68	59.5	14125375.45			
5-Jun	9:00:00	71	53.5	84.5	80	75	67.5	58	12589254.12			
5-Jun	10:00:00	70	50.5	84	79.5	74	66.5	57.5	10000000			
5-Jun	11:00:00	71	54.5	85	79.5	75	68.5	60	12589254.12			
5-Jun	12:00:00	71	55	84	79	75	68.5	60	12589254.12			
5-Jun	13:00:00	71	54	89	79.5	75	68	59	12589254.12			
5-Jun	14:00:00	71.5	52	86.5	80	75	69	59.5	14125375.45			
5-Jun	15:00:00	72	54	89	81	75	70	61.5	15848931.92			
5-Jun	16:00:00	72.5	54.5	95	80	75.5	70.5	61.5	17782794.1			
5-Jun	17:00:00	72	56	91	79.5	75.5	70	61.5	15848931.92			
5-Jun	18:00:00	71.5	55	86	79	75	69	61	14125375.45			
5-Jun	19:00:00	71.5	54.5	92	81	74.5	67.5	60	14125375.45			
5-Jun	20:00:00	69.5	54.5	84.5	77.5	73	66.5	60.5	8912509.381			
5-Jun	21:00:00	68.5	53.5	86.5	77.5	72.5	64.5	59.5	7079457.844			
5-Jun	22:00:00	68.5	53.5	91.5	77.5	71	62.5	58.5	70794578.44			
5-Jun	23:00:00	64	47.5	83.5	75.5	68.5	55.5	49.5	25118864.32			
6-Jun	0:00:00	64	53	80.5	74.5	66.5	60.5	57.5	25118864.32			
6-Jun	1:00:00	63.5	53.5	81.5	74.5	65.5	59.5	57	22387211.39			

6-Jun	2:00:00	68	51.5	101	74.5	62.5	58.5	54.5	63095734.45
6-Jun	3:00:00	63	51.5	84	75.5	64.5	58.5	54.5	19952623.15
6-Jun	4:00:00	67	49	89	78.5	71	60	56.5	50118723.36
6-Jun	5:00:00	71.5	51.5	87.5	80	76.5	66	58.5	141253754.5
6-Jun	6:00:00	73	54.5	87	81.5	77.5	69	60.5	199526231.5
6-Jun	7:00:00	72	50.5	91.5	80	76	69	59	15848931.92
6-Jun	8:00:00	74	53	103.5	82.5	75.5	68.5	60.5	25118864.32
6-Jun	9:00:00	71	55.5	86	80	74.5	67	60	12589254.12
6-Jun	10:00:00	71	55.5	86.5	80.5	74.5	67.5	60.5	12589254.12
6-Jun	11:00:00	73	56.5	94.5	81.5	75.5	69	61	19952623.15
6-Jun	12:00:00	71	55	85	79.5	75	68.5	61	12589254.12
6-Jun	13:00:00	71.5	55.5	90	79	75	68.5	60.5	14125375.45
6-Jun	14:00:00	72	54	88.5	80.5	75.5	70	60.5	15848931.92
6-Jun	15:00:00	73	55.5	85	80	76	71.5	63	19952623.15
6-Jun	16:00:00	73	58	85	81	76	72	64	19952623.15

LT-8 Dr. Powers Park on Tracy Blvd.

Date	Time	Leq	Lmin	Lmax	L01	L10	L50	L90	Energy + Penalty	Ldn of Jun 7	Ldn of Jun 6-7	Ldn of Jun 7-8	Ldn of Jun 8-9
6-Jun	15:00:00	68.5	53	80	75	71.5	67	62	7079457.844	70.17081876	70.54891498	69.83851704	69.44656315
6-Jun	16:00:00	74.5	50.5	103.5	77	71.5	65.5	60.5	28183829.31				
6-Jun	17:00:00	68.5	52	83	75	72	66.5	59.5	7079457.844				
6-Jun	18:00:00	68	51.5	82.5	74.5	71.5	66	58.5	6309573.445				
6-Jun	19:00:00	68	51	79	75	71.5	66	58.5	6309573.445				
6-Jun	20:00:00	68	51	79.5	74.5	71.5	66	58	6309573.445				
6-Jun	21:00:00	67.5	49.5	84	75.5	71	65	56	5623413.252				
6-Jun	22:00:00	66.5	49	83	74	70.5	63.5	53.5	44668359.22				
6-Jun	23:00:00	64.5	45	77.5	74.5	68.5	61	51.5	28183829.31				
7-Jun	0:00:00	63	39.5	81	73	67	57	48.5	19952623.15				
7-Jun	1:00:00	60	40	76.5	71	65	52.5	45	10000000				
7-Jun	2:00:00	59.5	40	77	70	64	51.5	43.5	8912509.381				
7-Jun	3:00:00	56	38	71.5	68	59.5	48	41	3981071.706				
7-Jun	4:00:00	57.5	36.5	75	68.5	61.5	49	39	5623413.252				
7-Jun	5:00:00	60.5	41	73	71	65	54.5	47.5	11220184.54				
7-Jun	6:00:00	63	45.5	77	73.5	67.5	58	49.5	19952623.15				
7-Jun	7:00:00	66	47	78.5	74	70	63	53.5	3981071.706				
7-Jun	8:00:00	67.5	51	78	75.5	71.5	65.5	57	5623413.252				
7-Jun	9:00:00	68.5	51	83	77	72	66.5	57.5	7079457.844				
7-Jun	10:00:00	68.5	53	79	75	72	66.5	60	7079457.844				
7-Jun	11:00:00	68.5	53.5	79.5	75	72	66.5	60	7079457.844				
7-Jun	12:00:00	68.5	51.5	84	76.5	72	66.5	59.5	7079457.844				
7-Jun	13:00:00	69	50.5	92	76.5	71.5	66	58	7943282.347				
7-Jun	14:00:00	68.5	52	91.5	76.5	71.5	65.5	58.5	7079457.844				
7-Jun	15:00:00	67.5	52	84	75.5	71.5	65.5	58.5	5623413.252				
7-Jun	16:00:00	67	49	78.5	74	70.5	65	56.5	5011872.336				
7-Jun	17:00:00	70	50.5	92.5	80.5	71.5	66	58.5	10000000				
7-Jun	18:00:00	67	50.5	82.5	75	70.5	65	57.5	5011872.336				
7-Jun	19:00:00	67	51	84	76	71	64.5	56.5	5011872.336				
7-Jun	20:00:00	67.5	52	87.5	75.5	71	64.5	57.5	5623413.252				
7-Jun	21:00:00	66.5	49	78	74.5	70.5	63.5	55.5	4466835.922				
7-Jun	22:00:00	66.5	48.5	85.5	76	70	63	54	44668359.22				
7-Jun	23:00:00	65	44	84	75	69	61	50.5	31622776.6				
8-Jun	0:00:00	63.5	43.5	83.5	74.5	67.5	57.5	48.5	22387211.39				
8-Jun	1:00:00	62	39	84.5	72	66	54	45.5	15848931.92				

8-Jun	2:00:00	58.5	39	72.5	69	64	50	42.5	7079457.844
8-Jun	3:00:00	58	36	75.5	71	62.5	48	39.5	6309573.445
8-Jun	4:00:00	56	36.5	75.5	68	60	48.5	40.5	3981071.706
8-Jun	5:00:00	59	40	71.5	69.5	64	52	44.5	7943282.347
8-Jun	6:00:00	61	41	74	70.5	66	54.5	45	12589254.12
8-Jun	7:00:00	63	40.5	77.5	71.5	67	59	48	1995262.315
8-Jun	8:00:00	65.5	43	85	73.5	69.5	62	50.5	3548133.892
8-Jun	9:00:00	67	47.5	87	75	70.5	64.5	54	5011872.336
8-Jun	10:00:00	67.5	48.5	84.5	75.5	71	65	56.5	5623413.252
8-Jun	11:00:00	67.5	49	82	74.5	71	65	56.5	5623413.252
8-Jun	12:00:00	67.5	51.5	85	75.5	71	65	58.5	5623413.252
8-Jun	13:00:00	67	50	86	75	69.5	66	59.5	5011872.336
8-Jun	14:00:00	67.5	51.5	85.5	76	70	66	60	5623413.252
8-Jun	15:00:00	67.5	50.5	85.5	76.5	69.5	65.5	59.5	5623413.252
8-Jun	16:00:00	66.5	51.5	77.5	74	69.5	65.5	59	4466835.922
8-Jun	17:00:00	66.5	50.5	83	74	69.5	65.5	59	4466835.922
8-Jun	18:00:00	67.5	51.5	89	77	70	65.5	58.5	5623413.252
8-Jun	19:00:00	67	50	82	75	69.5	65.5	59	5011872.336
8-Jun	20:00:00	68	50.5	95	75.5	69.5	65	58	6309573.445
8-Jun	21:00:00	66	49	87	75	69	64	55.5	3981071.706
8-Jun	22:00:00	64	49.5	81.5	74	67.5	61.5	52.5	25118864.32
8-Jun	23:00:00	62.5	45.5	85.5	72.5	66	58.5	50.5	17782794.1
9-Jun	0:00:00	59.5	41	75.5	70	64.5	51.5	45.5	8912509.381
9-Jun	1:00:00	57	38	75.5	68.5	61	48.5	41.5	5011872.336
9-Jun	2:00:00	57	39	78	70	60	48.5	41.5	5011872.336
9-Jun	3:00:00	55	39.5	71	66.5	59.5	48.5	42	3162277.66
9-Jun	4:00:00	59	42.5	75.5	69.5	63.5	52	45	7943282.347
9-Jun	5:00:00	63.5	45	80	74	67.5	57.5	49.5	22387211.39
9-Jun	6:00:00	65.5	45	77.5	75.5	69.5	62.5	52.5	35481338.92
9-Jun	7:00:00	67.5	47	79	76	71	65.5	58	5623413.252
9-Jun	8:00:00	69	51	81	77	72.5	67	60	7943282.347
9-Jun	9:00:00	68.5	47	83.5	76.5	72	66.5	59	7079457.844
9-Jun	10:00:00	68	51	78.5	75.5	71.5	66	59	6309573.445
9-Jun	11:00:00	68	52	77.5	75	72	66.5	60	6309573.445
9-Jun	12:00:00	68.5	51.5	88	75.5	72	66.5	60	7079457.844
9-Jun	13:00:00	66.5	53	75.5	73.5	70	65	57	4466835.922
9-Jun	14:00:00	52.5	51.5	78	52.5	51.5	51.5	51.5	177827.941

LT-9 Corral Hoillow Rd.

Date	Time	Leq	Lmin	Lmax	L01	L10	L50	L90	Energy + Penalty	Ldn of Jun 7	Ldn of Jun 8
6-Jun	15:32:00	68	50	89	75.5	71	66	59.5			
6-Jun	16:00:00	67.5	50.5	79	74.5	70.5	66.5	59	5623413.252	69.34436708	67.70955103
6-Jun	17:00:00	68	50	79.5	74.5	71	66.5	58.5	6309573.445		
6-Jun	18:00:00	68.5	51	80	74	71.5	67.5	60.5	7079457.844		
6-Jun	19:00:00	68	52	83	75	71	67	59.5	6309573.445		
6-Jun	20:00:00	67.5	52.5	81.5	74.5	71	66.5	59	5623413.252		
6-Jun	21:00:00	66.5	51	82.5	73.5	70	65	57.5	4466835.922		
6-Jun	22:00:00	65.5	52.5	86.5	73.5	69	62	56.5	35481338.92		
6-Jun	23:00:00	63	50	76.5	72	67.5	59	53	19952623.15		
7-Jun	0:00:00	61.5	43	75.5	71.5	66.5	54.5	48	14125375.45		
7-Jun	1:00:00	57.5	42	74.5	69	59.5	50	45	5623413.252		
7-Jun	2:00:00	56	39.5	80	68.5	56.5	47	42.5	3981071.706		
7-Jun	3:00:00	54.5	38.5	75.5	68.5	54.5	44.5	41.5	2818382.931		
7-Jun	4:00:00	54	38	72.5	68	55.5	47	41.5	2511886.432		
7-Jun	5:00:00	58.5	39.5	77	71	60.5	50.5	46	7079457.844		
7-Jun	6:00:00	65	48	92.5	74	66	57	51.5	31622776.6		
7-Jun	7:00:00	64.5	49.5	83.5	74.5	68.5	60.5	54.5	2818382.931		
7-Jun	8:00:00	65	50.5	84	73.5	69	60.5	54.5	3162277.66		
7-Jun	9:00:00	66	51	81	74.5	70	63.5	56	3981071.706		
7-Jun	10:00:00	67	52	81	74	70.5	65	57.5	5011872.336		
7-Jun	11:00:00	67	51.5	78.5	73.5	70.5	65.5	57.5	5011872.336		
7-Jun	12:00:00	69.5	54	82	77	73	67.5	59.5	8912509.381		
7-Jun	13:00:00	68.5	53	84	77	72	67	60	7079457.844		
7-Jun	14:00:00	67.5	52.5	84	74	71	66.5	59.5	5623413.252		
7-Jun	15:00:00	68	52	79.5	74	71	66.5	59.5	6309573.445		
7-Jun	16:00:00	67.5	51.5	78.5	73	70.5	66.5	60	5623413.252		
7-Jun	17:00:00	67.5	53	79.5	74	70.5	66.5	60	5623413.252		
7-Jun	18:00:00	68	52	79.5	75	71	67	60.5	6309573.445		
7-Jun	19:00:00	67.5	53.5	84.5	75.5	70.5	66	59	5623413.252		
7-Jun	20:00:00	68	54.5	83	74.5	71	67	60	6309573.445		
7-Jun	21:00:00	66.5	54.5	78	73	70.5	65	59	4466835.922		
7-Jun	22:00:00	65	53	76.5	73	69	61.5	57	31622776.6		
7-Jun	23:00:00	64	47	78	72.5	68.5	59.5	50	25118864.32		
8-Jun	0:00:00	64	46.5	91.5	73.5	66.5	55	49	25118864.32		

8-Jun	1:00:00	58.5	43.5	77.5	70	62	51.5	46	7079457.844
8-Jun	2:00:00	56	42	77.5	69	56.5	47.5	44.5	3981071.706
8-Jun	3:00:00	54	41	71.5	67.5	54.5	46	43.5	2511886.432
8-Jun	4:00:00	51.5	39.5	77	65	52	44	42	1412537.545
8-Jun	5:00:00	55.5	40	74	69	57.5	47	43.5	3548133.892
8-Jun	6:00:00	59.5	43	80.5	71.5	62	49.5	46	8912509.381
8-Jun	7:00:00	61	42	79	71.5	65.5	54	47.5	1258925.412
8-Jun	8:00:00	62.5	41.5	79.5	72	67	57.5	48.5	1778279.41
8-Jun	9:00:00	64.5	44.5	78	73	69	60.5	52.5	2818382.931
8-Jun	10:00:00	66	49	82	73	70	63	56	3981071.706
8-Jun	11:00:00	66.5	49.5	82	73	70	64.5	57.5	4466835.922
8-Jun	12:00:00	67	49.5	82	74	70.5	65.5	58	5011872.336
8-Jun	13:00:00	67	50.5	80	73	70.5	66	59	5011872.336
8-Jun	14:00:00	67.5	51	83.5	74	70.5	66.5	59.5	5623413.252
8-Jun	15:00:00	67.5	50	80	74	70.5	66.5	58.5	5623413.252
8-Jun	16:00:00	68	52	87.5	74.5	71	67	60	6309573.445
8-Jun	17:00:00	67.5	51	77.5	74	70.5	66	58.5	5623413.252
8-Jun	18:00:00	67.5	52.5	79.5	74	70.5	66	59	5623413.252
8-Jun	19:00:00	66.5	51.5	82.5	73.5	70.5	65	56.5	4466835.922
8-Jun	20:00:00	65.5	52.5	78.5	74	69.5	62.5	56	3548133.892
8-Jun	21:00:00	65	51	80	73.5	69	61	55	3162277.66
8-Jun	22:00:00	62	49	79	71.5	67	56	52	15848931.92
8-Jun	23:00:00	59.5	46.5	75.5	71	64	53	49.5	8912509.381
9-Jun	0:00:00	57.5	45	78.5	70.5	59	50	47.5	5623413.252
9-Jun	1:00:00	54.5	41	73	68	54.5	47.5	44	2818382.931
9-Jun	2:00:00	53.5	42	76	67	52	47	45	2238721.139
9-Jun	3:00:00	54.5	42	75	67.5	56	47.5	44.5	2818382.931
9-Jun	4:00:00	59.5	45	81	71	62	51.5	47	8912509.381
9-Jun	5:00:00	61.5	44.5	78.5	72	66.5	54.5	47.5	14125375.45
9-Jun	6:00:00	65.5	46	82.5	75	70	59.5	50.5	35481338.92
9-Jun	7:00:00	66.5	44	81	76	70	62.5	53	4466835.922
9-Jun	8:00:00	72.5	47	101.5	78.5	71.5	66	56.5	17782794.1
9-Jun	9:00:00	67	49	88	76	70.5	63	54	5011872.336
9-Jun	10:00:00	67.5	51	82	76	71	65	56	5623413.252
9-Jun	11:00:00	68.5	52.5	83.5	77	72	66.5	58.5	7079457.844
9-Jun	12:00:00	67.5	51.5	85.5	76	71	65	56.5	5623413.252
9-Jun	13:00:00	68.5	53.5	84	78	71	66.5	59.5	7079457.844

LT-10 W. Larch Rd.

Date	Time	Leq	Lmin	Lmax	L(1)	L(10)	L(50)	L(90)	Energy + Penalty	Ldn of Jun 7	Ldn of Jun 8
6-Jun	15:50:01	71	47.4	90.7	81.6	75.1	61.6	52.7		66.69958264	65.39744438
6-Jun	16:00:00	69.5	48.1	85.5	79.6	74.3	61.8	53.6	8912509.381		
6-Jun	17:00:00	68.1	46.8	90.2	78.6	72.2	60.8	53.1	6456542.29		
6-Jun	18:00:00	66.6	48.9	82.5	77.4	70.9	59.7	53.4	4570881.896		
6-Jun	19:00:00	66.2	49.7	88.2	77.5	69.5	57.7	52.8	4168693.835		
6-Jun	20:00:00	64.8	51.3	84.4	76.6	67	58.1	53.7	3019951.72		
6-Jun	21:00:00	63.3	52.1	81.4	75.6	65.1	57.6	54.6	2137962.09		
6-Jun	22:00:00	63.1	51.9	80.3	74.5	66	58.4	54.4	20417379.45		
6-Jun	23:00:00	60.7	51.1	78.1	70.3	63.7	57.2	53.6	11748975.55		
7-Jun	0:00:00	56.9	45.8	80.8	67.3	57.9	52.1	48.3	4897788.194		
7-Jun	1:00:00	50.1	41.8	73.4	53.9	50.8	48.1	45.2	1023292.992		
7-Jun	2:00:00	53.8	43.3	79.5	59.2	52.6	48.9	46.5	2398832.919		
7-Jun	3:00:00	50	41	76.6	56.5	50.3	46.8	44.2	1000000		
7-Jun	4:00:00	54.6	42.1	80.2	65.5	52.7	47.9	44.7	2884031.503		
7-Jun	5:00:00	57.8	45.5	80.2	70.8	57.3	51.5	48.5	6025595.861		
7-Jun	6:00:00	62.5	48.4	86.3	75.1	63	54.6	50.8	17782794.1		
7-Jun	7:00:00	63.7	48.7	82.7	75.9	66	55.7	51.5	2344228.815		
7-Jun	8:00:00	64.6	47.8	83.4	76.7	67.6	54.4	50.2	2884031.503		
7-Jun	9:00:00	65.2	47.9	90.5	76.7	67.5	55.2	50.7	3311311.215		
7-Jun	10:00:00	65.7	47.2	87.5	77.3	68.2	56.2	50.5	3715352.291		
7-Jun	11:00:00	64.7	45.9	85.4	76.9	67.3	54.8	49.8	2951209.227		
7-Jun	12:00:00	65.5	45.7	91.2	77.3	66.8	54.5	49.5	3548133.892		
7-Jun	13:00:00	64.3	45.7	88.7	75.6	66.8	55	49.3	2691534.804		
7-Jun	14:00:00	66.4	45.9	92.7	77.4	68.8	57.3	50.6	4365158.322		
7-Jun	15:00:00	64.8	47.3	85.2	76.5	66.8	58.5	52.4	3019951.72		
7-Jun	16:00:00	65.1	47.2	86	76.7	66.9	58.7	52.1	3235936.569		
7-Jun	17:00:00	65.5	48.3	83.8	76.9	68.6	58.8	52.9	3548133.892		
7-Jun	18:00:00	64.9	47.5	83.3	76.4	68.1	57.4	51.9	3090295.433		
7-Jun	19:00:00	63.7	49.7	81.8	75.8	65.8	57.8	53.1	2344228.815		
7-Jun	20:00:00	64.3	51.6	85.1	75.5	66.6	58.8	54.5	2691534.804		
7-Jun	21:00:00	64.6	52.1	80.8	76	67.5	60.1	55.4	2884031.503		
7-Jun	22:00:00	63.7	50.9	84.1	74	66.2	59	54.8	23442288.15		
7-Jun	23:00:00	57.9	47.6	79.5	70.1	57.5	53	50.4	6165950.019		
8-Jun	0:00:00	58	46.1	84	68.1	55	51.2	49.1	6309573.445		

8-Jun	1:00:00	59.1	45.4	84.7	71.3	55.5	50.6	47.9	8128305.162
8-Jun	2:00:00	53.4	44.5	75.3	61.3	55.3	50.4	47.5	2187761.624
8-Jun	3:00:00	56.3	43	79.2	65.5	57.7	50.4	46.6	4265795.188
8-Jun	4:00:00	52.8	42	78.6	59.6	48.8	46.4	44.5	1905460.718
8-Jun	5:00:00	57.1	41.6	81.6	70.8	52	48.1	45.2	5128613.84
8-Jun	6:00:00	55.7	44.5	78.7	68	53.9	49.2	47.1	3715352.291
8-Jun	7:00:00	59.1	45.1	81.6	73	57.7	50.9	47.6	812830.5162
8-Jun	8:00:00	61.6	43.1	79.1	75.4	60.3	51.1	46.7	1445439.771
8-Jun	9:00:00	63.3	45.4	85.6	75.9	63.6	54.5	48.9	2137962.09
8-Jun	10:00:00	64.2	46	83.5	76.2	66.2	57.1	50.6	2630267.992
8-Jun	11:00:00	65	45.2	82.6	76.6	68.9	56.8	50.7	3162277.66
8-Jun	12:00:00	64.1	43.9	82.9	76.5	66.3	53.8	48.3	2570395.783
8-Jun	13:00:00	63.6	44.3	81.5	75.7	66.3	55.2	49.3	2290867.653
8-Jun	14:00:00	64.3	46.2	84.6	75.2	66.7	59	52.6	2691534.804
8-Jun	15:00:00	65.3	44.8	83.1	76.8	68.3	58.6	51.2	3388441.561
8-Jun	16:00:00	64.8	46.5	81.5	75.9	67.9	59	52.6	3019951.72
8-Jun	17:00:00	65.6	47.1	90.5	76.5	67.6	58.4	51.9	3630780.548
8-Jun	18:00:00	63.5	48.8	81.9	75.8	65	56	51.7	2238721.139
8-Jun	19:00:00	63.8	49.5	83.6	75.9	65.5	57.3	53.5	2398832.919
8-Jun	20:00:00	63	50.9	81.9	75.4	64.1	57.6	54.3	1995262.315
8-Jun	21:00:00	61.8	51	81.5	73.9	62.9	57.5	53.9	1513561.248
8-Jun	22:00:00	60.2	51.3	82.2	73.7	58	55.4	53.2	10471285.48
8-Jun	23:00:00	57.1	48.4	78.9	68.7	56	53	50.9	5128613.84
9-Jun	0:00:00	52.1	47.9	60.5	56.2	53.8	51.7	50	1621810.097
9-Jun	1:00:00	53.3	45	75.2	60.3	53	50.7	48.3	2137962.09
9-Jun	2:00:00	51	44.3	74	53.8	51.8	49.8	47.8	1258925.412
9-Jun	3:00:00	56	44.2	80.5	66.8	52.5	50.1	47.7	3981071.706
9-Jun	4:00:00	60.1	47.1	84.6	74.2	53.9	51.5	49.4	10232929.92
9-Jun	5:00:00	64	45.7	81	76.8	66.5	50.6	48.1	25118864.32
9-Jun	6:00:00	66.1	45	86.9	78.1	69.9	51.8	48	40738027.78
9-Jun	7:00:00	67.6	43.7	84.5	78.8	72.5	53.6	46.1	5754399.373
9-Jun	8:00:00	64.7	44.4	82.5	76.8	68.4	51.9	47.8	2951209.227
9-Jun	9:00:00	65.1	44	86.6	77.2	67.8	52.2	48.1	3235936.569
9-Jun	10:00:00	64.9	43.4	85.9	77.8	67.7	49.2	45.6	3090295.433
9-Jun	11:00:00	62.8	43.5	81.5	75.7	64.6	50.6	46.5	1905460.718
9-Jun	12:00:00	66.2	44	83.6	78.4	70.2	53.3	47.2	4168693.835
9-Jun	13:00:00	67.8	44.2	87.7	80.3	71.7	54.1	47.5	6025595.861

Location 2-13

Date	Time	Leq		Lmax	Lmin	L(1)	L(10)	L(50)	L(90)	
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31-Oct-00	9:00	78 63095734	78							63095734 81.85125
31-Oct-00	9:10	78 63095734								
31-Oct-00	9:20	78 63095734								
31-Oct-00	9:30	78 63095734								
31-Oct-00	9:40	78 63095734								
31-Oct-00	9:50	78 63095734								
31-Oct-00	10:00	79 79432823	79	83.8	69.8	83.5	81.6	78.2	75	79027779
31-Oct-00	10:10	78.8 75857758		84.3	70.9	83.6	81.9	77.9	74.3	
31-Oct-00	10:20	78.6 72443596		85.5	69	83.2	81.5	77.7	73.8	
31-Oct-00	10:30	79.5 89125094		86.2	68.6	84.6	82.2	78.8	74.1	
31-Oct-00	10:40	79.2 83176377		87.1	70.3	84.2	81.8	78.5	74.4	
31-Oct-00	10:50	78.7 74131024		83.7	69.4	82.9	81.4	78.2	74.3	
31-Oct-00	11:00	79 79432823	79	86.2	67.9	83.7	81.7	78.4	74.8	76436705
31-Oct-00	11:10	78 63095734		82.3	67.4	81.9	80.7	77.5	74	
31-Oct-00	11:20	79 79432823		85.4	69.2	83.9	81.8	78.2	74.9	
31-Oct-00	11:30	79.2 83176377		84.6	70.2	83.7	81.8	78.7	74.8	
31-Oct-00	11:40	78.8 75857758		85.1	71	83.7	81.6	77.9	74.7	
31-Oct-00	11:50	78.9 77624712		85.3	66.6	83.8	82	77.9	74.2	
31-Oct-00	12:00	79.7 93325430	79	84.9	70.6	84.1	82.3	79.1	75	84549862
31-Oct-00	12:10	78.5 70794578		86.2	69.1	83.9	81.2	77.5	74.1	
31-Oct-00	12:20	79.1 81283052		87.2	69.5	83.9	81.8	78.2	74.3	
31-Oct-00	12:30	79.1 81283052		84.7	71.1	83.5	81.7	78.6	74.4	
31-Oct-00	12:40	79.3 85113804		84.7	71.3	83.6	81.7	78.9	74.8	
31-Oct-00	12:50	79.8 95499259		90.6	71.1	85.2	82.3	79	75	
31-Oct-00	13:00	79 79432823	79	86	69.9	83.8	81.5	78.4	74.3	88642613
31-Oct-00	13:10	79.4 87096359		85	67.6	83.6	82.1	78.9	74.8	
31-Oct-00	13:20	79.7 93325430		85.5	71.2	84.7	82.4	79.3	74.6	
31-Oct-00	13:30	79.2 83176377		84	71.5	83.5	81.7	78.9	75.2	
31-Oct-00	13:40	79.7 93325430		85.3	70.5	84.4	82.2	79.2	75.4	
31-Oct-00	13:50	79.8 95499259		85	70.5	83.8	82.1	79.5	75.4	
31-Oct-00	14:00	78.8 75857758	79	83.9	67.8	83.4	81.5	78.3	74.5	85485096
31-Oct-00	14:10	79.4 87096359		83.9	69.2	83.5	81.8	79	76.1	
31-Oct-00	14:20	78.7 74131024		85.2	67.7	83	81.3	78.2	74.9	
31-Oct-00	14:30	79.8 95499259		87.6	71	84.9	82	79.3	75.4	
31-Oct-00	14:40	79.5 89125094		84.5	72.1	83.6	81.7	79	76.2	
31-Oct-00	14:50	79.6 91201084		83.7	70.5	83.3	81.8	79.2	76.5	
31-Oct-00	15:00	79.1 81283052	77	85.1	71.5	83.3	80.9	78.7	76.5	45278860
31-Oct-00	15:10	78 63095734		83.4	66.1	82.8	80.8	77.9	70.4	
31-Oct-00	15:20	74.7 29512092		79.9	66.5	79	77.4	74.1	70.1	
31-Oct-00	15:30	75.8 38018940		82.6	64.9	81.6	79.1	74.5	70.5	
31-Oct-00	15:40	73 19952623		84.9	63	80.9	74.9	72.1	69.2	
31-Oct-00	15:50	76 39810717		83	68.4	80.5	77.9	75.5	72.9	
31-Oct-00	16:00	74.7 29512092	74	81	68.4	79.3	77	74.2	70.8	25990813
31-Oct-00	16:10	73.7 23442288		79.6	66.4	78.6	75.9	73.2	69.3	
31-Oct-00	16:20	75.4 34673685		80.1	67.1	79	77.3	75.2	72.3	
31-Oct-00	16:30	74.6 28840315		80.4	66.3	79.7	77.2	74.1	69.3	

31-Oct-00	16:40	73.8	23988329		79.7	65.3	78.9	76.3	73.4	68.5	
31-Oct-00	16:50	71.9	15488166		77.3	67.5	76	74.1	71.3	69.2	
31-Oct-00	17:00	73.2	20892961	74	79.9	66.3	78	75.5	72.8	69.5	27471473
31-Oct-00	17:10	73.7	23442288		79.1	68.9	77.8	75.9	73.3	70.7	
31-Oct-00	17:20	74	25118864		79.6	68.3	77.8	76.3	73.5	70.2	
31-Oct-00	17:30	73.1	20417379		82.4	63.9	78.2	75.3	72.4	69	
31-Oct-00	17:40	74.5	28183829		80	68.2	78.9	76.6	74.1	71.2	
31-Oct-00	17:50	76.7	46773514		83.5	64.9	81.9	78.9	76.3	73.4	
31-Oct-00	18:00	77.7	58884366	78	83.4	71	82.4	80.2	77.2	75	60823743
31-Oct-00	18:10	77.1	51286138		81.9	70.8	81.3	79.4	76.7	74	
31-Oct-00	18:20	78.2	66069345		84.9	71.9	82.7	80.4	77.8	75.2	
31-Oct-00	18:30	78.1	64565423		83.1	71.4	82.6	80.4	77.6	75	
31-Oct-00	18:40	77.4	54954087		86	68.2	82.9	80.1	76.6	72.3	
31-Oct-00	18:50	78.4	69183097		85.6	70	83	81	77.6	74.9	
31-Oct-00	19:00	78.6	72443596	77	86.2	69.6	82.8	80.9	77.9	75.2	55395380
31-Oct-00	19:10	78.1	64565423		83.4	70.3	82.7	80.5	77.7	74.4	
31-Oct-00	19:20	77.6	57543994		83.8	68.4	82.7	80.3	77.1	72	
31-Oct-00	19:30	76.2	41686938		82.6	66.7	81.4	78.6	75.6	71.8	
31-Oct-00	19:40	76.4	43651583		82.9	65.2	81.9	79.3	75.7	71	
31-Oct-00	19:50	77.2	52480746		83.8	66.4	82.3	80.2	76.5	72.3	
31-Oct-00	20:00	77.1	51286138	77	85.9	66.9	82.9	80	76.2	71.2	47500136
31-Oct-00	20:10	77	50118723		85	65.9	82.7	79.8	76.1	71.8	
31-Oct-00	20:20	77.2	52480746		83.7	67	82.6	80.1	76.5	72.3	
31-Oct-00	20:30	76.5	44668359		84.5	64.5	82.4	79.6	75.6	70.7	
31-Oct-00	20:40	76.1	40738028		84.2	68.4	81.8	78.4	75.4	72.1	
31-Oct-00	20:50	76.6	45708819		85.1	68.4	82.5	79.6	75.6	72.2	
31-Oct-00	21:00	76.9	48977882	76	88.1	68.6	82.7	79.6	75.8	72.2	36993409
31-Oct-00	21:10	75.8	38018940		82.9	64.3	81.6	78.6	75.1	71.1	
31-Oct-00	21:20	75	31622777		85.3	65.4	81.5	77.8	74.1	68.7	
31-Oct-00	21:30	75.4	34673685		82.9	65.2	81.1	78.7	74.3	69.5	
31-Oct-00	21:40	75.1	32359366		82.4	63.9	81.1	78	74.4	69.3	
31-Oct-00	21:50	75.6	36307805		84.9	63.2	81.9	78.8	74.5	69.4	
31-Oct-00	22:00	75	31622777	75	82.2	66.4	80.9	78.2	73.7	69.9	346356524
31-Oct-00	22:10	75.1	32359366		82.7	65.5	81.3	78.5	73.6	69	
31-Oct-00	22:20	75.4	34673685		83.7	63.5	82.5	78.4	74.2	68.2	
31-Oct-00	22:30	75.4	34673685		85.1	61.7	82.3	79.1	73.6	67.6	
31-Oct-00	22:40	75.4	34673685		86.4	63.4	83.2	78.6	73.4	68.4	
31-Oct-00	22:50	76	39810717		83.9	66.6	82.5	79.1	74.7	70.4	
31-Oct-00	23:00	76.2	41686938	75	83.1	65.6	82.5	79.5	74.9	69.6	325905257
31-Oct-00	23:10	75.6	36307805		83.7	66.1	82.5	78.8	74.1	69	
31-Oct-00	23:20	75	31622777		83.2	60.3	81.7	78	73.8	67.8	
31-Oct-00	23:30	74.5	28183829		82.8	60	81.7	77.8	73	67.1	
31-Oct-00	23:40	74.4	27542287		82.8	63.7	82	77.7	72.5	67.4	
31-Oct-00	23:50	74.8	30199517		83.2	58.5	81.9	78.7	72.8	66.4	
1-Nov-00	0:00	73.4	21877616	74	85.1	55.6	81.1	76.8	71.5	63.9	244384772
1-Nov-00	0:10	74.6	28840315		82.6	61.7	81.3	77.9	73	68.2	
1-Nov-00	0:20	74.9	30902954		84	59.5	81.8	79	72.8	65.7	
1-Nov-00	0:30	74	25118864		85	59.1	82	77.7	71.5	64.4	
1-Nov-00	0:40	73.6	22908677		86.5	57.1	80.8	77.1	71.2	64.7	
1-Nov-00	0:50	72.3	16982437		82.3	53.6	80.5	76	69.9	59.6	
1-Nov-00	1:00	74.1	25703958	74	83.7	55.7	81.7	77.9	71.8	64.3	244728399

1-Nov-00	1:10	74.3	26915348		83.2	59.7	81.3	77.9	72.6	67.1	
1-Nov-00	1:20	73.7	23442288		83.8	52.1	82.4	77.7	71.2	60.3	
1-Nov-00	1:30	74	25118864		87.8	58.6	81.9	77.5	71.7	64.6	
1-Nov-00	1:40	73	19952623		83.1	58.8	81.9	76.1	71	63.4	
1-Nov-00	1:50	74.1	25703958		83.2	60.1	81.3	78.3	71.7	66	
1-Nov-00	2:00	73.2	20892961	73	83.4	56.2	81.8	77	70.4	63.1	207257636
1-Nov-00	2:10	73.1	20417379		83.3	59.8	80.8	76.8	70.8	64.8	
1-Nov-00	2:20	73.4	21877616		83.6	58.4	81.1	77.8	70.6	61.9	
1-Nov-00	2:30	71.7	14791084		81.2	54.7	79.9	75.5	69.4	61.5	
1-Nov-00	2:40	73.5	22387211		82.9	57.3	81.3	76.7	71.9	67.1	
1-Nov-00	2:50	73.8	23988329		82	59.7	81.4	77.2	72.3	65	
1-Nov-00	3:00	74	25118864	74	86.3	59.5	82	78	71.4	65.8	234778108
1-Nov-00	3:10	72.9	19498446		84.9	61.3	81.4	76.5	70.4	66	
1-Nov-00	3:20	73.2	20892961		83.4	60.4	82	76.8	70.9	65.1	
1-Nov-00	3:30	74	25118864		83.8	61.1	81.6	77.6	71.9	66.3	
1-Nov-00	3:40	74	25118864		82.4	63.6	81.3	77.3	72.6	68	
1-Nov-00	3:50	74	25118864		83.5	63.8	82.1	77.1	72.2	68.4	
1-Nov-00	4:00	75.5	35481339	74	83.3	67.5	82.4	78.6	74	71.1	278555154
1-Nov-00	4:10	75	31622777		83	64.5	82.3	78.7	73.1	68.8	
1-Nov-00	4:20	73.1	20417379		83.4	64.7	81.7	76.3	70.6	66.9	
1-Nov-00	4:30	73.3	21379621		82	62.6	80.8	77.5	70.4	66	
1-Nov-00	4:40	74	25118864		85	64.4	81.8	78.5	70.6	66.2	
1-Nov-00	4:50	75.2	33113112		83.7	65.5	82.2	79.2	72.4	67.6	
1-Nov-00	5:00	74.5	28183829	75	82.5	63.8	81.5	78.7	71.5	66.7	323075089
1-Nov-00	5:10	74.9	30902954		85.3	64.7	82.6	78.9	71.8	67.2	
1-Nov-00	5:20	75.7	37153523		89	64.6	84.4	79.4	72.7	68.3	
1-Nov-00	5:30	74.5	28183829		82.2	65.3	80.9	78.6	72.3	68	
1-Nov-00	5:40	75.2	33113112		84.3	65	82.9	78.9	73.1	67.9	
1-Nov-00	5:50	75.6	36307805		83.7	66.2	82.5	79.3	73.8	69.4	
1-Nov-00	6:00	76.3	42657952	78	83.5	66.6	82.8	80.3	74.3	69.3	571571003
1-Nov-00	6:10	76.3	42657952		86.9	67.2	82.3	79.4	74.7	71.2	
1-Nov-00	6:20	77	50118723		83.1	68.9	82.5	80.6	75.5	71.4	
1-Nov-00	6:30	77.9	61659500		87.1	65.1	84.6	81.2	76.5	72	
1-Nov-00	6:40	78.1	64565423		84.8	68.2	83.5	81	77.3	73.1	
1-Nov-00	6:50	79.1	81283052		85.1	69.8	83.7	81.8	78.4	74.7	
1-Nov-00	7:00	77.6	57543994	78	83.6	69.9	82.7	80.5	76.7	73.6	61234753
1-Nov-00	7:10	78	63095734		87.6	68.7	83.2	80.9	77.1	72.7	
1-Nov-00	7:20	77.9	61659500		84.1	65.5	82.9	80.8	77	73.6	
1-Nov-00	7:30	78.1	64565423		85.2	68.2	83.2	80.9	77.2	73.3	
1-Nov-00	7:40	77.9	61659500		84.7	65.7	83.7	81.1	76.7	71.6	
1-Nov-00	7:50	77.7	58884366		84.6	68.1	83.1	80.6	76.7	73.2	
1-Nov-00	8:00	77.3	53703180	78	84.3	68.4	83.1	80.5	76.2	72.5	61129517
1-Nov-00	8:10	77.7	58884366		84	67.5	82.6	80.5	77.2	72.1	
1-Nov-00	8:20	77.8	60255959		84.3	67.2	82.7	80.6	77.1	73.3	
1-Nov-00	8:30	77.8	60255959		85.1	68.2	83.6	80.7	76.6	72.8	
1-Nov-00	8:40	78.2	66069345		85.3	69.3	83.9	81.2	77.2	72.8	
1-Nov-00	8:50	78.3	67608298		87	68.5	84.6	81.1	77.2	73.3	
1-Nov-00	9:00	78.1	64565423	78	84.6	64.9	83	81.2	77.3	72.2	
1-Nov-00	9:10	78.3	67608298		84.4	69.2	83.2	81.4	77.4	73.7	
1-Nov-00	9:20	78	63095734		84.7	67.4	83.7	81.3	76.7	72.3	
1-Nov-00	9:30	77.7	58884366		84.1	65.9	82.9	80.7	76.7	72.5	

1-Nov-00	9:40	78.7 74131024		84.8	69.6	83.7	81.7	77.7	73.6
1-Nov-00	9:50	77.9 61659500		84.5	68.1	82.9	80.9	76.8	72.6
1-Nov-00	10:00	77.6 57543994	78	85.4	64.7	82.9	81	76.3	72
1-Nov-00	10:10	78.2 66069345		84.9	64.5	83.8	81.4	77.2	72.6
1-Nov-00	10:20	78.1 64565423		84.7	66.2	83.2	81.2	77	72.2
1-Nov-00	10:30	77.9 61659500		85	63.5	83.8	80.9	76.7	71.9
1-Nov-00	10:40	78.1 64565423		84.7	63.8	83.6	81	77.3	72.3
1-Nov-00	10:50	78.4 69183097		87.2	66.7	84	81.3	77.3	73
1-Nov-00	11:00	78.1 64565423	78	84.1	62.3	83	81.1	77.2	72.6
1-Nov-00	11:10	78.6 72443596		85.6	66.3	82.9	81.2	77.9	74.1
1-Nov-00	11:20	78.3 67608298		85.7	65.7	83.2	81.2	77.4	72.1
1-Nov-00	11:30	78.3 67608298		84.6	67.7	83	81	77.6	73.7
1-Nov-00	11:40	78.3 67608298		86	68.1	83.3	81.2	77.4	73.2
1-Nov-00	11:50	78.5 70794578		84.9	66.1	83.1	81.4	77.8	73.4
1-Nov-00	12:00	79.4 87096359		85	70.5	83.9	81.8	79	75.3

Peak Hour Leq = 70

Date	Time	Leq	Lmax	Lmin	L(1)	L(10)	L(50)	L(90)			
29-Jan-01	13:16:49	69.7	74.2	62.8	74	72.1	69.2	66.5	9332543		
29-Jan-01	13:20:00	69.9	83.2	60.7	75.4	71.7	69.4	65.4	9772372		
29-Jan-01	13:30:00	69.8	82.5	60.8	79.2	71.6	68.6	65.4	9549926		
29-Jan-01	13:40:00	69.4	74	62	73.4	71.6	69.2	66	8709636		
29-Jan-01	13:50:00	69.9	74.6	61.4	73.9	72.3	69.3	65.9	9772372		
29-Jan-01	14:00:00	69.6	75	61.2	73.9	72	69.1	65.7	9120108	70	Ldn 9435032 71.54147
29-Jan-01	14:10:00	69.5	74.4	60.1	73.7	71.7	69	66.2	8912509		
29-Jan-01	14:20:00	69.9	73.8	63.1	73.6	72	69.7	66.7	9772372		
29-Jan-01	14:30:00	69.2	74.4	64.2	72.9	71.1	68.8	66.4	8317638		
29-Jan-01	14:40:00	70.3	76.5	64.6	73.9	71.9	69.9	67.8	10715193		
29-Jan-01	14:50:00	69.9	74.5	64.7	73.6	71.7	69.6	67.3	9772372		
29-Jan-01	15:00:00	68.3	75.9	59	73.7	71.2	67.5	63	6760830	67	5377656
29-Jan-01	15:10:00	65.8	69.6	60.5	69.5	67.9	65.6	62.8	3801894		
29-Jan-01	15:20:00	66	70.2	59.1	69.5	68.1	65.6	63	3981072		
29-Jan-01	15:30:00	69.3	76.2	63.5	73.2	71.1	68.9	67	8511380		
29-Jan-01	15:40:00	67.4	76	60.9	72.7	70	66.9	63.3	5495409		
29-Jan-01	15:50:00	65.7	69.6	60.6	68.9	67.8	65.4	62.7	3715352		
29-Jan-01	16:00:00	66	71.6	60.5	69.9	68	65.7	63.2	3981072	66	3576073
29-Jan-01	16:10:00	65.6	72.6	59.9	69.6	67.6	65.2	62.1	3630781		
29-Jan-01	16:20:00	66.6	71.2	60.7	70.6	68.7	66.3	63.4	4570882		
29-Jan-01	16:30:00	65.1	71.6	58.3	70.2	67.7	64.4	61.7	3235937		
29-Jan-01	16:40:00	65.4	79.1	58.7	69.9	66.9	64.5	62.1	3467369		
29-Jan-01	16:50:00	64.1	72.3	58.7	69.1	65.8	63.8	60.9	2570396		
29-Jan-01	17:00:00	64	69.5	58	68.4	66.1	63.6	61	2511886	64	2784031
29-Jan-01	17:10:00	64.3	71.3	59	68.5	66.4	63.9	61.3	2691535		
29-Jan-01	17:20:00	63.7	69.3	58.1	67.8	65.8	63.2	61.1	2344229		
29-Jan-01	17:30:00	63.8	68.1	58	67.7	65.7	63.4	61.1	2398833		
29-Jan-01	17:40:00	63.6	73.7	59.2	67	65.3	63.1	61.3	2290868		
29-Jan-01	17:50:00	66.5	71.2	60.7	70.5	68.3	66.2	64	4466836		
29-Jan-01	18:00:00	67.1	72.6	61.6	70.7	69	66.8	64.4	5128614	67	4976462
29-Jan-01	18:10:00	66.9	71.7	58.2	70.8	68.9	66.7	64.4	4897788		
29-Jan-01	18:20:00	67.1	72.7	59	71.5	69.2	66.9	63.4	5128614		
29-Jan-01	18:30:00	67.1	73.5	60.5	71.7	68.9	66.7	64.3	5128614		
29-Jan-01	18:40:00	66.7	72.6	59	71.5	68.9	66.4	63.4	4677351		
29-Jan-01	18:50:00	66.9	73.6	59.1	71.6	69.2	66.6	63.2	4897788		
29-Jan-01	19:00:00	66.9	72.4	59.1	71.8	69.4	66.5	63.6	4897788	67	4559574
29-Jan-01	19:10:00	66.8	73.6	58.9	72	69.5	66.1	62.7	4786301		
29-Jan-01	19:20:00	66.6	73.2	57	71.2	68.9	66.2	62.4	4570882		
29-Jan-01	19:30:00	66.6	71.4	57	70.7	68.9	66.2	62.3	4570882		
29-Jan-01	19:40:00	66.3	72.7	58.7	70.8	68.8	65.9	62.1	4265795		
29-Jan-01	19:50:00	66.3	72.1	57.3	70.9	68.6	65.8	62.6	4265795		
29-Jan-01	20:00:00	66.4	73.7	56.5	71.9	69.2	65.5	61	4365158	66	3977929
29-Jan-01	20:10:00	65.8	71.4	56.3	70.7	68.4	65	61	3801894		
29-Jan-01	20:20:00	66.4	74.8	58.6	71.6	68.8	65.8	62.1	4365158		
29-Jan-01	20:30:00	66.1	72.6	57.9	71	68.7	65.6	61.3	4073803		
29-Jan-01	20:40:00	65.6	71.8	58.9	71	67.9	65.1	61.4	3630781		
29-Jan-01	20:50:00	65.6	72.1	58.3	71.2	67.9	65	61.8	3630781		

29-Jan-01	21:00:00	66	73.5	58.9	71.5	68.6	65.4	62	3981072	65	3187885
29-Jan-01	21:10:00	64.6	71.3	52.8	69.9	67.4	63.8	59.8	2884032		
29-Jan-01	21:20:00	65.3	71.5	57.3	69.9	67.9	64.7	61	3388442		
29-Jan-01	21:30:00	64.8	73.2	56	70.3	67.4	64.1	60.1	3019952		
29-Jan-01	21:40:00	64.3	69.9	54.7	69.1	66.9	63.8	59.9	2691535		
29-Jan-01	21:50:00	65	71.3	57.3	70.7	67.8	64.1	60.3	3162278	65	29246116
29-Jan-01	22:00:00	64.9	70.5	57.3	69.6	67.6	64.4	60.8	3090295		
29-Jan-01	22:10:00	64.9	72.3	57.9	70.9	68	63.6	60.4	3090295		
29-Jan-01	22:20:00	64.8	71.2	53.5	70.2	67.8	63.9	59.6	3019952		
29-Jan-01	22:30:00	64.6	70.7	56.8	70	67.4	63.7	59.9	2884032		
29-Jan-01	22:40:00	64	72	54.9	70.4	67.2	62.7	58.9	2511886	64	27287726
29-Jan-01	22:50:00	64.7	71.4	56	70.6	67.6	63.7	59.9	2951209		
29-Jan-01	23:00:00	64.9	71.4	53.9	70.6	67.9	64.1	59.9	3090295		
29-Jan-01	23:10:00	64.2	73.1	54.1	70.5	67.3	63.2	58.9	2630268		
29-Jan-01	23:20:00	64.2	70.5	56	69.8	67	63.4	59.3	2630268		
29-Jan-01	23:30:00	64	72.5	49.4	70.4	67.4	62.6	58.9	2511886	64	26693899
29-Jan-01	23:40:00	64.5	75.8	52.1	71.6	68	62.8	58.1	2818383		
29-Jan-01	23:50:00	64.3	73.4	54.1	71.1	67.3	63.3	59	2691535		
30-Jan-01	0:00:00	65.3	84.1	53.8	72.5	67.7	62.6	57.9	3388442		
30-Jan-01	0:10:00	65.1	74	50	72	68.9	63.2	57.2	3235937		
30-Jan-01	0:20:00	63	72.5	48.5	70.3	65.9	62.1	54.7	1995262	63	18347971
30-Jan-01	0:30:00	63.4	71.8	53.1	70.5	66.7	61.8	57.2	2187762		
30-Jan-01	0:40:00	63.9	72.6	49	71.4	67.7	62	56.8	2454709		
30-Jan-01	0:50:00	64.4	74.3	50.5	70.8	67.6	63.3	56.6	2754229		
30-Jan-01	1:00:00	62	71.3	49.5	69.7	65.7	60.1	54.3	1584893		
30-Jan-01	1:10:00	62.9	72	50.1	70.5	66.4	61	54.5	1949845	63	20303828
30-Jan-01	1:20:00	62.2	73.6	49.1	70.2	65.8	60.2	54.3	1659587		
30-Jan-01	1:30:00	62.8	70.9	48.8	69.9	66.9	60.8	53.5	1905461		
30-Jan-01	1:40:00	63.2	72.1	51.6	70.6	66.5	61.8	55.9	2089296		
30-Jan-01	1:50:00	62.6	71.4	50.3	69.8	66.3	61	56.4	1819701		
30-Jan-01	2:00:00	63.1	72.6	53.4	70.8	66.4	61.4	56.9	2041738	63	26888318
30-Jan-01	2:10:00	62.2	72.4	48.4	70.6	65.6	60	55	1659587		
30-Jan-01	2:20:00	63.5	71.9	51.1	70.2	67.3	61.9	56.5	2238721		
30-Jan-01	2:30:00	63.2	74.4	53.9	70.6	66.3	61.5	57	2089296		
30-Jan-01	2:40:00	63.6	70.9	49.3	69.9	66.8	62.1	57.2	2290868		
30-Jan-01	2:50:00	62.7	73.5	51.5	71	65.5	61	56.4	1862087	64	35708747
30-Jan-01	3:00:00	62.9	70.2	54.7	69.1	65.8	61.7	58.4	1949845		
30-Jan-01	3:10:00	63.5	71.2	54.8	69.8	66.4	62.3	59	2238721		
30-Jan-01	3:20:00	64.2	71.8	55.8	70	67.3	63	59.1	2630268		
30-Jan-01	3:30:00	64.3	71.7	52.7	70.7	67.1	63.1	59.6	2691535		
30-Jan-01	3:40:00	65.2	71.6	58	70.8	67.8	64.3	61.4	3311311	66	29706243
30-Jan-01	3:50:00	65.2	72.1	59.8	70.2	67.7	64.4	61.9	3311311		
30-Jan-01	4:00:00	66.2	71.5	61.5	70.7	68.4	65.7	63.2	4168694		
30-Jan-01	4:10:00	66	74.1	60.6	71	68.7	65	62.9	3981072		
30-Jan-01	4:20:00	65.8	71.1	60.5	70.7	68.1	65	63	3801894		
30-Jan-01	4:30:00	65.7	72.4	61	70.9	67.9	64.8	62.9	3715352	65	29706243
30-Jan-01	4:40:00	65.4	72.3	53.2	70.6	68.1	64.6	61.3	3467369		
30-Jan-01	4:50:00	63.6	71.8	52.6	70.2	67.4	61.5	58	2290868		
30-Jan-01	5:00:00	63.8	73.6	55.7	70.5	67.3	61.8	59	2398833		
30-Jan-01	5:10:00	64.6	71.2	59	70.3	67.6	63.6	60.7	2884032		
30-Jan-01	5:20:00	64	71.6	51.2	70.9	68	61.6	55.5	2511886		

30-Jan-01	5:30:00	65	72.5	56.8	71.2	68.5	63.6	60.1	3162278		
30-Jan-01	5:40:00	65.6	72.2	57.3	71.3	68.9	64.3	60.6	3630781		
30-Jan-01	5:50:00	65.1	72.9	57.2	71.2	68.5	63.8	59.9	3235937		
30-Jan-01	6:00:00	65.1	72.4	58.1	71.1	68.3	63.7	59.9	3235937	66	38592445
30-Jan-01	6:10:00	64.9	71.9	53.4	71.4	68.7	62.9	57.2	3090295		
30-Jan-01	6:20:00	65.2	74.2	54.1	71.6	68.6	63.8	59.1	3311311		
30-Jan-01	6:30:00	66.1	73.4	56.2	71.6	69.3	65.3	60.6	4073803		
30-Jan-01	6:40:00	67.3	73.3	58	72.4	70.1	66.4	63.5	5370318		
30-Jan-01	6:50:00	66.1	72.8	57.8	71.5	68.9	65.3	61.5	4073803		
30-Jan-01	7:00:00	66.6	71.8	57.1	70.9	69.3	66	62.2	4570882	67	5320102
30-Jan-01	7:10:00	66.7	73.2	56.9	71.9	69.7	65.9	61.5	4677351		
30-Jan-01	7:20:00	67.1	71.8	60.9	70.9	69.3	66.8	63.5	5128614		
30-Jan-01	7:30:00	67.5	73.4	61.1	72.2	69.9	66.8	64.1	5623413		
30-Jan-01	7:40:00	67.9	73.9	61	72.6	70.4	67.3	64.4	6165950		
30-Jan-01	7:50:00	67.6	72.8	61.8	71.7	69.9	67.2	64.1	5754399		
30-Jan-01	8:00:00	67.7	73.8	59.9	72.7	70.4	67	64.1	5888437	67	5608056
30-Jan-01	8:10:00	67.4	73.6	59.1	72	70	66.7	63.6	5495409		
30-Jan-01	8:20:00	67.2	73.2	61.5	71.7	69.8	66.5	63.8	5248075		
30-Jan-01	8:30:00	67.4	72.5	60.1	71.5	69.8	67	63.9	5495409		
30-Jan-01	8:40:00	67.8	74.4	58.2	73	70.6	66.8	63.7	6025596		
30-Jan-01	8:50:00	67.4	73.6	58.7	72.3	70.3	66.5	62.3	5495409		
30-Jan-01	9:00:00	68.2	74.9	61.3	73.2	70.9	67.4	64	6606934	68	6737875
30-Jan-01	9:10:00	68	73.1	60.6	72.4	70.5	67.5	64.3	6309573		
30-Jan-01	9:20:00	67.8	73.4	58.7	72.6	70.6	67.1	63.9	6025596		
30-Jan-01	9:30:00	68	73.8	60.2	72.4	70.5	67.6	63.9	6309573		
30-Jan-01	9:40:00	68.9	75.2	59.4	73.8	71.4	68.3	65	7762471		
30-Jan-01	9:50:00	68.7	75.8	60.8	73	71.4	68	64.8	7413102		
30-Jan-01	10:00:00	68.2	73.8	59.7	72.8	71	67.5	63.7	6606934	69	7338094
30-Jan-01	10:10:00	68.9	74.3	60.6	73.2	71.4	68.4	64.6	7762471		
30-Jan-01	10:20:00	68.7	73.8	62.2	72.9	71.1	68.2	64.5	7413102		
30-Jan-01	10:30:00	68.9	76.5	59.7	74.2	71.6	68.1	63.6	7762471		
30-Jan-01	10:40:00	69.2	74.1	60.3	73.5	71.8	68.7	65	8317638		
30-Jan-01	10:50:00	67.9	73.4	59.6	72.8	70.4	67.4	64.2	6165950		
30-Jan-01	11:00:00	68.3	75.4	59.7	73.6	70.9	67.6	64.1	6760830	69	7278218
30-Jan-01	11:10:00	68.4	72.8	56.7	72.7	71.2	67.8	63.9	6918310		
30-Jan-01	11:20:00	68.3	73.3	59.1	72.8	70.8	68	63.7	6760830		
30-Jan-01	11:30:00	67.9	73.9	60.3	73	70.7	67	63.5	6165950		
30-Jan-01	11:40:00	69.6	83.3	59.9	79.6	71.5	68.2	64.3	9120108		
30-Jan-01	11:50:00	69	81.8	58.8	78.4	70.7	67.6	64.3	7943282		
30-Jan-01	12:00:00	74.8	85.5	58.6	83.1	79.8	70.1	65.6	30199517	71 Local	11462396
30-Jan-01	12:10:00	69.4	84	57.7	79.3	71.6	67.9	63.6	8709636		
30-Jan-01	12:20:00	68.7	74.2	60.5	72.7	71	68.3	64.5	7413102		
30-Jan-01	12:30:00	69.1	75.1	60.9	73.7	71.5	68.8	65.4	8128305		
30-Jan-01	12:40:00	68.5	73.7	60.5	72.8	71	68	64.7	7079458		
30-Jan-01	12:50:00	68.6	75.1	60.9	73.8	71	67.9	65	7244360		
30-Jan-01	13:00:00	68.9	75.1	59.3	73.8	71.4	68.4	64.9	7762471	69	7866767
30-Jan-01	13:10:00	69.4	74.6	60.4	73.7	71.8	68.8	65.8	8709636		
30-Jan-01	13:20:00	68.9	75	59.5	73.8	71.3	68.4	64.4	7762471		
30-Jan-01	13:30:00	69	74.1	61.6	73	71.6	68.4	64.6	7943282		
30-Jan-01	13:40:00	68.5	73.5	61.4	72.8	70.9	67.9	65.2	7079458		
30-Jan-01	13:50:00	69	76	60.5	72.9	71.3	68.7	64.8	7943282		

A P P E N D I X C

T R A F F I C A N D C I R C U L A T I O N

I. TRAFFIC COUNT DATA

All Traffic Data
(916) 771-8700
Fax 786-2879

SR 580 WEST BOUND ON RAMP

19	
58	
0	
39	
0	

CORRAL HOLLOW ROAD

39	61	0
Inbound	100	0
Outbound	337	329
Total	437	8

0
329
8
337

Inbound	0
Outbound	58
Total	58

Inbound	11
Outbound	0
Total	11

11
0
3

0

0
0
0

SR 580 WEST BOUND OFF RAMP

Inbound	348
Outbound	64
Total	412

3
61
0
64

19	329
----	-----

0

CITY OF TRACY

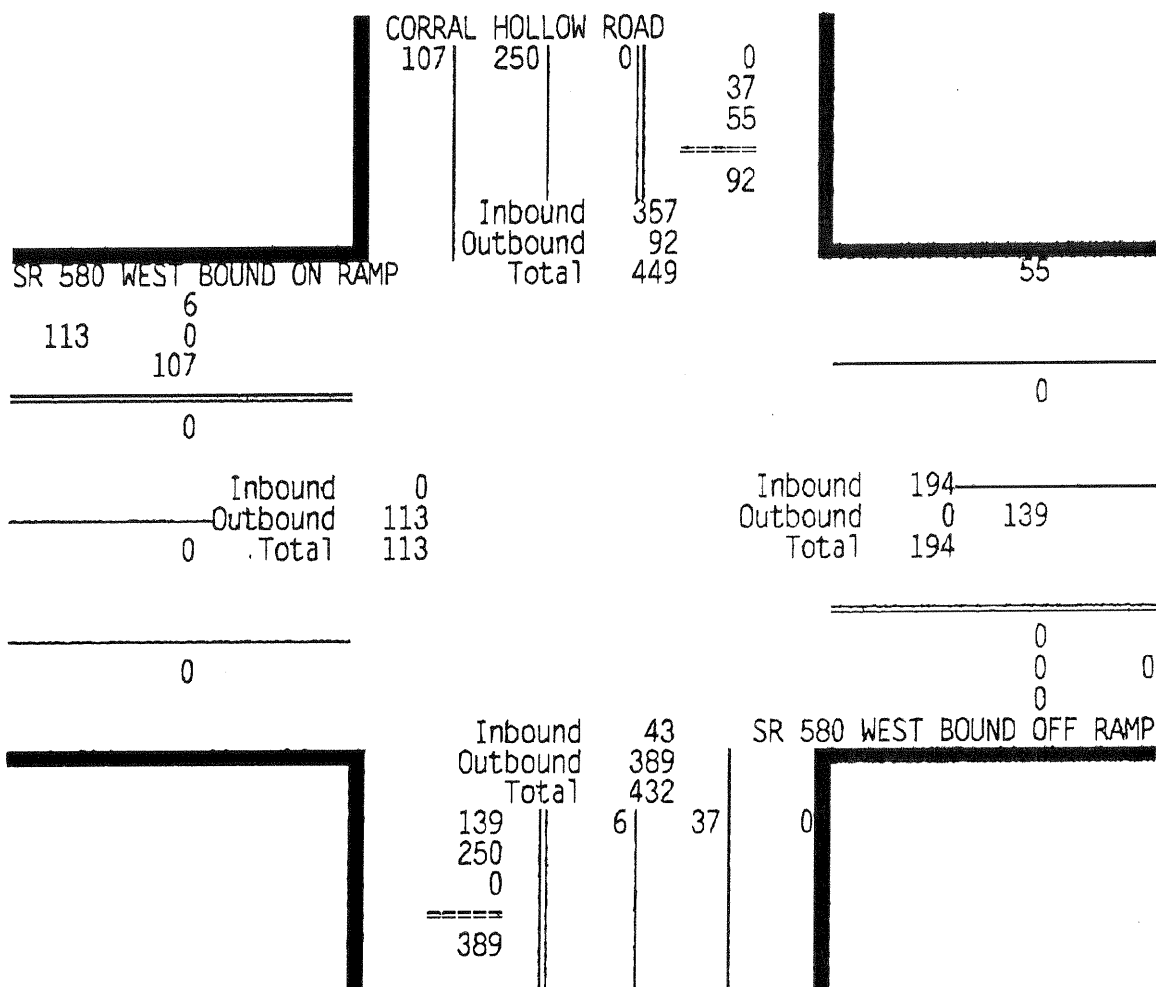
All Traffic Data
 (916) 771-8700
 Fax 786-2879

Site Code : 00000000
 Start Date: 12/11/03
 File I.D. : CORN580W
 Page : 1

Start Time	CORRAL HOLLOW ROAD Southbound				SR 580 WEST BOUND OFF RAMP Westbound				SR 580 WEST BOUND ON RAMP Northbound				SR 580 WEST BOUND ON RAMP Eastbound				Total
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	
7:00am	0	90	21	111	41	0	13	54	3	8	0	11	0	0	0	0	176
7:15	0	76	27	103	37	0	11	48	2	5	0	7	0	0	0	0	158
7:30	0	59	28	87	32	0	16	48	1	8	0	9	0	0	0	0	144
7:45	0	25	31	56	29	0	15	44	0	16	0	16	0	0	0	0	116
Hour Total	0	250	107	357	139	0	55	194	6	37	0	43	0	0	0	0	594
8:00am	0	13	35	48	26	0	14	40	2	19	0	21	0	0	0	0	109
8:15	0	15	38	53	22	0	11	33	1	21	0	22	0	0	0	0	108
8:30	0	11	32	43	26	0	16	42	0	17	0	17	0	0	0	0	102
8:45	0	12	24	36	21	0	11	32	1	17	0	18	0	0	0	0	86
Hour Total	0	51	129	180	95	0	52	147	4	74	0	78	0	0	0	0	405
Grand	0	301	236	537	234	0	107	341	10	111	0	121	0	0	0	0	999
% of Total	0.0%	30.1%	23.6%		23.4%	0.0%	10.7%		1.0%	11.1%	0.0%		0.0%	0.0%	0.0%		
Apprch %				53.8%				34.1%				12.1%					
% of Apprch	0.0%	56.1%	43.9%		68.6%	0.0%	31.4%		8.3%	91.7%	0.0%		0.0%	0.0%	0.0%		

Peak Hour Analysis By Entire Intersection for the Period: 07:00am to 08:45am on 12/11/03

		Start	Peak Hr	Volumes				Percentages			
Direction	Street Name	Peak Hour	Factor	Left	Thru	Right	Total	Left	Thru	Right	
Southbound	CORRAL HOLLOW ROAD	07:00am	.804	0	250	107	0	357	.0	70.0	29.9 .0
Westbound	SR 580 WEST BOUND OFF R		.898	139	0	55	0	194	71.6	.0	28.3 .0
Northbound			.672	6	37	0	0	43	13.9	86.0	.0 .0
Eastbound	SR 580 WEST BOUND ON RA		.0	0	0	0	0	0	0.0	0.0	0.0 0.0



CITY OF TRACY

All Traffic Data
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Fax 786-2879

Site Code : 00000000
Start Date: 12/11/03
File I.D. : CORH580W
Page : 1

Start Time	CORRAL HOLLOW ROAD Southbound				SR 580 WEST BOUND OFF RAMP Westbound				Northbound				SR 580 WEST BOUND ON RAMP Eastbound				Total
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	
4:00pm	0	34	11	45	9	0	6	15	6	65	0	71	0	0	0	0	131
4:15	0	30	14	44	10	0	1	11	9	65	0	74	0	0	0	0	129
4:30	0	25	12	37	7	0	4	11	6	47	0	53	0	0	0	0	101
4:45	0	16	9	25	1	0	3	4	8	51	0	59	0	0	0	0	88
Hour Total	0	105	46	151	27	0	14	41	29	228	0	257	0	0	0	0	449
5:00pm	0	16	11	27	1	0	2	3	7	62	0	69	0	0	0	0	99
5:15	0	13	9	22	0	0	1	1	5	81	0	86	0	0	0	0	109
5:30	0	18	12	30	0	0	2	2	5	94	0	99	0	0	0	0	131
5:45	0	14	7	21	2	0	3	5	2	92	0	94	0	0	0	0	120
Hour Total	0	61	39	100	3	0	8	11	19	329	0	348	0	0	0	0	459
Grand	0	166	85	251	30	0	22	52	48	557	0	605	0	0	0	0	908
% of Total	0.0%	18.3%	9.4%		3.3%	0.0%	2.4%		5.3%	61.3%	0.0%		0.0%	0.0%	0.0%		
Apprch %				27.6%				5.7%				66.6%					
% of Apprch	0.0%	66.1%	33.9%		57.7%	0.0%	42.3%		7.9%	92.1%	0.0%		0.0%	0.0%	0.0%		

Peak Hour Analysis By Entire Intersection for the Period: 04:00pm to 05:45pm on 12/11/03

Direction	Street Name	Start	Peak Hr	Volumes				Percentages			
		Peak Hour	Factor	Left	Thru	Right	Total	Left	Thru	Right	
Southbound	CORRAL HOLLOW ROAD	05:00pm	.833	0	61	39	0	100	.0	61.0	39.0
Westbound	SR 580 WEST BOUND OFF R		.550	3	0	8	0	11	27.2	.0	72.7
Northbound			.879	19	329	0	0	348	5.4	94.5	.0
Eastbound	SR 580 WEST BOUND ON RA		.0	0	0	0	0	0	0.0	0.0	0.0

CITY OF TRACY

All Traffic Data

(916) 771-8700

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Site Code : 00000000

Start Date: 12/11/03

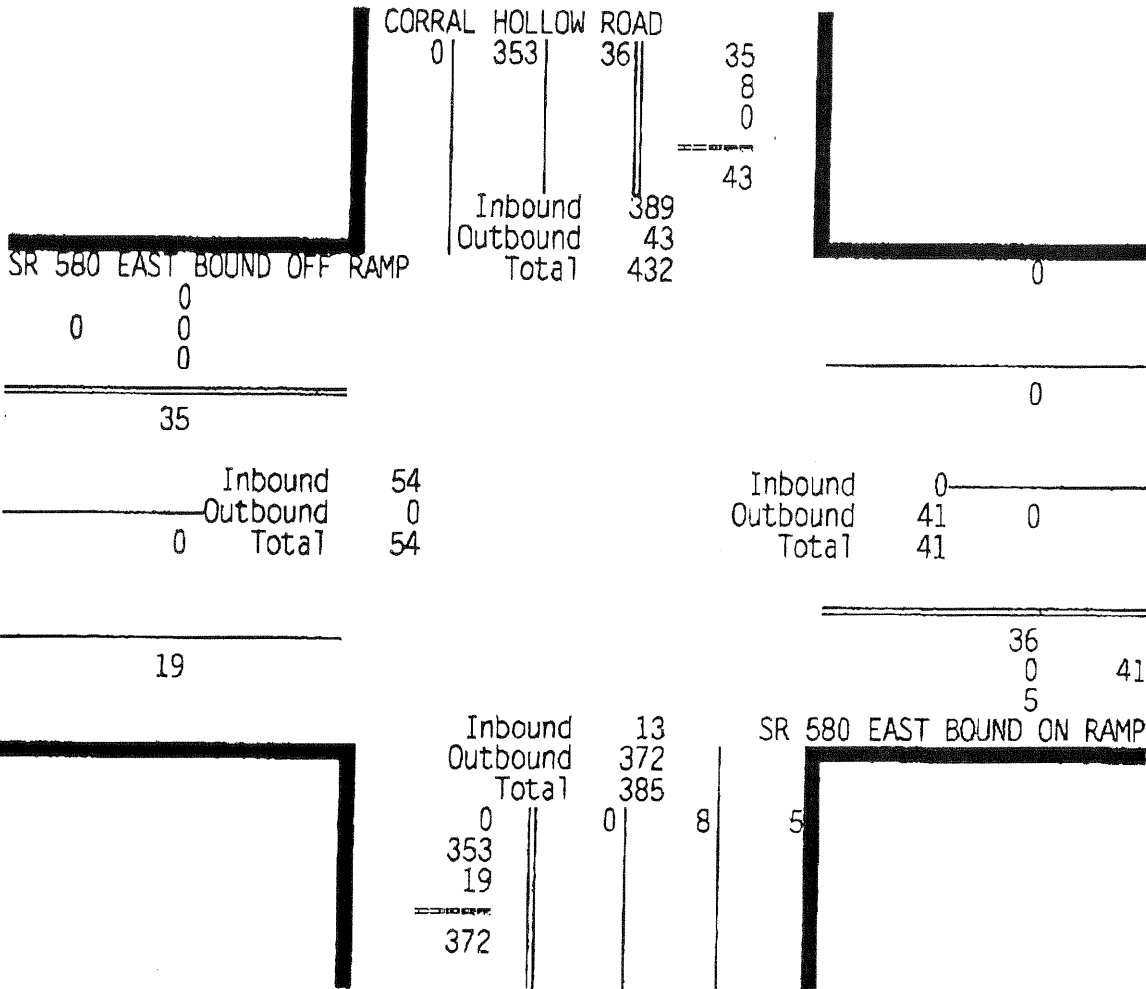
File I.D. : CORH580E

Page : 1

CORRAL HOLLOW ROAD Southbound					SR 580 EAST BOUND ON RAMP Westbound					SR 580 EAST BOUND OFF RAMP Northbound					SR 580 EAST BOUND OFF RAMP Eastbound				
Start Time	Left	Thru	Right	Total	Left	Thru	Right	Total		Left	Thru	Right	Total		Left	Thru	Right	Total	Total
7:00am	6	125	0	131	0	0	0	0		0	1	2	3		10	0	4	14	148
7:15	11	102	0	113	0	0	0	0		0	1	0	1		6	0	5	11	125
7:30	10	81	0	91	0	0	0	0		0	2	2	4		7	0	8	15	110
7:45	9	45	0	54	0	0	0	0		0	4	1	5		12	0	2	14	73
Hour Total	36	353	0	389	0	0	0	0		0	8	5	13		35	0	19	54	456
8:00am	7	32	0	39	0	0	0	0		0	7	0	7		14	0	2	16	62
8:15	7	30	0	37	0	0	0	0		0	11	2	13		11	0	3	14	64
8:30	4	33	0	37	0	0	0	0		0	7	3	10		10	0	5	15	62
8:45	3	30	0	33	0	0	0	0		0	9	5	14		10	0	7	17	64
Hour Total	21	125	0	146	0	0	0	0		0	34	10	44		45	0	17	62	252
Grand	57	478	0	535	0	0	0	0		0	42	15	57		80	0	36	116	708
% of Total	8.1%	67.5%	0.0%		0.0%	0.0%	0.0%			0.0%	5.9%	2.1%			11.3%	0.0%	5.1%		
Apprch %				75.6%									9.1%					16.4%	
% of Apprch	10.7%	89.3%	0.0%		0.0%	0.0%	0.0%			0.0%	73.7%	26.3%			69.0%	0.0%	31.0%		

Peak Hour Analysis By Entire Intersection for the Period: 07:00am to 08:45am on 12/11/03

Direction	Street Name	Start	Peak Hr	Volumes				Percentages			
		Peak Hour	Factor	Left	Thru	Right	Total	Left	Thru	Right	
Southbound	CORRAL HOLLOW ROAD	07:00am	.742	36	353	0	0	389	9.2	90.7	.0
Westbound	SR 580 EAST BOUND ON RA		.0	0	0	0	0	0.0	0.0	0.0	0.0
Northbound			.650	0	8	5	0	13	.0	61.5	38.4
Eastbound	SR 580 EAST BOUND OFF R		.900	35	0	19	0	54	64.8	.0	35.1



CITY OF TRACY

All Traffic Data

(916) 771-8700

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Site Code : 00000000

Start Date: 12/11/03

File I.D. : CORH580E

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CORRAL HOLLOW ROAD Southbound					SR 580 EAST BOUND ON RAMP Westbound					SR 580 EAST BOUND OFF RAMP Northbound					SR 580 EAST BOUND OFF RAMP Eastbound				
Start Time	Left	Thru	Right	Total	Left	Thru	Right	Total		Left	Thru	Right	Total		Left	Thru	Right	Total	Total
4:00pm	32	11	0	43	0	0	0	0		0	39	107	146		32	0	1	33	222
4:15	29	11	0	40	0	0	0	0		0	39	101	140		35	0	5	40	220
4:30	25	8	0	33	0	0	0	0		0	26	98	124		27	2	1	30	187
4:45	13	4	0	17	0	0	0	0		0	33	83	116		26	1	2	29	162
Hour Total	99	34	0	133	0	0	0	0		0	137	389	526		120	3	9	132	791
5:00pm	12	5	0	17	0	0	0	0		0	38	79	117		31	0	2	33	167
5:15	10	3	0	13	0	0	0	0		0	37	82	119		49	1	4	54	186
5:30	11	7	0	18	0	0	0	0		0	52	91	143		47	0	2	49	210
5:45	10	6	0	16	0	0	0	0		0	47	74	121		47	1	4	52	189
Hour Total	43	21	0	64	0	0	0	0		0	174	326	500		174	2	12	188	752
Grand	142	55	0	197	0	0	0	0		0	311	715	1026		294	5	21	320	1543
% of Total	9.2%	3.6%	0.0%		0.0%	0.0%	0.0%			0.0%	20.2%	46.3%			19.1%	.3%	1.4%		
Approch %				12.8%									66.5%						20.7%
% of Approach	72.1%	27.9%	0.0%		0.0%	0.0%	0.0%			0.0%	30.3%	69.7%			91.9%	1.6%	6.6%		

Peak Hour Analysis By Entire Intersection for the Period: 04:00pm to 05:45pm on 12/11/03

Direction	Street Name	Start	Peak Hr	Volumes				Percentages			
		Peak Hour	Factor	Left	Thru	Right	Total	Left	Thru	Right	
Southbound	CORRAL HOLLOW ROAD	04:00pm	.773	99	34	0	133	74.4	25.5	.0	.0
Westbound	SR 580 EAST BOUND ON RA		.0	0	0	0	0	0.0	0.0	0.0	0.0
Northbound			.901	0	137	389	526	.0	26.0	73.9	.0
Eastbound	SR 580 EAST BOUND OFF R		.825	120	3	9	132	90.9	2.2	6.8	.0

CITY OF TRACY

All Traffic Data

(916) 771-8700

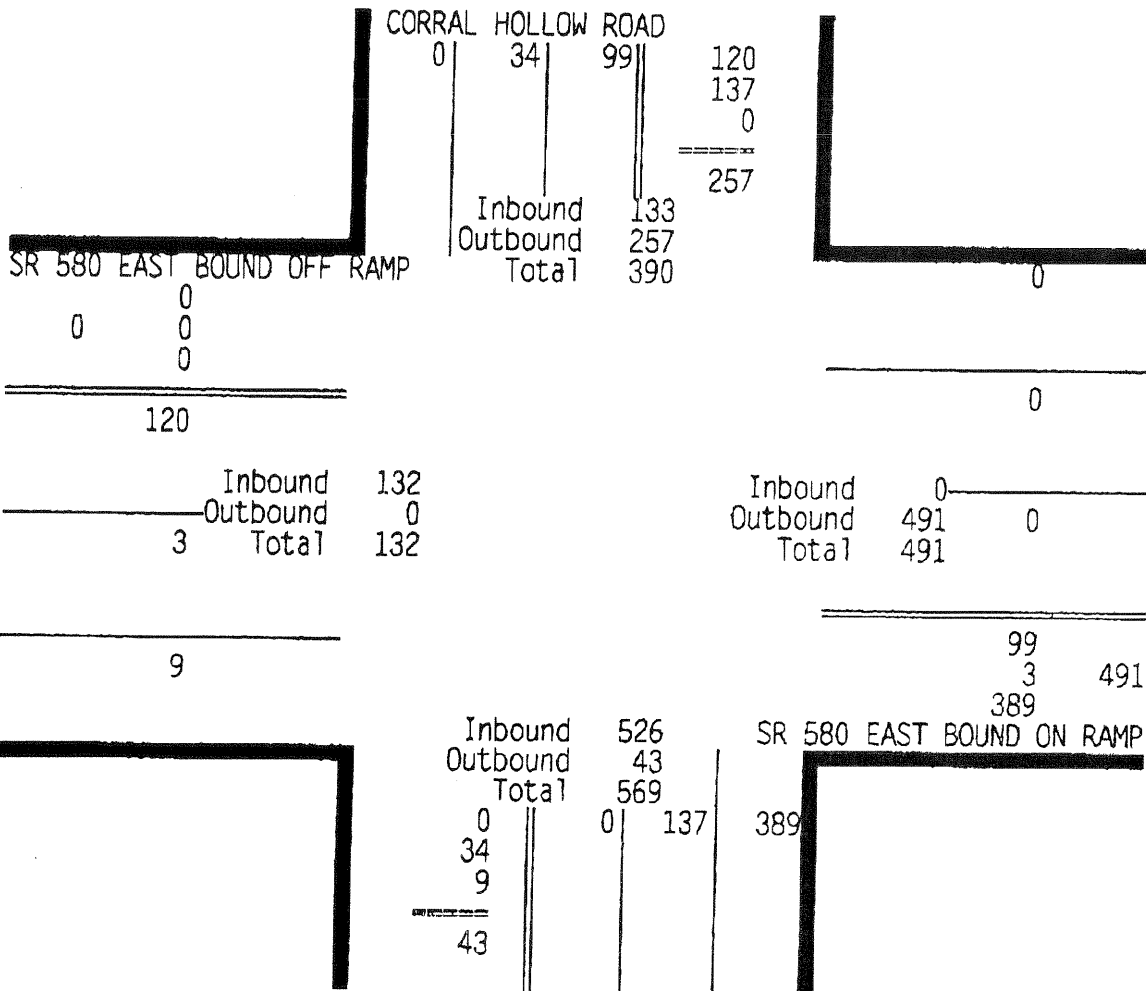
Fax 786-2879

Site Code : 00000000

Start Date: 12/11/03

File I.D. : CORH580R

Page : 2



All Traffic Data

(916) 771-8700

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CITY OF TRACY

Site Code : 00000000

Start Date: 12/11/03

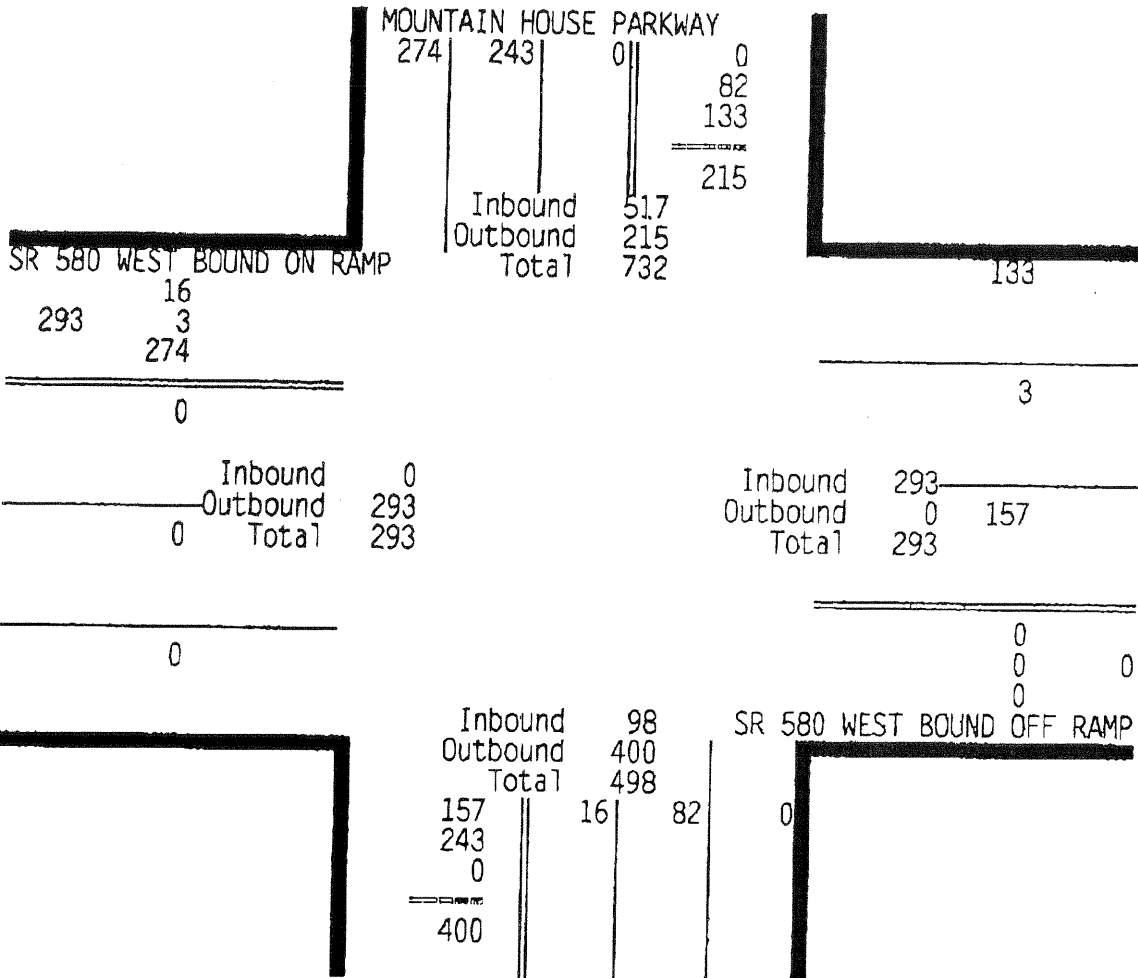
File I.D. : MNTH580W

Page : 1

MOUNTAIN HOUSE PARKWAY Southbound					SR 580 WEST BOUND OFF RAMP Westbound					SR 580 WEST BOUND ON RAMP Northbound					SR 580 WEST BOUND ON RAMP Eastbound				
Start Time	Left	Thru	Right	Total	Left	Thru	Right	Total		Left	Thru	Right	Total		Left	Thru	Right	Total	Total
7:00am	0	60	63	123	52	1	48	101		5	19	0	24		0	0	0	0	248
7:15	0	70	78	148	49	0	33	82		3	20	0	23		0	0	0	0	253
7:30	0	55	62	117	33	1	29	63		4	18	0	22		0	0	0	0	202
7:45	0	58	71	129	23	1	23	47		4	25	0	29		0	0	0	0	205
Hour Total	0	243	274	517	157	3	133	293		16	82	0	98		0	0	0	0	908
8:00am	0	37	57	94	19	0	28	47		4	34	0	38		0	0	0	0	179
8:15	0	25	50	75	10	0	18	28		5	19	0	24		0	0	0	0	127
8:30	0	29	50	79	9	0	20	29		5	29	0	34		0	0	0	0	142
8:45	0	29	33	62	10	1	26	37		2	25	0	27		0	0	0	0	126
Hour Total	0	120	190	310	48	1	92	141		16	107	0	123		0	0	0	0	574
Grand	0	363	464	827	205	4	225	434		32	189	0	221		0	0	0	0	1482
% of Total	0.0%	24.5%	31.3%		13.8%	.3%	15.2%			2.2%	12.8%	0.0%			0.0%	0.0%	0.0%		
Apprch %				55.8%				29.3%					14.9%						
% of Apprch	0.0%	43.9%	56.1%		47.2%	.9%	51.8%			14.5%	85.5%	0.0%			0.0%	0.0%	0.0%		

Peak Hour Analysis By Entire Intersection for the Period: 07:00am to 08:45am on 12/11/03

		Start	Peak Hr	Volumes				Percentages			
Direction	Street Name	Peak Hour	Factor	Left	Thru	Right	Total	Left	Thru	Right	
Southbound	MOUNTAIN HOUSE PARKWAY	07:00am	.873	0	243	274	0	517	.0	47.0	52.9
Westbound	SR 580 WEST BOUND OFF R		.725	157	3	133	0	293	53.5	1.0	45.3
Northbound			.845	16	82	0	0	98	16.3	83.6	.0
Eastbound	SR 580 WEST BOUND ON RA		.0	0	0	0	0	0	0.0	0.0	0.0



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All Traffic Data
(916) 771-8700
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Site Code : 00000000
Start Date: 12/11/03
File I.D. : WNTS580W
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MOUNTAIN HOUSE PARKWAY Southbound					SR 580 WEST BOUND OFF RAMP Westbound				SR 580 WEST BOUND ON RAMP Northbound				SR 580 WEST BOUND ON RAMP Eastbound				Total
Start Time	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Total
4:00pm	0	42	29	71	4	0	14	18	9	75	0	84	0	0	0	0	173
4:15	0	46	22	68	3	0	13	16	4	84	0	88	0	0	0	0	172
4:30	0	45	28	73	0	0	26	26	3	85	0	88	0	0	0	0	187
4:45	0	39	12	51	5	0	14	19	5	112	0	117	0	0	0	0	187
Hour Total	0	172	91	263	12	0	67	79	21	356	0	377	0	0	0	0	719
5:00pm	0	43	36	79	3	0	13	16	4	114	0	118	0	0	0	0	213
5:15	0	49	28	77	1	1	11	13	4	103	0	107	0	0	0	0	197
5:30	0	36	22	58	3	0	11	14	7	98	0	105	0	0	0	0	177
5:45	0	30	20	50	4	0	15	19	5	87	0	92	0	0	0	0	161
Hour Total	0	158	106	264	11	1	50	62	20	402	0	422	0	0	0	0	748
Grand	0	330	197	527	23	1	117	141	41	758	0	799	0	0	0	0	1467
% of Total	0.0%	22.5%	13.4%		1.6%	.1%	8.0%		2.8%	51.7%	0.0%		0.0%	0.0%	0.0%		
Apprch %				35.9%				9.6%				54.5%					
% of Apprch	0.0%	62.6%	37.4%		16.3%	.7%	83.0%		5.1%	94.9%	0.0%		0.0%	0.0%	0.0%		

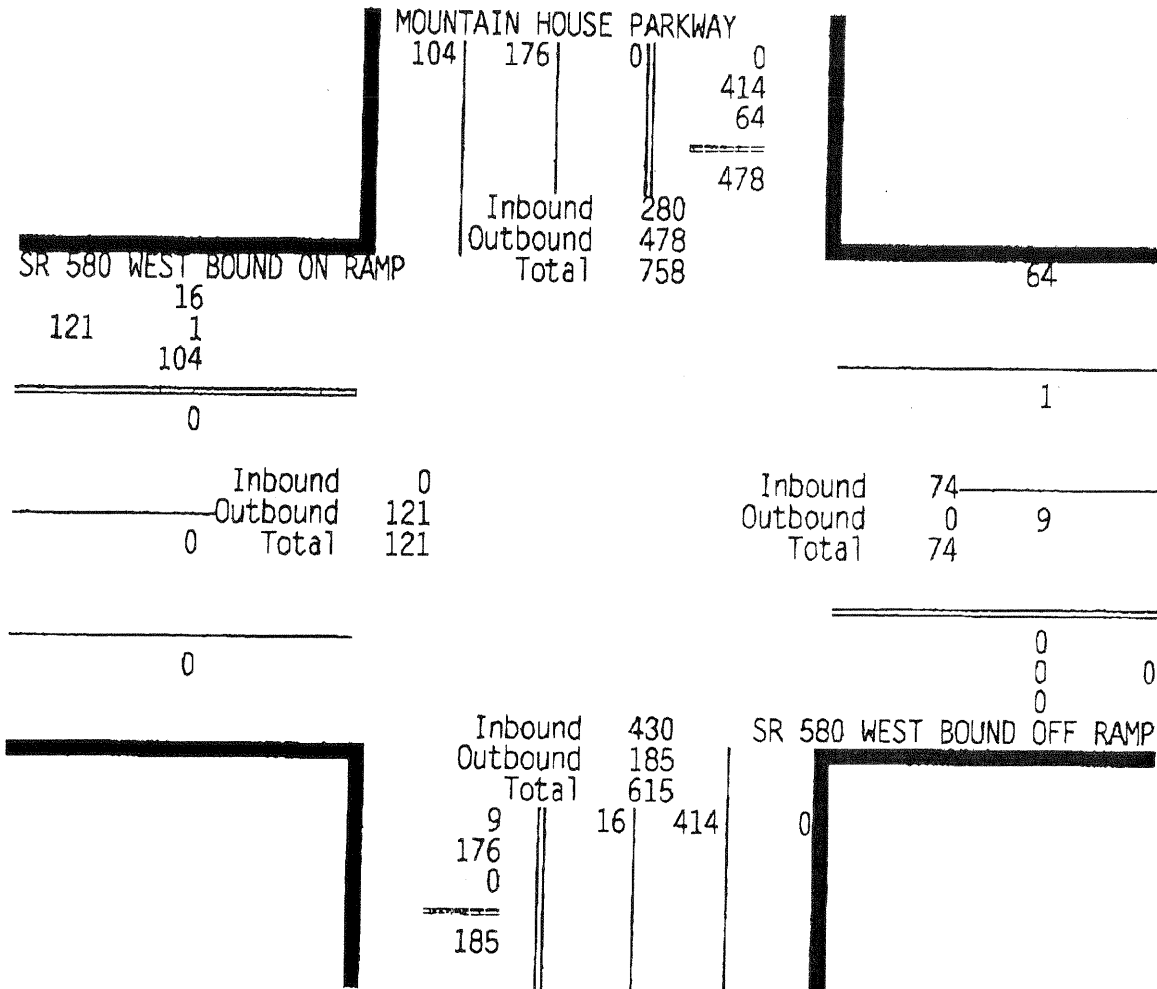
Peak Hour Analysis By Entire Intersection for the Period: 04:00pm to 05:45pm on 12/11/03

Peak Hour Analysis By Entire Intersection For The Period: 04:30pm to 05:15pm SR 12/12/00											Percentages	
Direction	Street Name	Start	Peak Hr	Volumes				Percentages				
		Peak Hour	Factor	Left	Thru	Right	Total	Left	Thru	Right		
Southbound	MOUNTAIN HOUSE PARKWAY	04:30pm	.886	0	176	104	0	280	.0	62.8	37.1	.0
Westbound	SR 580 WEST BOUND OFF R		.712	9	1	64	0	74	12.1	1.3	86.4	.0
Northbound			.911	16	414	0	0	430	3.7	96.2	.0	.0
Eastbound	SR 580 WEST BOUND ON RA		.0	0	0	0	0	0	0.0	0.0	0.0	0.0

CITY OF TRACY

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Site Code : 00000000
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Site Code : 00000000
 Start Date: 12/11/03
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Start Time	MOUNTAIN HOUSE PARKWAY Southbound				SR 580 EAST BOUND ON RAMP Westbound				SR 580 EAST BOUND OFF RAMP Northbound				SR 580 EAST BOUND OFF RAMP Eastbound				Total
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	
7:00am	8	104	0	112	0	0	0	0	0	10	5	15	15	0	3	18	145
7:15	10	109	0	119	0	0	0	0	0	8	2	10	14	2	3	19	148
7:30	12	75	0	87	0	0	0	0	0	10	6	16	12	0	4	16	119
7:45	14	67	0	81	0	0	0	0	0	10	3	13	19	0	7	26	120
Hour Total	44	355	0	399	0	0	0	0	0	38	16	54	60	2	17	79	532
8:00am	11	45	0	56	0	0	0	0	0	16	3	19	22	2	10	34	109
8:15	6	28	0	34	0	0	0	0	0	9	7	16	15	1	4	20	70
8:30	14	25	0	39	0	0	0	0	0	11	5	16	23	0	6	29	84
8:45	12	27	0	39	0	0	0	0	0	8	6	14	19	0	5	24	77
Hour Total	43	125	0	168	0	0	0	0	0	44	21	65	79	3	25	107	340
Grand	87	480	0	567	0	0	0	0	0	82	37	119	139	5	42	186	872
% of Total	10.0%	55.0%	0.0%		0.0%	0.0%	0.0%		0.0%	9.4%	4.2%		15.9%	.6%	4.8%		
Apprch %				65.0%								13.6%					21.3%
% of Apprch	15.3%	84.7%	0.0%		0.0%	0.0%	0.0%		0.0%	68.9%	31.1%		74.7%	2.7%	22.6%		

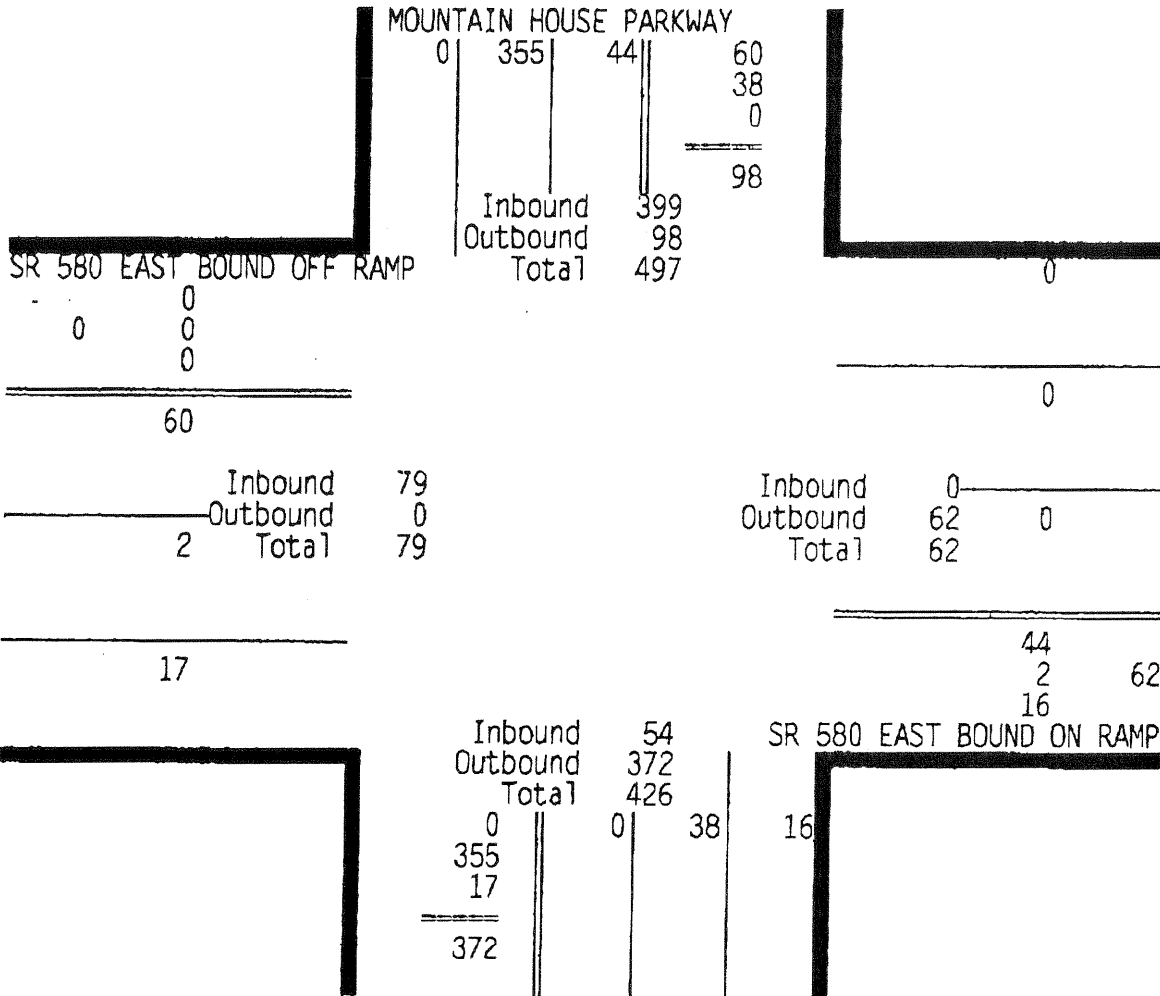
Peak Hour Analysis By Entire Intersection for the Period: 07:00am to 08:45am on 12/11/03

		Start	Peak Hr	Volumes				Percentages			
Direction	Street Name	Peak Hour	Factor	Left	Thru	Right	Total	Left	Thru	Right	
Southbound	MOUNTAIN HOUSE PARKWAY	07:00am	.838	44	355	0	0	399	11.0	88.9	.0
Westbound	SR 580 EAST BOUND ON RA		.0	0	0	0	0	0.0	0.0	0.0	0.0
Northbound			.844	0	38	16	0	54	.0	70.3	29.6
Eastbound	SR 580 EAST BOUND OFF R		.760	60	2	17	0	79	75.9	2.5	21.5

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File I.D. : MNTHE580E

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Start Time	MOUNTAIN HOUSE PARKWAY Southbound				SR 580 EAST BOUND ON RAMP Westbound				SR 580 EAST BOUND OFF RAMP Northbound				SR 580 EAST BOUND OFF RAMP Eastbound				Total
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	
4:00pm	34	12	0	46	0	0	0	0	0	45	34	79	39	2	18	59	184
4:15	32	17	0	49	0	0	0	0	0	51	48	99	37	0	13	50	198
4:30	33	11	0	44	0	0	0	0	0	50	45	95	38	0	14	52	191
4:45	33	11	0	44	0	0	0	0	0	77	59	136	40	2	19	61	241
Hour Total	132	51	0	183	0	0	0	0	0	223	186	409	154	4	64	222	814
5:00pm	32	14	0	46	0	0	0	0	0	70	45	115	48	0	14	62	223
5:15	33	10	0	43	0	0	0	0	0	50	57	107	57	2	16	75	225
5:30	32	14	0	46	0	0	0	0	0	48	44	92	57	4	14	75	213
5:45	23	11	0	34	0	0	0	0	0	43	49	92	50	1	19	70	196
Hour Total	120	49	0	169	0	0	0	0	0	211	195	406	212	7	63	282	857
Grand	252	100	0	352	0	0	0	0	0	434	381	815	366	11	127	504	1671
% of Total	15.1%	6.0%	0.0%		0.0%	0.0%	0.0%		0.0%	26.0%	22.8%		21.9%	.7%	7.6%		
Apprch %				21.1%								48.8%					30.2%
% of Apprch	71.6%	28.4%	0.0%		0.0%	0.0%	0.0%		0.0%	53.3%	46.7%		72.6%	2.2%	25.2%		

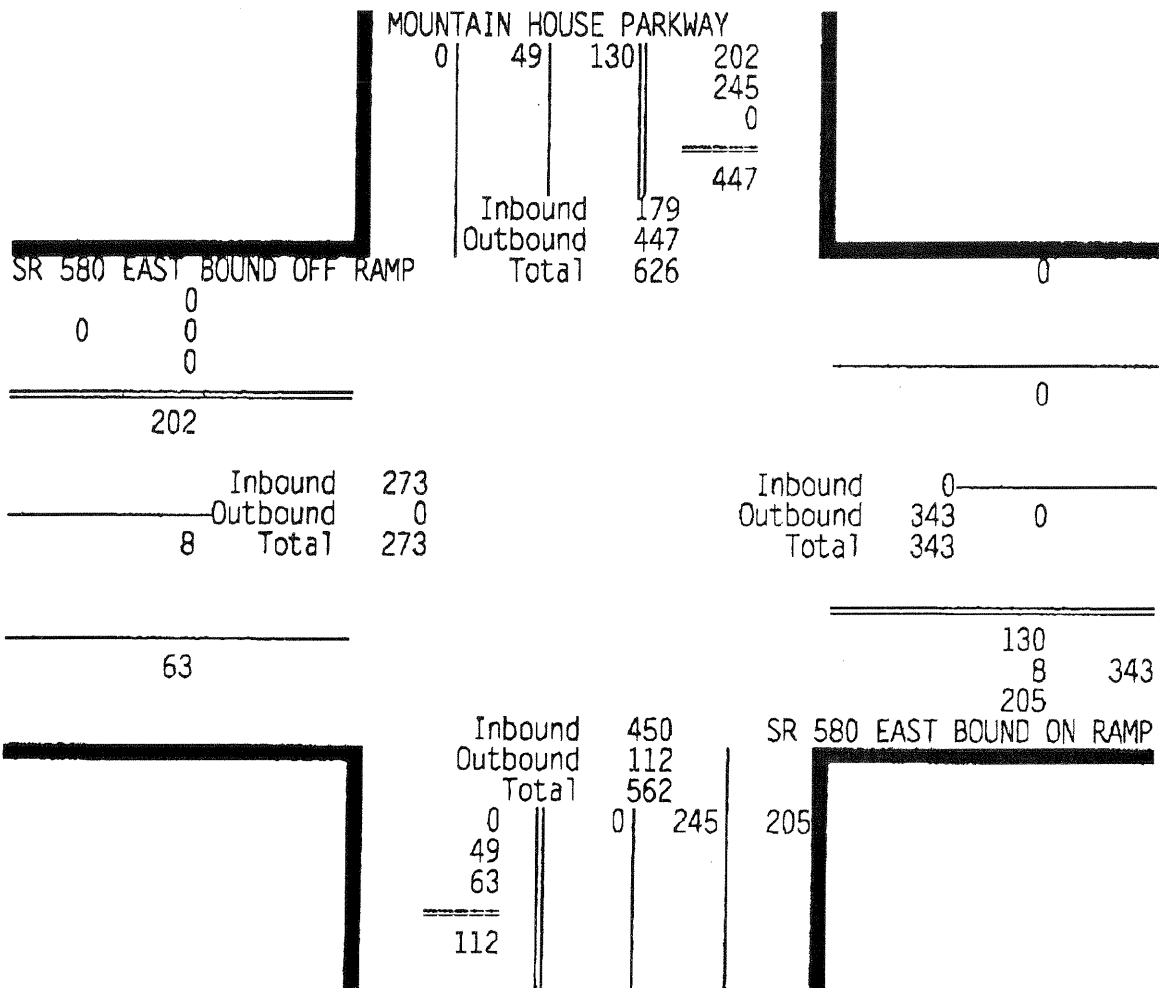
Peak Hour Analysis By Entire Intersection for the Period: 04:00pm to 05:45pm on 12/11/03

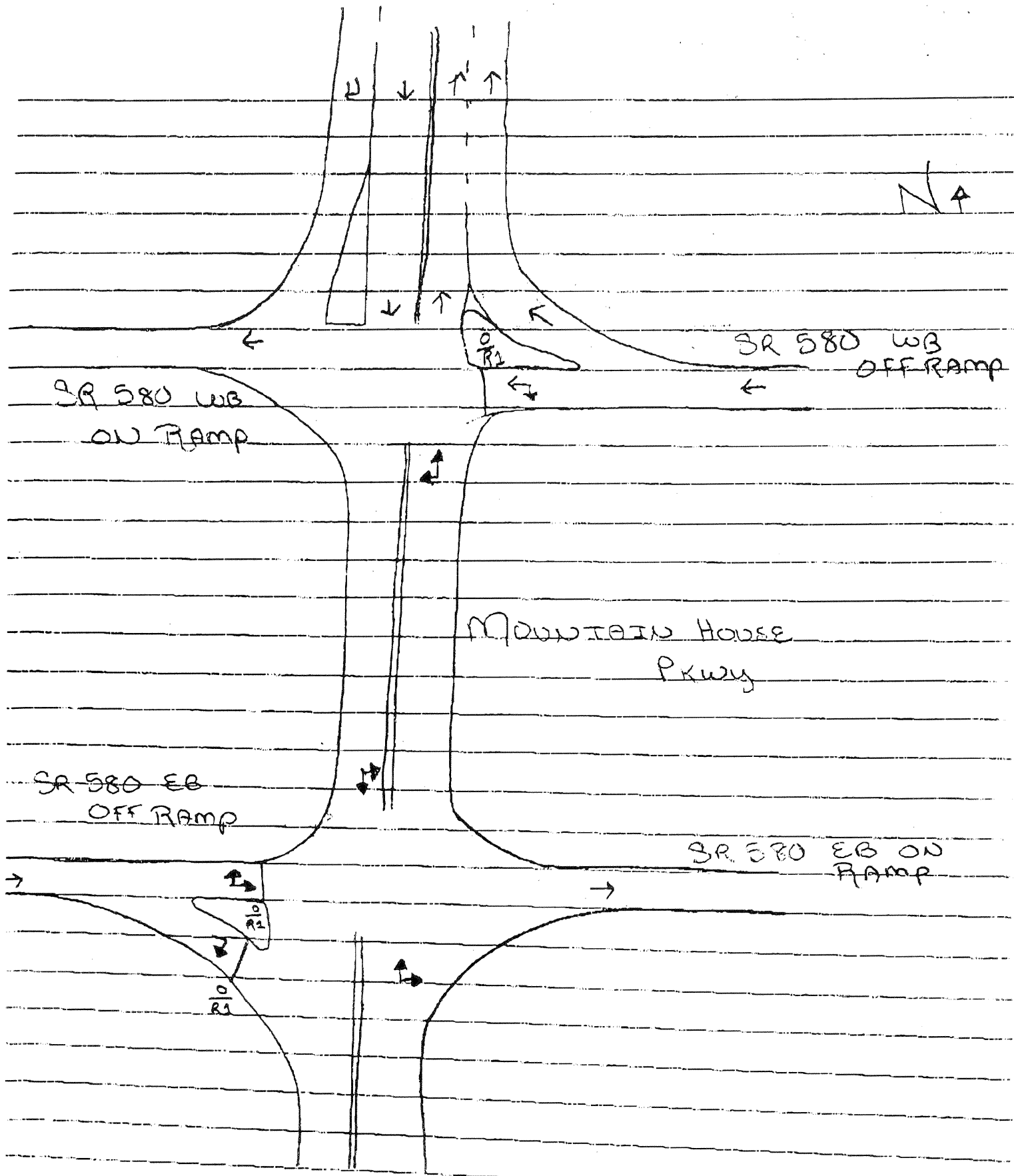
Direction	Street Name	Start	Peak Hr	Volumes				Percentages			
		Peak Hour	Factor	Left	Thru	Right	Total	Left	Thru	Right	
Southbound	MOUNTAIN HOUSE PARKWAY	04:45pm	.973	130	49	0	0	179	72.6	27.3	.0
Westbound	SR 580 EAST BOUND ON RA		.0	0	0	0	0	0.0	0.0	0.0	0.0
Northbound			.827	0	245	205	0	.0	54.4	45.5	.0
Eastbound	SR 580 EAST BOUND OFF R		.910	202	8	63	0	73.9	2.9	23.0	.0

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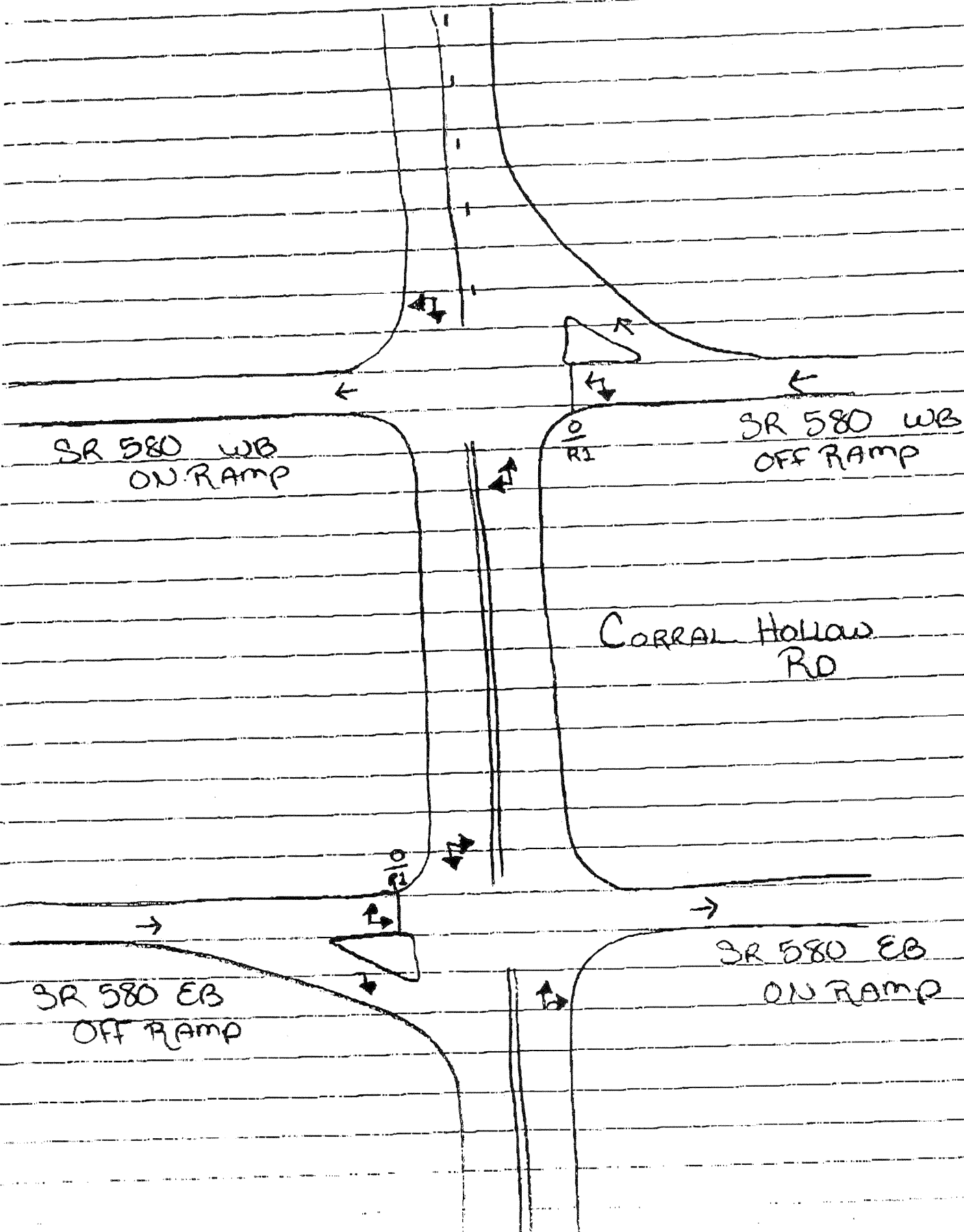
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Start Date: 10/22/03

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CITY OF TRACY

CORRAL HOLLOW ROAD
SouthboundLINNE ROAD
Westbound

Northbound

DIRT ROAD
Eastbound

Start Time	Left	Thru	Rght	Totl	Left	Thru	Rght	Totl	Left	Thru	Rght	Totl	Left	Thru	Rght	Totl	Total
4:00pm	18	35	0	53	11	0	12	23	0	33	31	64	0	0	0	0	140
4:15	9	16	0	25	7	0	10	17	0	32	24	56	0	0	0	0	98
4:30	7	25	0	32	14	0	14	28	0	39	22	61	0	0	0	0	121
4:45	13	13	0	26	11	0	8	19	0	49	38	87	0	0	0	0	132
Hour Total	47	89	0	136	43	0	44	87	0	153	115	268	0	0	0	0	491
5:00pm	12	30	0	42	8	0	19	27	0	37	35	72	0	0	0	0	141
5:15	14	25	0	39	14	0	8	22	0	52	38	90	0	0	0	0	151
5:30	9	17	0	26	5	0	9	14	0	63	45	108	0	0	0	0	148
5:45	19	19	0	38	5	2	12	19	0	37	39	76	0	0	0	0	133
Hour Total	54	91	0	145	32	2	48	82	0	189	157	346	0	0	0	0	573
Grand	101	180	0	281	75	2	92	169	0	342	272	614	0	0	0	0	1064
% of Total	9.5%	16.9%	0.0%		7.0%	.2%	8.6%		0.0%	32.1%	25.6%		0.0%	0.0%	0.0%		
Apprch %				26.4%				15.9%				57.7%					
% of Apprch	35.9%	64.1%	0.0%		44.4%	1.2%	54.4%		0.0%	55.7%	44.3%		0.0%	0.0%	0.0%		

Peak Hour Analysis By Entire Intersection for the Period: 04:00pm to 05:45pm on 10/22/03

Direction	Street Name	Start Peak Hour	Peak Hr Factor	Volumes				Percentages			
				Left	Thru	Rght	Total	Left	Thru	Rght	Total
Southbound	CORRAL HOLLOW ROAD	05:00pm	.863	54	91	0	145	37.2	62.7	.0	100.0
Westbound	LINNE ROAD		.759	32	2	48	82	39.0	2.4	58.5	100.0
Northbound			.801	0	189	157	346	.0	54.6	45.3	100.0
Eastbound	DIRT ROAD		.0	0	0	0	0	0.0	0.0	0.0	0.0

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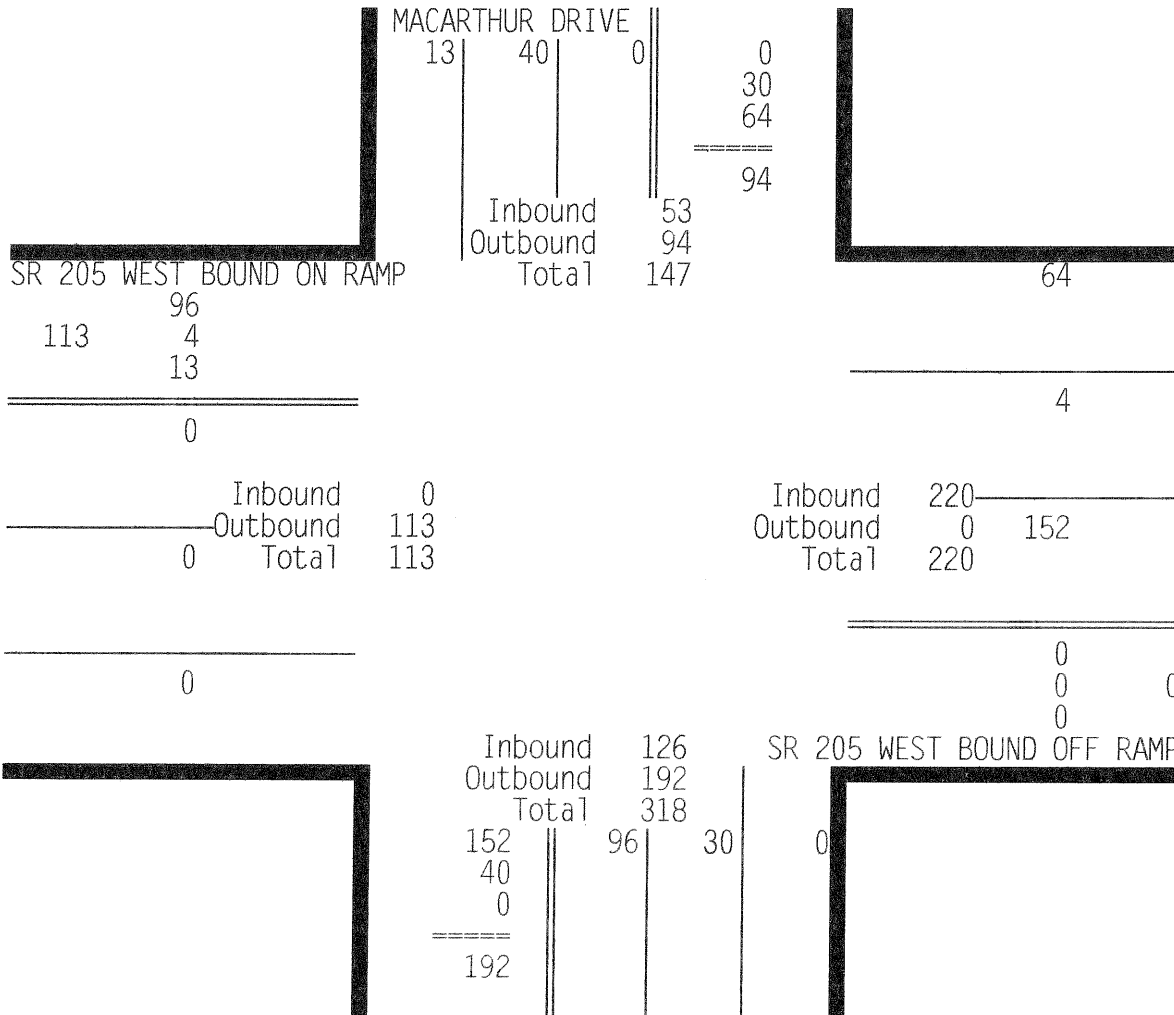
Site Code : 00000000
Start Date: 10/08/03
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CITY OF TRACY

MACARTHUR DRIVE Southbound					SR 205 WEST BOUND OFF RAMP Westbound				Northbound				SR 205 WEST BOUND ON RAMP Eastbound				
Start Time	Left	Thru	Right	Totl	Left	Thru	Right	Totl	Left	Thru	Right	Totl	Left	Thru	Right	Totl	Total
7:00am	0	11	1	12	27	1	9	37	25	5	0	30	0	0	0	0	79
7:15	0	9	3	12	21	0	16	37	27	5	0	32	0	0	0	0	81
7:30	0	10	2	12	39	1	21	61	20	8	0	28	0	0	0	0	101
7:45	0	16	5	21	47	2	20	69	30	9	0	39	0	0	0	0	129
Hour Total	0	46	11	57	134	4	66	204	102	27	0	129	0	0	0	0	390
8:00am	0	5	3	8	45	1	7	53	19	8	0	27	0	0	0	0	88
8:15	0	5	1	6	35	3	8	46	14	14	0	28	0	0	0	0	80
8:30	0	13	2	15	24	2	6	32	23	10	0	33	0	0	0	0	80
8:45	0	9	4	13	32	2	6	40	19	8	0	27	0	0	0	0	80
Hour Total	0	32	10	42	136	8	27	171	75	40	0	115	0	0	0	0	328
Grand	0	78	21	99	270	12	93	375	177	67	0	244	0	0	0	0	718
% of Total	0.0%	10.9%	2.9%		37.6%	1.7%	13.0%		24.7%	9.3%	0.0%		0.0%	0.0%	0.0%		
Apprch %				13.8%				52.2%				34.0%					
% of Apprch	0.0%	78.8%	21.2%		72.0%	3.2%	24.8%		72.5%	27.5%	0.0%		0.0%	0.0%	0.0%		

Peak Hour Analysis By Entire Intersection for the Period: 07:00am to 08:45am on 10/08/03

		Start	Peak Hr	Volumes				Percentages			
Direction	Street Name	Peak Hour	Factor	Left	Thru	Right	Total	Left	Thru	Right	
Southbound	MACARTHUR DRIVE	07:15am	.631	0	40	13	0 53	.0	75.4	24.5	.0
Westbound	SR 205 WEST BOUND OFF R		.797	152	4	64	0 220	69.0	1.8	29.0	.0
Northbound			.808	96	30	0	0 126	76.1	23.8	.0	.0
Eastbound	SR 205 WEST BOUND ON RA		.0	0	0	0	0 0	0.0	0.0	0.0	0.0



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Site Code : 00000000

Start Date: 10/08/03

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CITY OF TRACY

MACARTHUR DRIVE

Southbound

SR 205 WEST BOUND OFF RAMP

Westbound

Northbound

SR 205 WEST BOUND ON RAMP

Eastbound

Start Time	Left	Thru	Right	Totl	Left	Thru	Right	Totl	Left	Thru	Right	Totl	Left	Thru	Right	Totl	Total
4:00pm	0	33	5	38	39	1	5	45	42	21	0	63	0	0	0	0	146
4:15	0	19	2	21	36	0	3	39	40	10	0	50	0	0	0	0	110
4:30	0	31	3	34	36	1	5	42	30	12	0	42	0	0	0	0	118
4:45	0	22	4	26	44	1	5	50	48	15	0	63	0	0	0	0	139
Hour Total	0	105	14	119	155	3	18	176	160	58	0	218	0	0	0	0	513
5:00pm	0	44	1	45	39	1	1	41	41	13	0	54	0	0	0	0	140
5:15	0	30	8	38	48	2	4	54	28	9	0	37	0	0	0	0	129
5:30	0	31	4	35	41	2	4	47	37	3	0	40	0	0	0	0	122
5:45	0	20	4	24	32	1	2	35	32	11	0	43	0	0	0	0	102
Hour Total	0	125	17	142	160	6	11	177	138	36	0	174	0	0	0	0	493
Grand	0	230	31	261	315	9	29	353	298	94	0	392	0	0	0	0	1006
% of Total	0.0%	22.9%	3.1%		31.3%	.9%	2.9%		29.6%	9.3%	0.0%		0.0%	0.0%	0.0%		
Apprch %				25.9%				35.1%				39.0%					
% of Apprch	0.0%	88.1%	11.9%		89.2%	2.5%	8.2%		76.0%	24.0%	0.0%		0.0%	0.0%	0.0%		

Peak Hour Analysis By Entire Intersection for the Period: 04:00pm to 05:45pm on 10/08/03

Direction	Street Name	Start Peak Hr	Factor	Volumes	Percentages
Southbound	MACARTHUR DRIVE	04:45pm	.800	Left Thru Right Total	Left Thru Right
Westbound	SR 205 WEST BOUND OFF R		.889	172 6 14 0 192	89.5 3.1 7.2 .0
Northbound			.770	154 40 0 0 194	79.3 20.6 .0 .0
Eastbound	SR 205 WEST BOUND ON RA		.0	0 0 0 0 0	0.0 0.0 0.0 0.0

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Site Code : 000000000
Start Date: 10/08/03
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Page      : 2
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Start Date: 10/08/03

File I.D. : 2

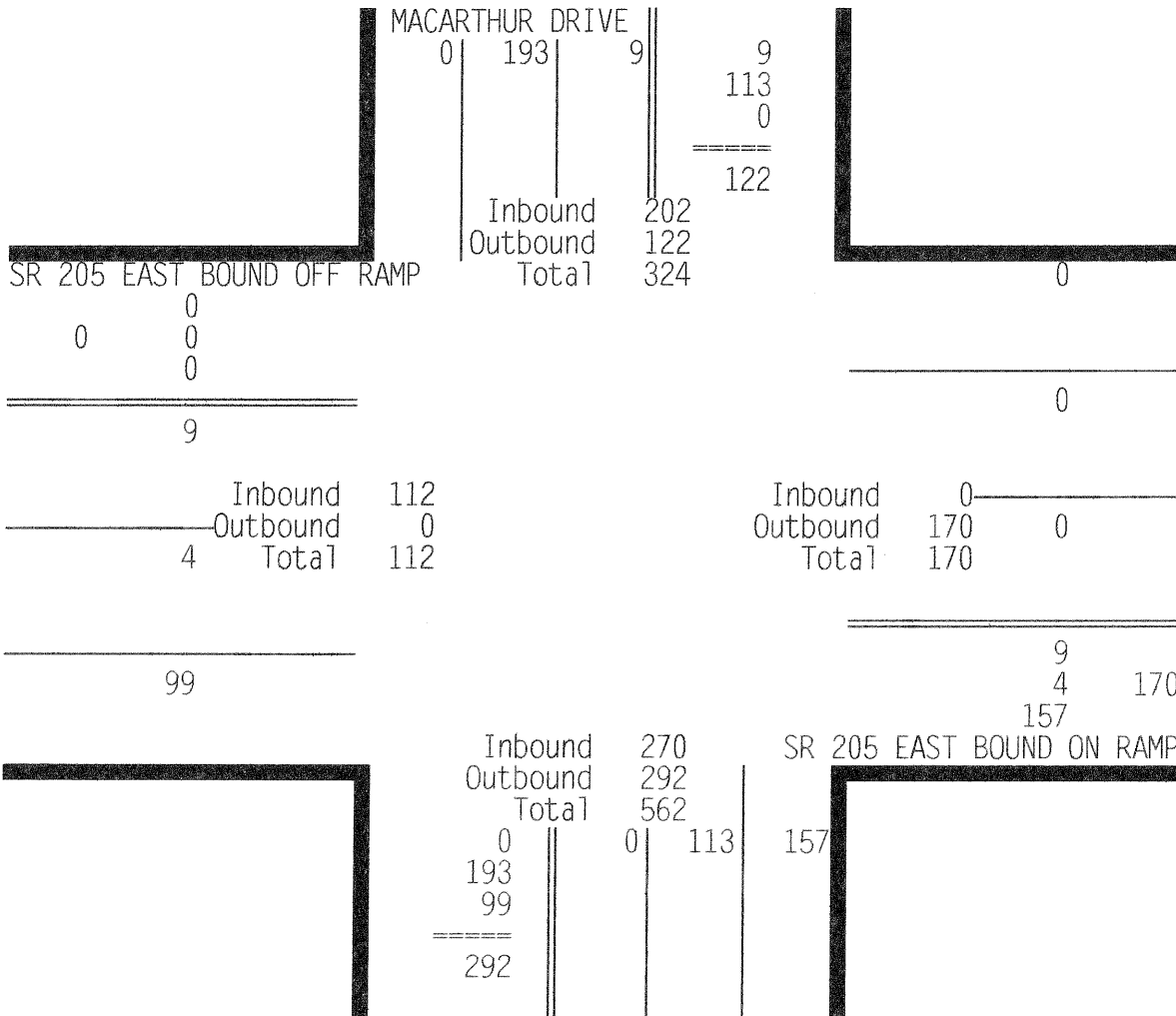
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CITY OF TRACY

MACARTHUR DRIVE					SR 205 EAST BOUND ON RAMP					SR 205 EAST BOUND OFF RAMP								
Southbound					Westbound					Northbound				Eastbound				
Start Time	Left	Thru	Rght	Totl	Left	Thru	Rght	Totl	Left	Thru	Rght	Totl	Left	Thru	Rght	Totl	Total	
7:00am	5	32	0	37	0	0	0	0	0	29	34	63	2	0	10	12	112	
7:15	3	27	0	30	0	0	0	0	0	29	28	57	3	0	25	28	115	
7:30	1	48	0	49	0	0	0	0	0	27	50	77	1	2	20	23	149	
7:45	6	57	0	63	0	0	0	0	0	36	37	73	3	2	32	37	173	
Hour Total	15	164	0	179	0	0	0	0	0	121	149	270	9	4	87	100	549	
8:00am	0	50	0	50	0	0	0	0	0	23	39	62	4	0	25	29	141	
8:15	2	38	0	40	0	0	0	0	0	27	31	58	1	0	22	23	121	
8:30	3	34	0	37	0	0	0	0	0	29	31	60	4	0	17	21	118	
8:45	7	34	0	41	0	0	0	0	0	28	34	62	1	0	20	21	124	
Hour Total	12	156	0	168	0	0	0	0	0	107	135	242	10	0	84	94	504	
Grand	27	320	0	347	0	0	0	0	0	228	284	512	19	4	171	194	1053	
% of Total	2.6%	30.4%	0.0%		0.0%	0.0%	0.0%		0.0%	21.7%	27.0%		1.8%	.4%	16.2%			
Apprch %				33.0%								48.6%					18.4%	
% of Apprch	7.8%	92.2%	0.0%		0.0%	0.0%	0.0%		0.0%	44.5%	55.5%		9.8%	2.1%	88.1%			

Peak Hour Analysis By Entire Intersection for the Period: 07:00am to 08:45am on 10/08/03

		Start	Peak Hr	Volumes				Percentages			
Direction	Street Name	Peak Hour	Factor	Left	Thru	Rght	Total	Left	Thru	Rght	Total
Southbound	MACARTHUR DRIVE	07:30am	.802	9	193	0	0 202	4.4	95.5	.0	.0
Westbound	SR 205 EAST BOUND ON RA		.0	0	0	0	0 0	0.0	0.0	0.0	0.0
Northbound			.877	0	113	157	0 270	.0	41.8	58.1	.0
Eastbound	SR 205 EAST BOUND OFF R		.757	9	4	99	0 112	8.0	3.5	88.3	.0



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CITY OF TRACY

MACARTHUR DRIVE
SouthboundSR 205 EAST BOUND ON RAMP
Westbound

Northbound

SR 205 EAST BOUND OFF RAMP
Eastbound

Start Time	Left	Thru	Rght	Totl	Left	Thru	Rght	Totl	Left	Thru	Rght	Totl	Left	Thru	Rght	Totl	Total
4:00pm	20	52	0	72	0	0	0	0	0	61	59	120	1	3	25	29	221
4:15	8	47	0	55	0	0	0	0	0	48	68	116	3	0	10	13	184
4:30	17	50	0	67	0	0	0	0	0	38	75	113	4	0	23	27	207
4:45	13	52	0	65	0	0	0	0	0	59	52	111	4	0	25	29	205
Hour Total	58	201	0	259	0	0	0	0	0	206	254	460	12	3	83	98	817
5:00pm	27	56	0	83	0	0	0	0	0	53	83	136	1	3	21	25	244
5:15	17	60	0	77	0	0	0	0	0	37	58	95	1	0	15	16	188
5:30	19	53	0	72	0	0	0	0	0	37	58	95	2	1	18	21	188
5:45	12	41	0	53	0	0	0	0	0	41	49	90	2	0	22	24	167
Hour Total	75	210	0	285	0	0	0	0	0	168	248	416	6	4	76	86	787
Grand	133	411	0	544	0	0	0	0	0	374	502	876	18	7	159	184	1604
% of Total	8.3%	25.6%	0.0%		0.0%	0.0%	0.0%		0.0%	23.3%	31.3%		1.1%	.4%	9.9%		
Apprch %				33.9%								54.6%					11.5%
% of Apprch	24.4%	75.6%	0.0%		0.0%	0.0%	0.0%		0.0%	42.7%	57.3%		9.8%	3.8%	86.4%		

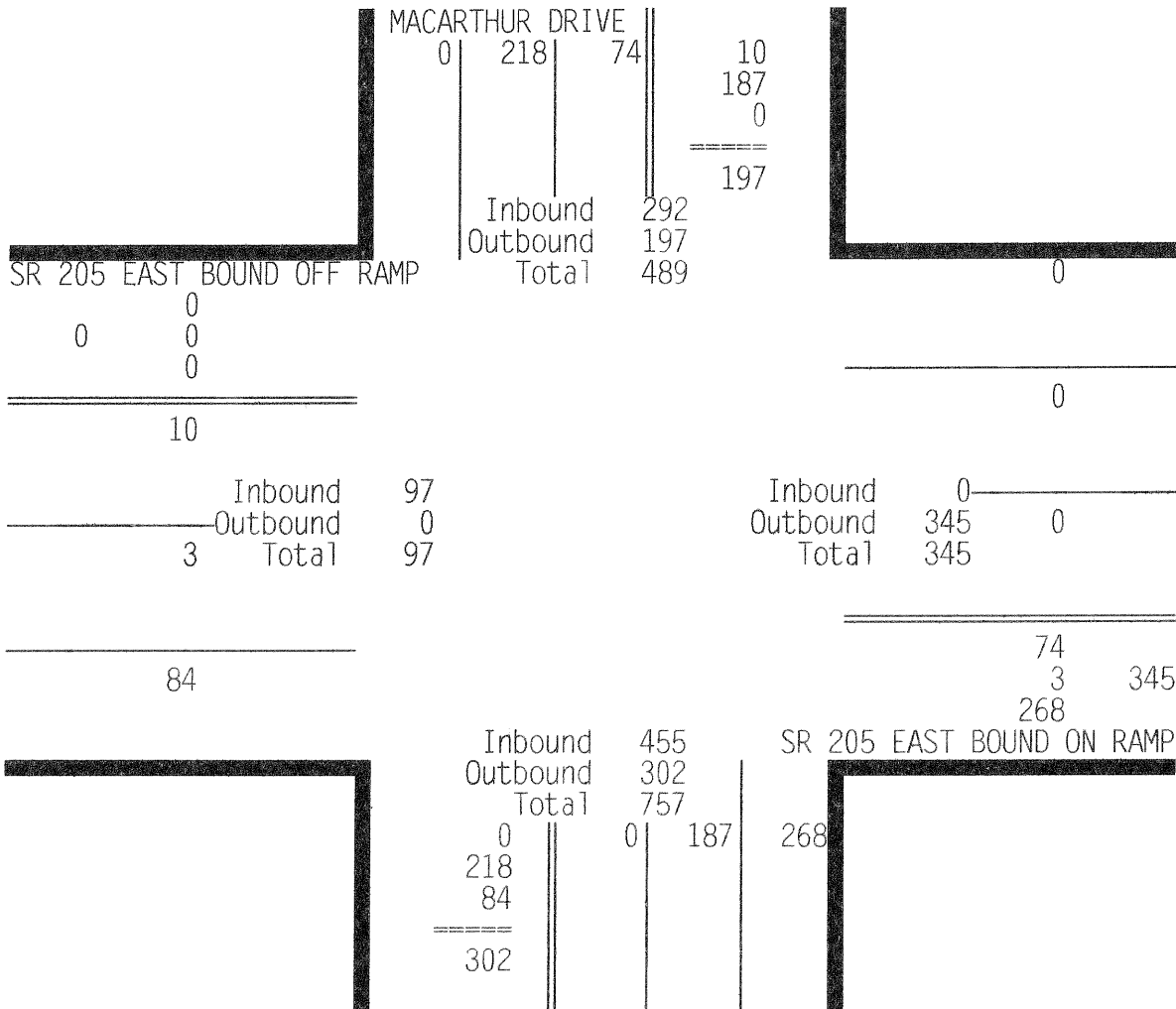
Peak Hour Analysis By Entire Intersection for the Period: 04:00pm to 05:45pm on 10/08/03

Direction	Street Name	Start Peak Hour	Factor	Volumes				Percentages			
				Left	Thru	Rght	Total	Left	Thru	Rght	Total
Southbound	MACARTHUR DRIVE	04:30pm	.880	74	218	0	0	292	25.3	74.6	.0
Westbound	SR 205 EAST BOUND ON RA		.0	0	0	0	0	0.0	0.0	0.0	0.0
Northbound			.836	0	187	268	0	455	.0	41.0	58.9
Eastbound	SR 205 EAST BOUND OFF R		.836	10	3	84	0	97	10.3	3.0	86.5

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CITY OF TRACY

LINCOLN BLVD.
SouthboundGRANT LINE ROAD
Westbound

Northbound

Eastbound

Start Time	Left	Thru	Rght	Totl	Left	Thru	Rght	Totl	Left	Thru	Rght	Totl	Left	Thru	Rght	Totl	Total
4:00pm	4	21	7	32	27	124	7	158	22	9	21	52	7	206	24	237	479
4:15	6	19	8	33	29	118	7	154	21	16	28	65	8	192	31	231	483
4:30	7	17	8	32	25	121	6	152	27	14	31	72	11	211	28	250	506
4:45	8	15	9	32	31	100	5	136	26	12	35	73	9	229	38	276	517
Hour Total	25	72	32	129	112	463	25	600	96	51	115	262	35	838	121	994	1985
5:00pm	3	21	7	31	26	138	7	171	21	8	29	58	15	201	28	244	504
5:15	6	23	8	37	27	110	7	144	22	18	31	71	13	214	22	249	501
5:30	4	23	6	33	34	105	6	145	13	23	35	71	18	210	21	249	498
5:45	4	21	5	30	31	92	5	128	11	19	32	62	11	195	24	230	450
Hour Total	17	88	26	131	118	445	25	588	67	68	127	262	57	820	95	972	1953
Grand	42	160	58	260	230	908	50	1188	163	119	242	524	92	1658	216	1966	3938
% of Total	1.1%	4.1%	1.5%		5.8%	23.1%	1.3%		4.1%	3.0%	6.1%		2.3%	42.1%	5.5%		
Apprch %				6.6%				30.2%				13.3%					49.9%
% of Apprch	16.2%	61.5%	22.3%		19.4%	76.4%	4.2%		31.1%	22.7%	46.2%		4.7%	84.3%	11.0%		

Peak Hour Analysis By Entire Intersection for the Period: 04:00pm to 05:45pm on 10/15/03

Direction	Street Name	Start Peak Hour	Peak Hr Factor	Volumes				Percentages			
				Left	Thru	Rght	Total	Left	Thru	Rght	
Southbound	LINCOLN BLVD.	04:30pm	.892	24	76	32	0 132	18.1	57.5	24.2	.0
Westbound	GRANT LINE ROAD		.882	109	469	25	0 603	18.0	77.7	4.1	.0
Northbound			.938	96	52	126	0 274	35.0	18.9	45.9	.0
Eastbound			.923	48	855	116	0 1019	4.7	83.9	11.3	.0

		LINCOLN BLVD.			
		32	76	24	48
					52
					25
					125
		Inbound	132		
		Outbound	125		
		Total	257		
					25
					469
		Inbound	1019	Inbound	603
		Outbound	597	Outbound	1005 109
		Total	1616	Total	1608
					24
					855 1005
					126
					GRANT LINE ROAD
		Inbound	274		
		Outbound	301		
		Total	575		
		109	96	52	126
		76			
		116			
		301			

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CITY OF TRACY

MACARTHUR DRIVE Southbound					GRANT LINE ROAD Westbound				Northbound				Eastbound				Total
Start Time	Left	Thru	Right	Totl	Left	Thru	Right	Totl	Left	Thru	Right	Totl	Left	Thru	Right	Totl	
4:00pm	12	27	50	89	4	45	17	66	18	30	5	53	70	118	8	196	404
4:15	11	15	29	55	1	43	21	65	10	39	4	53	70	113	15	198	371
4:30	9	30	46	85	5	36	18	59	13	48	6	67	54	117	7	178	389
4:45	12	20	41	73	4	51	19	74	7	36	6	49	70	87	15	172	368
Hour Total	44	92	166	302	14	175	75	264	48	153	21	222	264	435	45	744	1532
5:00pm	8	15	49	72	2	33	4	39	15	53	5	73	78	94	9	181	365
5:15	7	16	43	66	3	42	8	53	9	29	5	43	73	92	10	175	337
5:30	9	26	37	72	0	42	7	49	11	18	3	32	60	127	14	201	354
5:45	10	13	52	75	1	39	6	46	8	23	3	34	52	75	9	136	291
Hour Total	34	70	181	285	6	156	25	187	43	123	16	182	263	388	42	693	1347
Grand	78	162	347	587	20	331	100	451	91	276	37	404	527	823	87	1437	2879
% of Total	2.7%	5.6%	12.1%		.7%	11.5%	3.5%		3.2%	9.6%	1.3%		18.3%	28.6%	3.0%		
Apprch %				20.4%				15.7%				14.0%				49.9%	
% of Apprch	13.3%	27.6%	59.1%		4.4%	73.4%	22.2%		22.5%	68.3%	9.2%		36.7%	57.3%	6.1%		

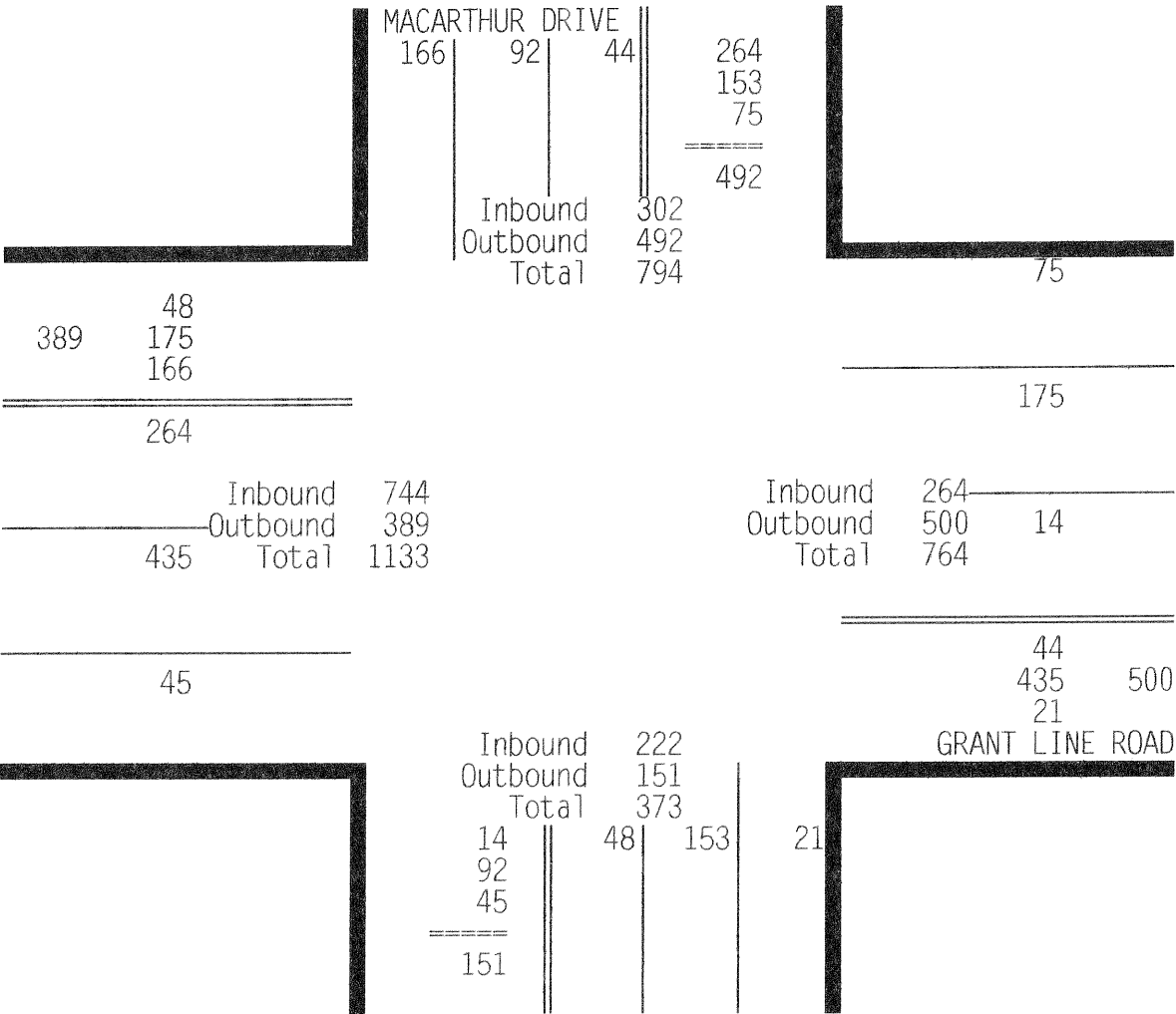
Peak Hour Analysis By Entire Intersection for the Period: 04:00pm to 05:45pm on 10/15/03

		Start	Peak Hr	Volumes				Percentages			
Direction	Street Name	Peak Hour	Factor	Left	Thru	Right	Total	Left	Thru	Right	
Southbound	MACARTHUR DRIVE	04:00pm	.848	44	92	166	0	302	14.5	30.4	54.9
Westbound	GRANT LINE ROAD		.892	14	175	75	0	264	5.3	66.2	28.4
Northbound			.828	48	153	21	0	222	21.6	68.9	9.4
Eastbound			.939	264	435	45	0	744	35.4	58.4	6.0

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Start Time	CORRAL HOLLOW ROAD Southbound				SHOPPING Westbound				Northbound				BYRON ROAD Eastbound				Total
	Left	Thru	Right	Totl	Left	Thru	Right	Totl	Left	Thru	Right	Totl	Left	Thru	Right	Totl	
4:00pm	0	271	4	275	0	0	2	2	14	324	0	338	11	0	31	42	657
4:15	0	256	5	261	1	1	0	2	12	294	0	306	8	0	27	35	604
4:30	0	235	3	238	0	1	2	3	21	274	0	295	9	0	20	29	565
4:45	0	248	3	251	1	0	0	1	21	330	1	352	8	0	21	29	633
Hour Total	0	1010	15	1025	2	2	4	8	68	1222	1	1291	36	0	99	135	2459
5:00pm	0	277	2	279	0	0	3	3	19	321	0	340	4	0	30	34	656
5:15	0	300	6	306	1	0	3	4	16	297	0	313	10	1	24	35	658
5:30	0	279	7	286	0	0	2	2	17	319	2	338	9	0	26	35	661
5:45	1	272	2	275	0	0	3	3	17	335	0	352	8	0	23	31	661
Hour Total	1	1128	17	1146	1	0	11	12	69	1272	2	1343	31	1	103	135	2636
Grand	1	2138	32	2171	3	2	15	20	137	2494	3	2634	67	1	202	270	5095
% of Total	0.0%	42.0%	.6%		.1%	0.0%	.3%		2.7%	48.9%	.1%		1.3%	0.0%	4.0%		
Apprch %				42.6%				.4%				51.7%					5.3%
% of Apprch	0.0%	98.5%	1.5%		15.0%	10.0%	75.0%		5.2%	94.7%	.1%		24.8%	.4%	74.8%		

Peak Hour Analysis By Entire Intersection for the Period: 04:00pm to 05:45pm on 10/15/03

Direction	Street Name	Start	Peak Hr	Volumes				Percentages			
		Peak Hour	Factor	Left	Thru	Right	Total	Left	Thru	Right	
Southbound	CORRAL HOLLOW ROAD	05:00pm	.936	1	1128	17	0 1146	.0	98.4	1.4	.0
Westbound	SHOPPING		.750	1	0	11	0 12	8.3	.0	91.6	.0
Northbound			.954	69	1272	2	0 1343	5.1	94.7	.1	.0
Eastbound	BYRON ROAD		.964	31	1	103	0 135	22.9	.7	76.2	.0

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Start Time	CORRAL HOLLOW ROAD Southbound				LOWELL AVENUE Westbound				Northbound				Eastbound				Total
	Left	Thru	Right	Totl	Left	Thru	Right	Totl	Left	Thru	Right	Totl	Left	Thru	Right	Totl	
4:00pm	21	197	8	226	47	29	20	96	38	266	44	348	9	28	43	80	750
4:15	25	209	7	241	34	17	16	67	50	251	49	350	12	21	33	66	724
4:30	28	198	7	233	25	23	32	80	33	212	40	285	1	24	45	70	668
4:45	35	227	9	271	23	34	19	76	34	294	51	379	6	21	31	58	784
Hour Total	109	831	31	971	129	103	87	319	155	1023	184	1362	28	94	152	274	2926
5:00pm	28	217	5	250	26	24	26	76	42	257	36	335	7	24	48	79	740
5:15	28	251	10	289	34	34	27	95	33	246	50	329	8	22	43	73	786
5:30	29	236	5	270	52	17	21	90	61	185	56	302	8	28	47	83	745
5:45	38	205	3	246	33	16	15	64	55	243	76	374	7	37	41	85	769
Hour Total	123	909	23	1055	145	91	89	325	191	931	218	1340	30	111	179	320	3040
Grand	232	1740	54	2026	274	194	176	644	346	1954	402	2702	58	205	331	594	5966
% of Total	3.9%	29.2%	.9%		4.6%	3.3%	3.0%		5.8%	32.8%	6.7%		1.0%	3.4%	5.5%		
Apprch %				34.0%				10.8%				45.3%					10.0%
% of Apprch	11.5%	85.9%	2.7%		42.5%	30.1%	27.3%		12.8%	72.3%	14.9%		9.8%	34.5%	55.7%		

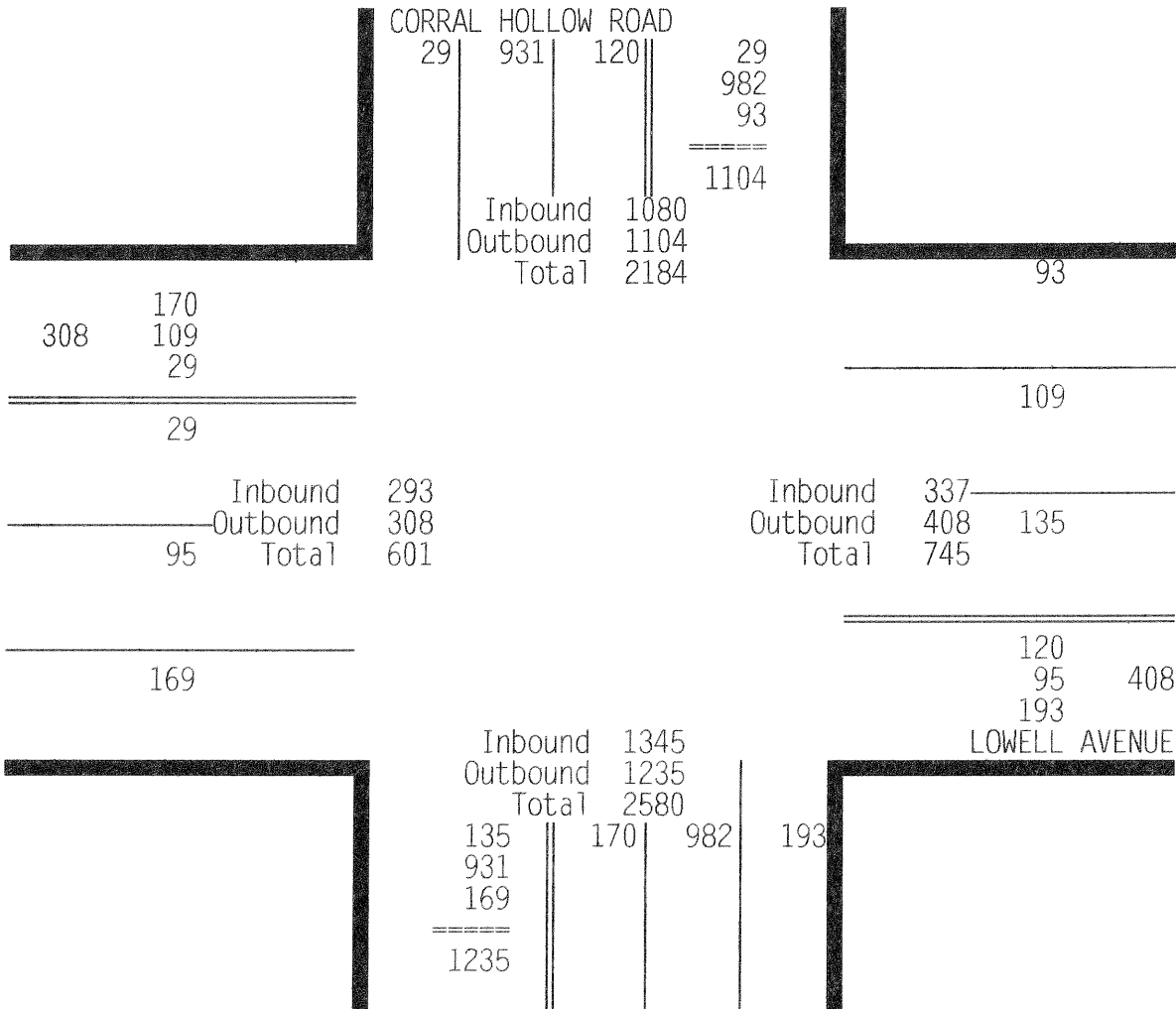
Peak Hour Analysis By Entire Intersection for the Period: 04:00pm to 05:45pm on 10/15/03

Direction	Street Name	Start	Peak Hr	Volumes				Percentages			
		Peak Hour	Factor	Left	Thru	Right	Total	Left	Thru	Right	
Southbound	CORRAL HOLLOW ROAD	04:45pm	.934	120	931	29	0 1080	11.1	86.2	2.6	.0
Westbound	LOWELL AVENUE		.887	135	109	93	0 337	40.0	32.3	27.5	.0
Northbound			.887	170	982	193	0 1345	12.6	73.0	14.3	.0
Eastbound			.883	29	95	169	0 293	9.8	32.4	57.6	.0

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Start Time	TRACY BLVD. Southbound				LOWELL AVENUE Westbound				Northbound				Eastbound				Total
	Left	Thru	Rght	Totl	Left	Thru	Rght	Totl	Left	Thru	Rght	Totl	Left	Thru	Rght	Totl	
4:00pm	7	174	17	198	9	14	9	32	19	182	5	206	21	36	38	95	531
4:15	4	157	9	170	5	12	4	21	27	157	7	191	15	24	30	69	451
4:30	3	195	12	210	1	17	4	22	20	206	8	234	32	17	24	73	539
4:45	2	171	16	189	5	3	5	13	34	186	7	227	20	20	35	75	504
Hour Total	16	697	54	767	20	46	22	88	100	731	27	858	88	97	127	312	2025
5:00pm	10	165	28	203	4	4	5	13	32	187	6	225	19	23	40	82	523
5:15	3	168	32	203	2	9	4	15	29	219	8	256	20	19	32	71	545
5:30	8	183	31	222	5	18	5	28	23	242	9	274	26	26	31	83	607
5:45	4	187	28	219	5	22	4	31	27	239	15	281	26	28	20	74	605
Hour Total	25	703	119	847	16	53	18	87	111	887	38	1036	91	96	123	310	2280
Grand	41	1400	173	1614	36	99	40	175	211	1618	65	1894	179	193	250	622	4305
% of Total	1.0%	32.5%	4.0%		.8%	2.3%	.9%		4.9%	37.6%	1.5%		4.2%	4.5%	5.8%		
Apprch %				37.5%				4.1%				44.0%				14.4%	
% of Apprch	2.5%	86.7%	10.7%		20.6%	56.6%	22.9%		11.1%	85.4%	3.4%		28.8%	31.0%	40.2%		

Peak Hour Analysis By Entire Intersection for the Period: 04:00pm to 05:45pm on 10/15/03

Direction	Street Name	Start	Peak Hr	Volumes				Percentages			
		Peak Hour	Factor	Left	Thru	Rght	Total	Left	Thru	Rght	
Southbound	TRACY BLVD.	05:00pm	.954	25	703	119	0 847	2.9	82.9	14.0	.0
Westbound	LOWELL AVENUE		.702	16	53	18	0 87	18.3	60.9	20.6	.0
Northbound			.922	111	887	38	0 1036	10.7	85.6	3.6	.0
Eastbound			.934	91	96	123	0 310	29.3	30.9	39.6	.0

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TRACY	BLVD.	
119	703	25
		91
		887
		18
		=====
		996
Inbound		847
Outbound		996
Total		1843

	18

	111
283	53
	119
=====	
	91

	53
--	----

Inbound	310
Outbound	283
96	Total 593

Inbound	87
Outbound	159
Total	246

	123
--	-----

	25
	96
	38
	159

Inbound	1036
Outbound	842
Total	1878
16	111
703	887
123	
=====	
842	

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LOWELL AVENUE

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	LINCOLN BLVD. Southbound				ELEVENTH STREET Westbound				SHOPPING Northbound				Eastbound				
Start Time	Left	Thru	Right	Totl	Left	Thru	Right	Totl	Left	Thru	Right	Totl	Left	Thru	Right	Totl	Total
4:00pm	49	20	25	94	18	182	39	239	26	19	9	54	29	288	47	364	751
4:15	36	9	21	66	17	186	39	242	17	16	14	47	19	312	23	354	709
4:30	31	7	25	63	14	184	41	239	21	12	16	49	27	329	23	379	730
4:45	37	9	23	69	17	204	31	252	20	15	9	44	26	335	17	378	743
Hour Total	153	45	94	292	66	756	150	972	84	62	48	194	101	1264	110	1475	2933
5:00pm	46	11	53	110	18	231	26	275	18	7	24	49	19	307	25	351	785
5:15	42	13	30	85	17	191	29	237	16	11	14	41	23	259	29	311	674
5:30	40	10	30	80	10	196	39	245	17	3	24	44	33	271	26	330	699
5:45	48	18	29	95	15	154	48	217	20	17	14	51	22	275	13	310	673
Hour Total	176	52	142	370	60	772	142	974	71	38	76	185	97	1112	93	1302	2831
Grand	329	97	236	662	126	1528	292	1946	155	100	124	379	198	2376	203	2777	5764
% of Total	5.7%	1.7%	4.1%		2.2%	26.5%	5.1%		2.7%	1.7%	2.2%		3.4%	41.2%	3.5%		
Apprch %				11.5%				33.8%				6.6%					48.2%
% of Apprch	49.7%	14.7%	35.6%		6.5%	78.5%	15.0%		40.9%	26.4%	32.7%		7.1%	85.6%	7.3%		

Peak Hour Analysis By Entire Intersection for the Period: 04:00pm to 05:45pm on 10/15/03

Direction	Street Name	Start Peak Hour	Peak Hr Factor	Volumes				Percentages			
				Left	Thru	Right	Total	Left	Thru	Right	
Southbound	LINCOLN BLVD.	04:15pm	.700	150	36	122	0 308	48.7	11.6	39.6	.0
Westbound	ELEVENTH STREET		.916	66	805	137	0 1008	6.5	79.8	13.5	.0
Northbound	SHOPPING		.964	76	50	63	0 189	40.2	26.4	33.3	.0
Eastbound			.964	91	1283	88	0 1462	6.2	87.7	6.0	.0

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LINCOLN BLVD.

122 | 36 | 150

91

50

137

278

Inbound 308
Outbound 278
Total 586

137

1003 76
805
122

91

805

Inbound 1462
Outbound 1003
Total 2465

1283

Inbound 1008
Outbound 1496
Total 2504

66

88

150
1283 1496
63

ELEVENTH STREET

Inbound 189
Outbound 190
Total 379

66

36

88

190

SHOPPING

76

50

63

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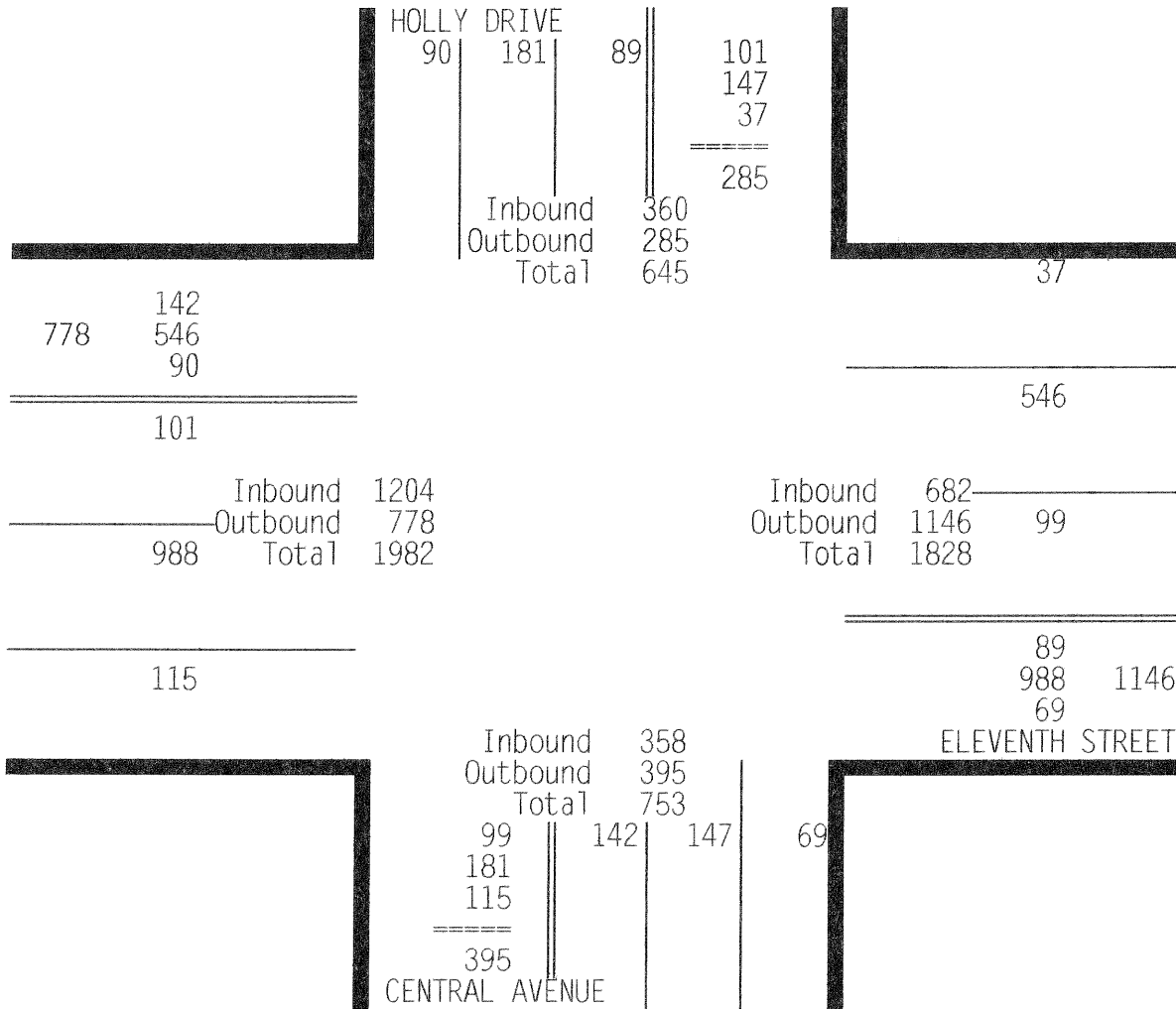
HOLLY DRIVE
SouthboundELEVENTH STREET
WestboundCENTRAL AVENUE
Northbound

Eastbound

Start Time	Left	Thru	Right	Totl	Left	Thru	Right	Totl	Left	Thru	Right	Totl	Left	Thru	Right	Totl	Total
4:00pm	21	61	30	112	28	121	4	153	32	31	12	75	22	252	17	291	631
4:15	20	48	19	87	25	137	6	168	31	35	19	85	23	233	24	280	620
4:30	17	37	28	82	28	131	5	164	40	35	8	83	29	253	30	312	641
4:45	27	51	20	98	23	132	11	166	35	47	23	105	19	227	27	273	642
Hour Total	85	197	97	379	104	521	26	651	138	148	62	348	93	965	98	1156	2534
5:00pm	25	45	23	93	23	146	15	184	36	30	19	85	30	275	34	339	701
5:15	24	52	17	93	21	118	10	149	43	33	17	93	21	225	34	280	615
5:30	14	46	30	90	26	138	13	177	39	49	10	98	34	187	27	248	613
5:45	17	63	23	103	20	121	7	148	31	41	12	84	30	195	27	252	587
Hour Total	80	206	93	379	90	523	45	658	149	153	58	360	115	882	122	1119	2516
Grand	165	403	190	758	194	1044	71	1309	287	301	120	708	208	1847	220	2275	5050
% of Total	3.3%	8.0%	3.8%		3.8%	20.7%	1.4%		5.7%	6.0%	2.4%		4.1%	36.6%	4.4%		
Apprch %				15.0%				25.9%				14.0%					45.0%
% of Apprch	21.8%	53.2%	25.1%		14.8%	79.8%	5.4%		40.5%	42.5%	16.9%		9.1%	81.2%	9.7%		

Peak Hour Analysis By Entire Intersection for the Period: 04:00pm to 05:45pm on 10/15/03

Direction	Street Name	Start Peak Hour	Peak Hr Factor	Volumes	Percentages
Southbound	HOLLY DRIVE	04:15pm	.918	Left 89 Thru 181 Right 90 Total 360	Left 24.7 Thru 50.2 Right 25.0 .0
Westbound	ELEVENTH STREET		.927	Left 99 Thru 546 Right 37 Total 682	Left 14.5 Thru 80.0 Right 5.4 .0
Northbound	CENTRAL AVENUE		.852	Left 142 Thru 147 Right 69 Total 358	Left 39.6 Thru 41.0 Right 19.2 .0
Eastbound			.888	Left 101 Thru 988 Right 115 Total 1204	Left 8.3 Thru 82.0 Right 9.5 .0



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Start Time	NORTH MACARTHUR DRIVE Southbound				ELEVENTH STREET Westbound				Northbound				Eastbound				Total
	Left	Thru	Right	Totl	Left	Thru	Right	Totl	Left	Thru	Right	Totl	Left	Thru	Right	Totl	
4:00pm	21	0	27	48	0	137	17	154	0	0	0	0	0	266	26	292	494
4:15	9	0	23	32	0	157	2	159	0	0	0	0	0	253	26	279	470
4:30	21	0	31	52	0	141	9	150	0	0	0	0	0	228	23	251	453
4:45	19	0	31	50	0	122	5	127	0	0	0	0	0	231	21	252	429
Hour Total	70	0	112	182	0	557	33	590	0	0	0	0	0	978	96	1074	1846
5:00pm	26	0	31	57	0	147	18	165	0	0	0	0	0	274	19	293	515
5:15	16	0	20	36	0	172	15	187	0	0	0	0	0	314	29	343	566
5:30	17	0	25	42	0	158	5	163	0	0	0	0	0	262	15	277	482
5:45	8	0	21	29	0	122	4	126	0	0	0	0	0	268	15	283	438
Hour Total	67	0	97	164	0	599	42	641	0	0	0	0	0	1118	78	1196	2001
Grand	137	0	209	346	0	1156	75	1231	0	0	0	0	0	2096	174	2270	3847
% of Total	3.6%	0.0%	5.4%		0.0%	30.0%	1.9%		0.0%	0.0%	0.0%		0.0%	54.5%	4.5%		
Apprch %				9.0%				32.0%									59.0%
% of Apprch	39.6%	0.0%	60.4%		0.0%	93.9%	6.1%		0.0%	0.0%	0.0%		0.0%	92.3%	7.7%		

Peak Hour Analysis By Entire Intersection for the Period: 04:00pm to 05:45pm on 10/22/03

Direction	Street Name	Start	Peak Hr	Volumes				Percentages			
		Peak Hour	Factor	Left	Thru	Right	Total	Left	Thru	Right	
Southbound	NORTH MACARTHUR DRIVE	05:00pm	.719	67	0	97	0 164	40.8	.0	59.1	.0
Westbound	ELEVENTH STREET		.857	0	599	42	0 641	.0	93.4	6.5	.0
Northbound			.0	0	0	0	0 0	0.0	0.0	0.0	0.0
Eastbound			.872	0	1118	78	0 1196	.0	93.4	6.5	.0

CITY OF TRACY

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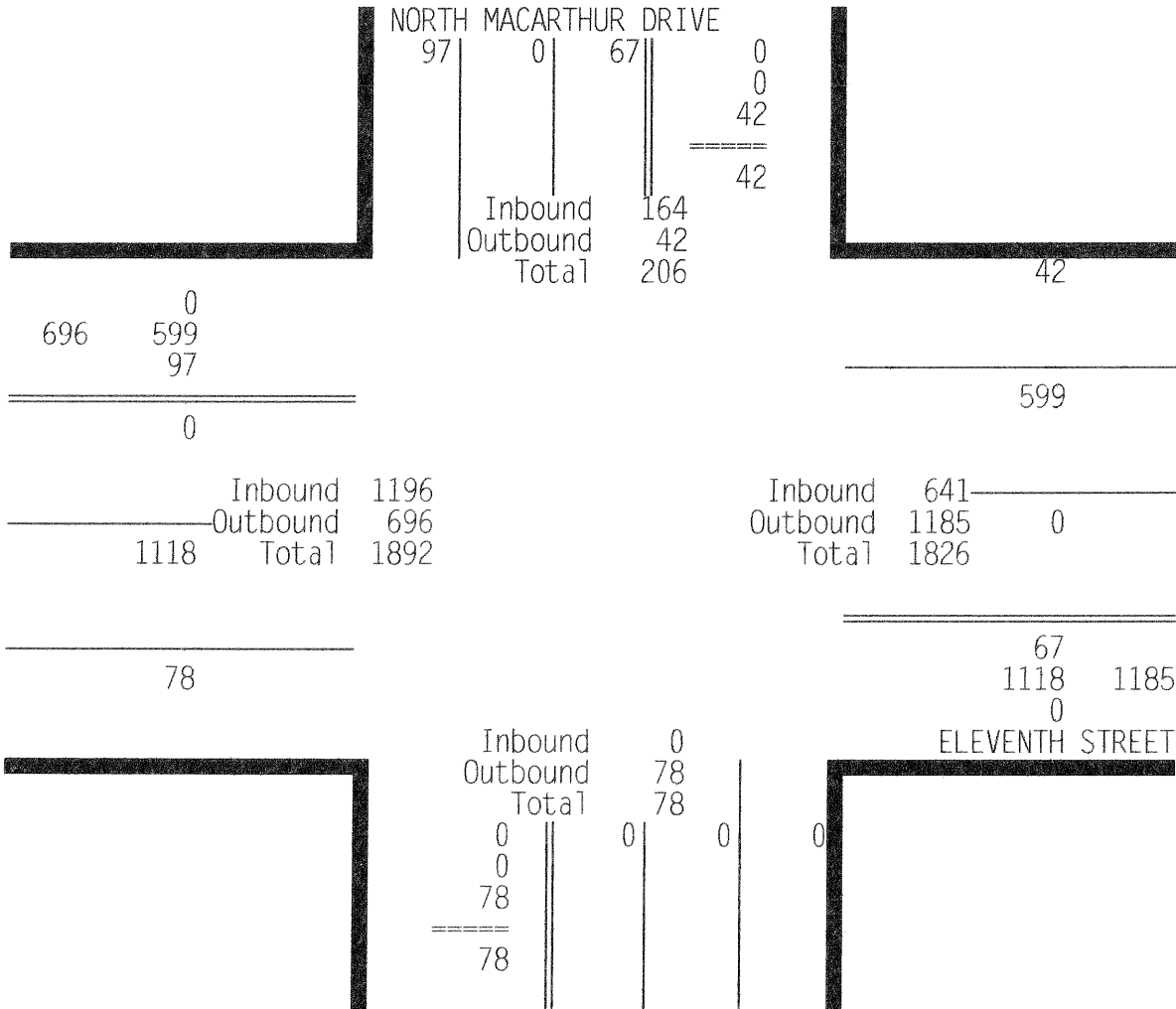
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Start Time	Southbound				ELEVENTH STREET Westbound				SOUTH MACARTHUR DRIVE Northbound				Eastbound				Total
	Left	Thru	Rght	Totl	Left	Thru	Rght	Totl	Left	Thru	Rght	Totl	Left	Thru	Rght	Totl	
4:00pm	0	0	0	0	41	122	0	163	21	0	27	48	0	264	27	291	502
4:15	0	0	0	0	37	143	0	180	19	0	29	48	0	250	33	283	511
4:30	0	0	0	0	42	130	0	172	17	0	25	42	0	226	32	258	472
4:45	0	0	0	0	38	117	0	155	18	0	28	46	0	225	29	254	455
Hour Total	0	0	0	0	158	512	0	670	75	0	109	184	0	965	121	1086	1940
5:00pm	0	0	0	0	49	130	0	179	21	0	32	53	0	260	34	294	526
5:15	0	0	0	0	45	143	0	188	19	0	33	52	0	309	30	339	579
5:30	0	0	0	0	38	148	0	186	13	0	29	42	0	248	47	295	523
5:45	0	0	0	0	35	109	0	144	12	0	24	36	0	261	51	312	492
Hour Total	0	0	0	0	167	530	0	697	65	0	118	183	0	1078	162	1240	2120
Grand	0	0	0	0	325	1042	0	1367	140	0	227	367	0	2043	283	2326	4060
% of Total	0.0%	0.0%	0.0%		8.0%	25.7%	0.0%		3.4%	0.0%	5.6%		0.0%	50.3%	7.0%		
Apprch %								33.7%				9.0%					57.3%
% of Apprch	0.0%	0.0%	0.0%		23.8%	76.2%	0.0%		38.1%	0.0%	61.9%		0.0%	87.8%	12.2%		

Peak Hour Analysis By Entire Intersection for the Period: 04:00pm to 05:45pm on 10/22/03

Direction	Street Name	Start	Peak Hr	Volumes				Percentages			
		Peak Hour	Factor	Left	Thru	Rght	Total	Left	Thru	Rght	Total
Southbound		05:00pm	.0	0	0	0	0	0.0	0.0	0.0	0.0
Westbound	ELEVENTH STREET		.927	167	530	0	697	23.9	76.0	.0	.0
Northbound	SOUTH MACARTHUR DRIVE		.863	65	0	118	183	35.5	.0	64.4	.0
Eastbound			.914	0	1078	162	1240	.0	86.9	13.0	.0

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Inbound 183
Outbound 329
Total 512

167 65 0
0
162
=====

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SOUTH MACARTHUR DRIVE

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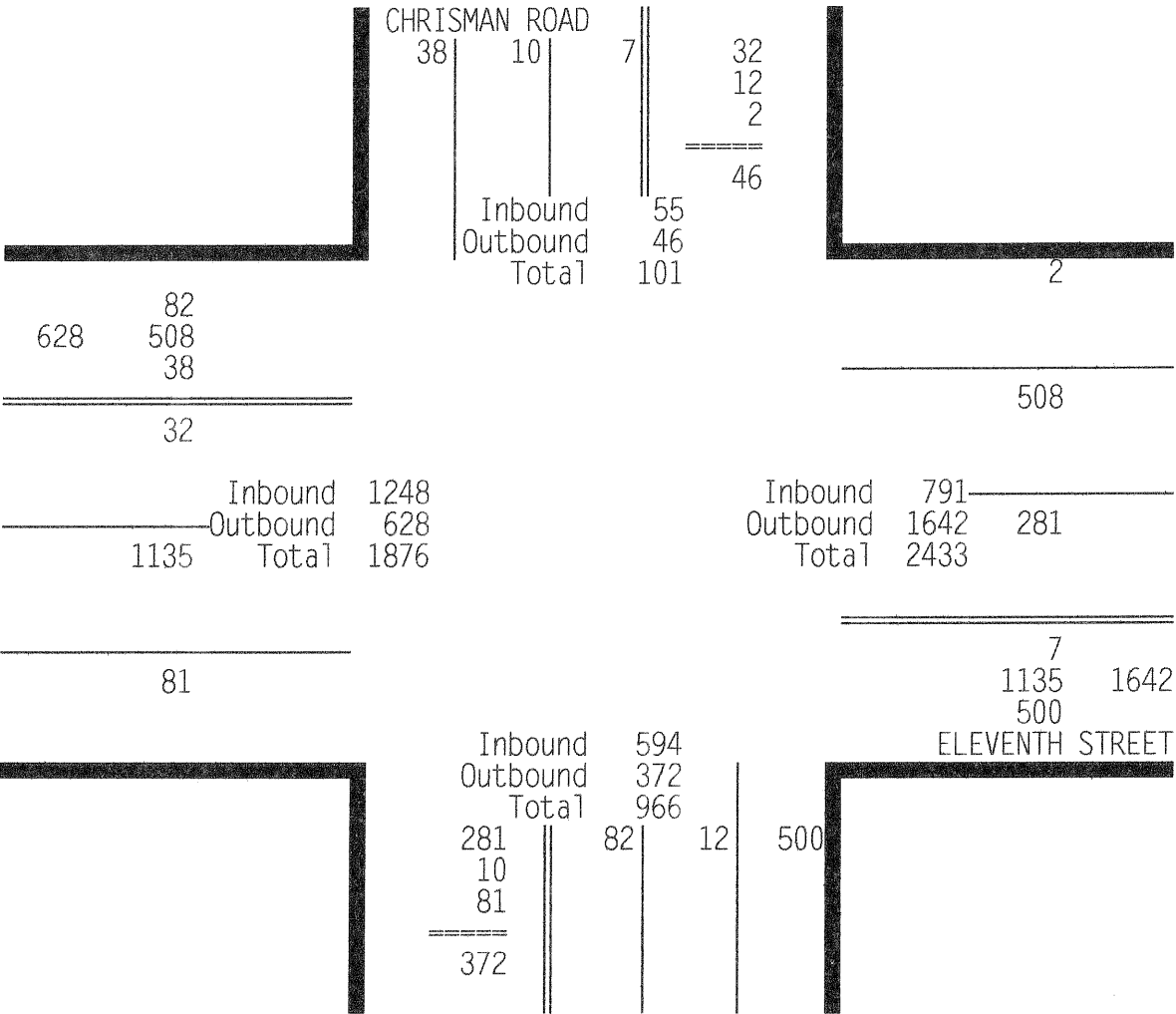
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Start Time	CHRISMAN ROAD Southbound				ELEVENTH STREET Westbound				Northbound				Eastbound				Total
	Left	Thru	Rght	Totl	Left	Thru	Rght	Totl	Left	Thru	Rght	Totl	Left	Thru	Rght	Totl	
4:00pm	3	3	7	13	70	130	3	203	19	1	145	165	20	266	20	306	687
4:15	5	3	5	13	72	122	3	197	20	5	151	176	13	227	15	255	641
4:30	3	2	3	8	48	125	1	174	17	1	170	188	10	240	26	276	646
4:45	1	2	7	10	63	109	0	172	22	7	143	172	7	245	14	266	620
Hour Total	12	10	22	44	253	486	7	746	78	14	609	701	50	978	75	1103	2594
5:00pm	5	3	16	24	57	123	2	182	19	2	102	123	11	296	23	330	659
5:15	0	4	12	16	91	137	0	228	19	1	113	133	10	307	25	342	719
5:30	1	1	3	5	70	139	0	209	22	2	142	166	4	287	19	310	690
5:45	3	1	2	6	55	110	0	165	5	2	107	114	2	290	17	309	594
Hour Total	9	9	33	51	273	509	2	784	65	7	464	536	27	1180	84	1291	2662
Grand	21	19	55	95	526	995	9	1530	143	21	1073	1237	77	2158	159	2394	5256
% of Total	.4%	.4%	1.0%		10.0%	18.9%	.2%		2.7%	.4%	20.4%		1.5%	41.1%	3.0%		
Apprch %				1.8%				29.1%				23.5%					45.5%
% of Apprch	22.1%	20.0%	57.9%		34.4%	65.0%	.6%		11.6%	1.7%	86.7%		3.2%	90.1%	6.6%		

Peak Hour Analysis By Entire Intersection for the Period: 04:00pm to 05:45pm on 10/22/03

Direction	Street Name	Start	Peak Hr	Volumes				Percentages			
		Peak Hour	Factor	Left	Thru	Rght	Total	Left	Thru	Rght	
Southbound	CHRISMAN ROAD	04:45pm	.573	7	10	38	0 55	12.7	18.1	69.0	.0
Westbound	ELEVENTH STREET		.867	281	508	2	0 791	35.5	64.2	.2	.0
Northbound			.863	82	12	500	0 594	13.8	2.0	84.1	.0
Eastbound			.912	32	1135	81	0 1248	2.5	90.9	6.4	.0



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CITY OF TRACY

LAMMERS ROAD
SouthboundSCHULTE ROAD (SOUTH)
Westbound

Northbound

Eastbound

Start Time	Left	Thru	Rght	Totl	Left	Thru	Rght	Totl	Left	Thru	Rght	Totl	Left	Thru	Rght	Totl	Total
4:00pm	6	83	0	89	31	0	19	50	0	130	12	142	0	0	0	0	281
4:15	8	77	0	85	37	0	11	48	0	110	17	127	0	0	0	0	260
4:30	11	92	0	103	34	0	9	43	0	101	19	120	0	0	0	0	266
4:45	4	78	0	82	58	0	12	70	0	97	14	111	0	0	0	0	263
Hour Total	29	330	0	359	160	0	51	211	0	438	62	500	0	0	0	0	1070
5:00pm	8	109	0	117	52	0	13	65	0	153	21	174	0	0	0	0	356
5:15	12	96	0	108	62	0	7	69	0	86	12	98	0	0	0	0	275
5:30	9	99	0	108	68	0	12	80	0	99	17	116	0	0	0	0	304
5:45	4	101	0	105	63	0	4	67	0	97	16	113	0	0	0	0	285
Hour Total	33	405	0	438	245	0	36	281	0	435	66	501	0	0	0	0	1220
Grand	62	735	0	797	405	0	87	492	0	873	128	1001	0	0	0	0	2290
% of Total	2.7%	32.1%	0.0%		17.7%	0.0%	3.8%		0.0%	38.1%	5.6%		0.0%	0.0%	0.0%		
Apprch %				34.8%				21.5%				43.7%					
% of Apprch	7.8%	92.2%	0.0%		82.3%	0.0%	17.7%		0.0%	87.2%	12.8%		0.0%	0.0%	0.0%		

Peak Hour Analysis By Entire Intersection for the Period: 04:00pm to 05:45pm on 10/16/03

		Start	Peak Hr	Volumes				Percentages			
Direction	Street Name	Peak Hour	Factor	Left	Thru	Right	Total	Left	Thru	Right	
Southbound	LAMMERS ROAD	05:00pm	.936	33	405	0	0	438	7.5	92.4	.0
Westbound	SCHULTE ROAD (SOUTH)		.878	245	0	36	0	281	87.1	.0	12.8
Northbound			.720	0	435	66	0	501	.0	86.8	13.1
Eastbound			.0	0	0	0	0	0	0.0	0.0	0.0

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CORRAL HOLLOW ROAD

Southbound

Westbound

Northbound

SCHULTE ROAD

Eastbound

Start Time	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Total
4:00pm	8	57	53	118	0	0	0	0	0	29	0	29	9	0	11	20	167
4:15	9	52	45	106	0	0	0	0	0	23	0	23	7	0	18	25	154
4:30	7	65	60	132	0	0	0	0	0	27	0	27	11	0	19	30	189
4:45	7	62	70	139	0	0	0	0	0	30	0	30	4	0	18	22	191
Hour Total	31	236	228	495	0	0	0	0	0	109	0	109	31	0	66	97	701
5:00pm	8	72	74	154	0	0	0	0	0	35	0	35	10	0	21	31	220
5:15	8	76	73	157	0	0	0	0	0	33	0	33	6	0	19	25	215
5:30	7	72	88	167	0	0	0	0	0	32	0	32	6	0	19	25	224
5:45	5	69	73	147	0	0	0	0	0	22	0	22	7	0	11	18	187
Hour Total	28	289	308	625	0	0	0	0	0	122	0	122	29	0	70	99	846
Grand	59	525	536	1120	0	0	0	0	0	231	0	231	60	0	136	196	1547
% of Total	3.8%	33.9%	34.6%		0.0%	0.0%	0.0%		0.0%	14.9%	0.0%		3.9%	0.0%	8.8%		
Apprch %				72.4%								14.9%					12.7%
% of Apprch	5.3%	46.9%	47.9%		0.0%	0.0%	0.0%		0.0%	100.0%	0.0%		30.6%	0.0%	69.4%		

Peak Hour Analysis By Entire Intersection for the Period: 04:00pm to 05:45pm on 10/16/03

Direction	Street Name	Start Peak Hour	Factor	Left	Thru	Right	Total	Left	Thru	Right	Percentages
Southbound	CORRAL HOLLOW ROAD	04:45pm	.924	30	282	305	0	617	4.8	45.7	49.4
Westbound			.0	0	0	0	0	0	0.0	0.0	0.0
Northbound			.929	0	130	0	0	130	.0	100.0	.0
Eastbound	SCHULTE ROAD		.831	26	0	77	0	103	25.2	.0	74.7

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CITY OF TRACY

	Southbound				SCHULTE ROAD Westbound				SYCAMORE PARKWAY Northbound				Eastbound				
Start Time	Left	Thru	Rght	Totl	Left	Thru	Rght	Totl	Left	Thru	Rght	Totl	Left	Thru	Rght	Totl	Total
4:00pm	0	0	0	0	28	79	0	107	20	0	49	69	0	118	28	146	322
4:15	0	0	0	0	38	83	0	121	29	0	26	55	0	124	42	166	342
4:30	0	0	0	0	48	77	0	125	39	0	35	74	0	107	47	154	353
4:45	0	0	0	0	38	77	0	115	37	0	40	77	0	124	41	165	357
Hour Total	0	0	0	0	152	316	0	468	125	0	150	275	0	473	158	631	1374
5:00pm	0	0	0	0	42	74	0	116	46	0	47	93	0	122	41	163	372
5:15	0	0	0	0	36	85	0	121	35	0	44	79	0	175	66	241	441
5:30	0	0	0	0	55	84	0	139	50	0	61	111	0	164	60	224	474
5:45	0	0	0	0	40	74	0	114	40	0	43	83	0	179	36	215	412
Hour Total	0	0	0	0	173	317	0	490	171	0	195	366	0	640	203	843	1699
Grand	0	0	0	0	325	633	0	958	296	0	345	641	0	1113	361	1474	3073
% of Total	0.0%	0.0%	0.0%		10.6%	20.6%	0.0%		9.6%	0.0%	11.2%		0.0%	36.2%	11.7%		
Apprch %							31.2%					20.9%				48.0%	
% of Apprch	0.0%	0.0%	0.0%		33.9%	66.1%	0.0%		46.2%	0.0%	53.8%		0.0%	75.5%	24.5%		

Peak Hour Analysis By Entire Intersection for the Period: 04:00pm to 05:45pm on 10/16/03

Direction	Street Name	Start	Peak Hr	Volumes				Percentages			
		Peak Hour	Factor	Left	Thru	Rght	Total	Left	Thru	Rght	
Southbound		05:00pm	.0	0	0	0	0	0.0	0.0	0.0	0.0
Westbound	SCHULTE ROAD		.881	173	317	0	490	35.3	64.6	.0	.0
Northbound	SYCAMORE PARKWAY		.824	171	0	195	366	46.7	.0	53.2	.0
Eastbound			.874	0	640	203	843	.0	75.9	24.0	.0

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Start Time	CENTRAL AVENUE Southbound				SCHULTE ROAD Westbound				Northbound				Eastbound				Total
	Left	Thru	Rght	Totl	Left	Thru	Rght	Totl	Left	Thru	Rght	Totl	Left	Thru	Rght	Totl	
4:00pm	18	29	28	75	8	63	12	83	12	33	11	56	28	77	19	124	338
4:15	16	28	41	85	9	55	11	75	9	15	11	35	27	73	16	116	311
4:30	10	31	36	77	10	64	9	83	9	19	11	39	25	85	22	132	331
4:45	16	24	27	67	3	76	19	98	16	22	13	51	20	94	17	131	347
Hour Total	60	112	132	304	30	258	51	339	46	89	46	181	100	329	74	503	1327
5:00pm	19	33	40	92	11	78	12	101	14	18	9	41	22	124	15	161	395
5:15	21	45	34	100	11	81	10	102	9	22	11	42	47	136	12	195	439
5:30	21	32	40	93	18	82	12	112	9	23	19	51	26	129	16	171	427
5:45	17	38	22	77	8	83	9	100	24	26	11	61	36	120	34	190	428
Hour Total	78	148	136	362	48	324	43	415	56	89	50	195	131	509	77	717	1689
Grand	138	260	268	666	78	582	94	754	102	178	96	376	231	838	151	1220	3016
% of Total	4.6%	8.6%	8.9%		2.6%	19.3%	3.1%		3.4%	5.9%	3.2%		7.7%	27.8%	5.0%		
Apprch %				22.1%				25.0%				12.5%					40.5%
% of Apprch	20.7%	39.0%	40.2%		10.3%	77.2%	12.5%		27.1%	47.3%	25.5%		18.9%	68.7%	12.4%		

Peak Hour Analysis By Entire Intersection for the Period: 04:00pm to 05:45pm on 10/16/03

Direction	Street Name	Start	Peak Hr	Volumes				Percentages			
		Peak Hour	Factor	Left	Thru	Rght	Total	Left	Thru	Rght	
Southbound	CENTRAL AVENUE	05:00pm	.905	78	148	136	0	362	21.5	40.8	37.5
Westbound	SCHULTE ROAD		.926	48	324	43	0	415	11.5	78.0	10.3
Northbound			.799	56	89	50	0	195	28.7	45.6	25.6
Eastbound			.919	131	509	77	0	717	18.2	70.9	10.7

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CENTRAL AVENUE

136	148	78	131
			89
			43
			=====
			263
	Inbound	362	
	Outbound	263	
	Total	625	

516	56
	324
	136
=====	
	131

43

324

	Inbound	717
	Outbound	516
509	Total	1233

	Inbound	415
	Outbound	637
	Total	1052

78
509
50

SCHULTE ROAD

	Inbound	195
	Outbound	273
	Total	468
48	56	89
148		
77		
=====		
273		

50

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	MACARTHUR DRIVE Southbound				SCHULTE ROAD Westbound				Northbound				Eastbound				
Start Time	Left	Thru	Rght	Totl	Left	Thru	Rght	Totl	Left	Thru	Rght	Totl	Left	Thru	Rght	Totl	Total
4:00pm	3	51	12	66	3	23	4	30	23	60	3	86	13	33	29	75	257
4:15	4	47	18	69	4	32	5	41	22	42	2	66	9	38	21	68	244
4:30	1	59	11	71	6	28	8	42	24	43	5	72	8	44	26	78	263
4:45	2	57	10	69	6	41	7	54	23	50	7	80	16	46	21	83	286
Hour Total	10	214	51	275	19	124	24	167	92	195	17	304	46	161	97	304	1050
5:00pm	5	48	12	65	6	48	4	58	23	52	6	81	20	52	32	104	308
5:15	4	53	12	69	3	37	4	44	28	54	4	86	19	65	36	120	319
5:30	4	51	24	79	7	44	10	61	24	44	7	75	18	52	35	105	320
5:45	4	59	14	77	5	35	4	44	31	55	3	89	16	52	45	113	323
Hour Total	17	211	62	290	21	164	22	207	106	205	20	331	73	221	148	442	1270
Grand	27	425	113	565	40	288	46	374	198	400	37	635	119	382	245	746	2320
% of Total	1.2%	18.3%	4.9%		1.7%	12.4%	2.0%		8.5%	17.2%	1.6%		5.1%	16.5%	10.6%		
Apprch %				24.4%				16.1%				27.4%					32.2%
% of Apprch	4.8%	75.2%	20.0%		10.7%	77.0%	12.3%		31.2%	63.0%	5.8%		16.0%	51.2%	32.8%		

Peak Hour Analysis By Entire Intersection for the Period: 04:00pm to 05:45pm on 10/16/03

Direction	Street Name	Start Peak Hour	Peak Hr Factor	Volumes				Percentages			
				Left	Thru	Rght	Total	Left	Thru	Rght	
Southbound	MACARTHUR DRIVE	05:00pm	.918	17	211	62	0 290	5.8	72.7	21.3	.0
Westbound	SCHULTE ROAD		.848	21	164	22	0 207	10.1	79.2	10.6	.0
Northbound			.930	106	205	20	0 331	32.0	61.9	6.0	.0
Eastbound			.921	73	221	148	0 442	16.5	50.0	33.4	.0

All Traffic Data

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Site Code : 00000000

Start Date: 10/16/03

File I.D. : 16

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CITY OF TRACY

MACARTHUR DRIVE

62 211 17

73

205

22

300

Inbound 290
Outbound 300
Total 590

22

332 106
164
62

73

164

Inbound 442
Outbound 332
Total 774

221

Inbound 207
Outbound 258
Total 465

17

221

20

258

148

Inbound 331
Outbound 380
Total 711

106

205

20

21

211

148

380

SCHULTE ROAD

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Site Code : 00000000

Start Date: 10/16/03

File I.D. : 17

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CITY OF TRACY

CHRISMAN ROAD					Westbound					Northbound					SCHULTE ROAD				
Southbound															Eastbound				
Start Time	Left	Thru	Rght	Totl	Left	Thru	Rght	Totl	Left	Thru	Rght	Totl	Left	Thru	Rght	Totl	Total		
4:00pm	0	32	21	53	0	0	0	0	9	69	0	78	32	0	4	36	167		
4:15	0	41	27	68	0	0	0	0	14	73	0	87	38	0	6	44	199		
4:30	0	36	31	67	0	0	0	0	11	79	0	90	42	0	6	48	205		
4:45	0	44	39	83	0	0	0	0	15	82	0	97	53	0	5	58	238		
Hour Total	0	153	118	271	0	0	0	0	49	303	0	352	165	0	21	186	809		
5:00pm	0	40	45	85	0	0	0	0	12	73	0	85	52	0	9	61	231		
5:15	0	39	36	75	0	0	0	0	13	83	0	96	62	0	13	75	246		
5:30	0	49	35	84	0	0	0	0	21	90	0	111	50	0	14	64	259		
5:45	0	37	26	63	0	0	0	0	17	81	0	98	49	0	10	59	220		
Hour Total	0	165	142	307	0	0	0	0	63	327	0	390	213	0	46	259	956		
Grand	0	318	260	578	0	0	0	0	112	630	0	742	378	0	67	445	1765		
% of Total	0.0%	18.0%	14.7%		0.0%	0.0%	0.0%		6.3%	35.7%	0.0%		21.4%	0.0%	3.8%				
Apprch %				32.7%								42.0%					25.2%		
% of Apprch	0.0%	55.0%	45.0%		0.0%	0.0%	0.0%		15.1%	84.9%	0.0%		84.9%	0.0%	15.1%				

Peak Hour Analysis By Entire Intersection for the Period: 04:00pm to 05:45pm on 10/16/03

		Start	Peak Hr	Volumes				Percentages			
Direction	Street Name	Peak Hour	Factor	Left	Thru	Rght	Total	Left	Thru	Rght	
Southbound	CHRISMAN ROAD	04:45pm	.962	0	172	155	0	327	.0	52.5	47.4
Westbound			.0	0	0	0	0	0.0	0.0	0.0	0.0
Northbound			.876	61	328	0	0	389	15.6	84.3	.0
Eastbound	SCHULTE ROAD		.860	217	0	41	0	258	84.1	.0	15.8

CITY OF TRACY

Site Code : 00000000
Start Date: 10/16/03
File I.D. : 17
Page : 2

All Traffic Data

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Site Code : 00000000

Start Date: 10/16/03

File I.D. : 18

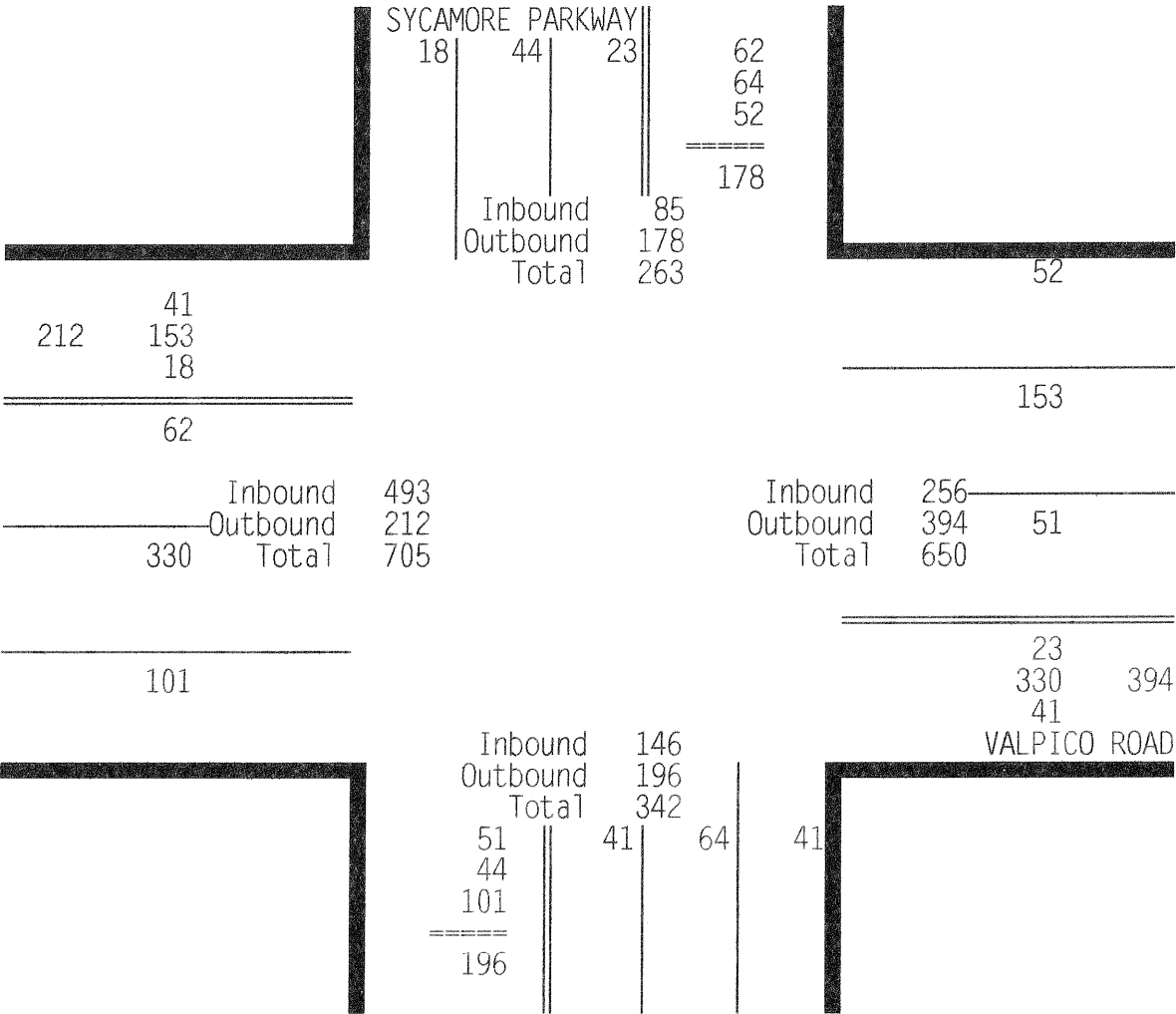
Page : 1

CITY OF TRACY

Start Time	SYCAMORE PARKWAY Southbound				VALPICO ROAD Westbound				Northbound				Eastbound				Total
	Left	Thru	Rght	Totl	Left	Thru	Rght	Totl	Left	Thru	Rght	Totl	Left	Thru	Rght	Totl	
4:00pm	5	8	2	15	13	43	5	61	7	10	12	29	13	61	22	96	201
4:15	6	9	2	17	7	39	4	50	5	12	11	28	11	74	16	101	196
4:30	2	4	3	9	12	34	4	50	4	9	6	19	7	68	25	100	178
4:45	3	7	2	12	7	46	12	65	4	11	8	23	16	65	16	97	197
Hour Total	16	28	9	53	39	162	25	226	20	42	37	99	47	268	79	394	772
5:00pm	3	10	3	16	9	42	13	64	8	24	8	40	14	92	21	127	247
5:15	5	16	8	29	19	41	12	72	12	10	8	30	16	60	29	105	236
5:30	8	11	3	22	11	37	20	68	11	13	14	38	20	86	21	127	255
5:45	7	7	4	18	12	33	7	52	10	17	11	38	12	92	30	134	242
Hour Total	23	44	18	85	51	153	52	256	41	64	41	146	62	330	101	493	980
Grand	39	72	27	138	90	315	77	482	61	106	78	245	109	598	180	887	1752
% of Total	2.2%	4.1%	1.5%		5.1%	18.0%	4.4%		3.5%	6.1%	4.5%		6.2%	34.1%	10.3%		
Apprch %				7.9%				27.5%				14.0%					50.6%
% of Apprch	28.3%	52.2%	19.6%		18.7%	65.4%	16.0%		24.9%	43.3%	31.8%		12.3%	67.4%	20.3%		

Peak Hour Analysis By Entire Intersection for the Period: 04:00pm to 05:45pm on 10/16/03

Direction	Street Name	Start	Peak Hr	Volumes				Percentages			
		Peak Hour	Factor	Left	Thru	Rght	Total	Left	Thru	Rght	
Southbound	SYCAMORE PARKWAY	05:00pm	.733	23	44	18	0 85	27.0	51.7	21.1	.0
Westbound	VALPICO ROAD		.889	51	153	52	0 256	19.9	59.7	20.3	.0
Northbound			.912	41	64	41	0 146	28.0	43.8	28.0	.0
Eastbound			.920	62	330	101	0 493	12.5	66.9	20.4	.0



All Traffic Data

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Start Date: 10/16/03

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CITY OF TRACY

MACARTHUR DRIVE
SouthboundVALPICO ROAD
Westbound

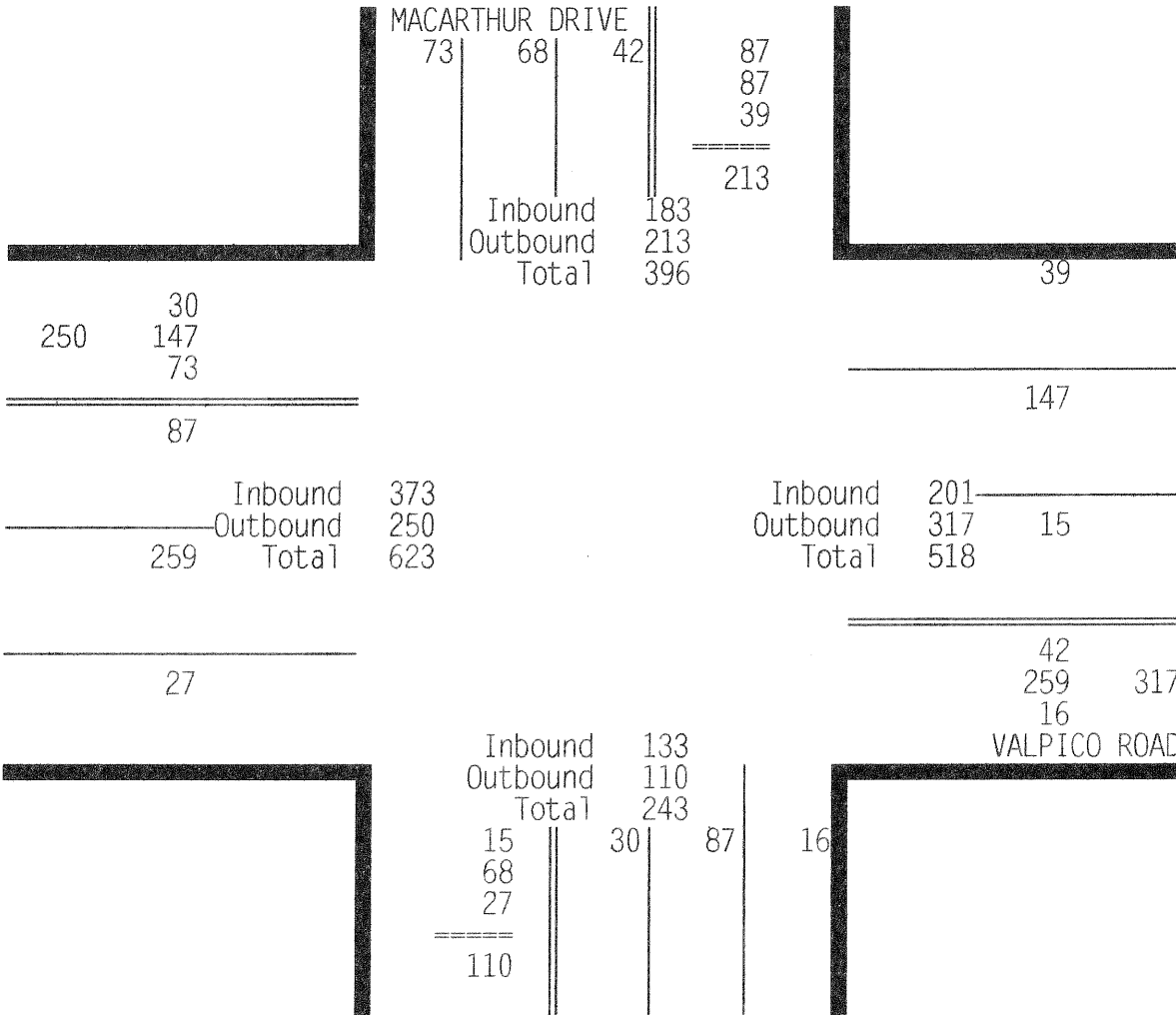
Northbound

Eastbound

Start Time	Left	Thru	Rght	Totl	Left	Thru	Rght	Totl	Left	Thru	Rght	Totl	Left	Thru	Rght	Totl	Total
4:00pm	10	21	20	51	1	41	3	45	4	24	4	32	17	65	14	96	224
4:15	14	18	10	42	3	31	5	39	8	19	2	29	17	60	9	86	196
4:30	8	15	21	44	6	35	5	46	6	16	4	26	22	61	10	93	209
4:45	13	20	15	48	4	36	9	49	6	20	5	31	14	62	3	79	207
Hour Total	45	74	66	185	14	143	22	179	24	79	15	118	70	248	36	354	836
5:00pm	11	13	22	46	1	34	12	47	6	31	3	40	22	71	8	101	234
5:15	10	20	15	45	4	42	13	59	12	20	4	36	29	65	6	100	240
5:30	11	18	23	52	4	23	9	36	4	13	2	19	24	60	9	93	200
5:45	12	27	13	52	3	27	5	35	3	29	5	37	25	55	9	89	213
Hour Total	44	78	73	195	12	126	39	177	25	93	14	132	100	251	32	383	887
Grand	89	152	139	380	26	269	61	356	49	172	29	250	170	499	68	737	1723
% of Total	5.2%	8.8%	8.1%		1.5%	15.6%	3.5%		2.8%	10.0%	1.7%		9.9%	29.0%	3.9%		
Apprch %				22.1%				20.7%				14.5%					42.8%
% of Apprch	23.4%	40.0%	36.6%		7.3%	75.6%	17.1%		19.6%	68.8%	11.6%		23.1%	67.7%	9.2%		

Peak Hour Analysis By Entire Intersection for the Period: 04:00pm to 05:45pm on 10/16/03

Direction	Street Name	Start Peak Hr	Factor	Left	Thru	Rght	Total	Left	Thru	Rght	Percentages
Southbound	MACARTHUR DRIVE	04:30pm	.953	42	68	73	0 183	22.9	37.1	39.8	.0
Westbound	VALPICO ROAD		.852	15	147	39	0 201	7.4	73.1	19.4	.0
Northbound			.831	30	87	16	0 133	22.5	65.4	12.0	.0
Eastbound			.923	87	259	27	0 373	23.3	69.4	7.2	.0



All Traffic Data

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Site Code : 00000000

Start Date: 10/16/03

File I.D. : 20

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CITY OF TRACY

Start Time	CHRISMAN ROAD Southbound				FACTORY Westbound				Northbound				VALPICO ROAD Eastbound				Total
	Left	Thru	Rght	Totl	Left	Thru	Rght	Totl	Left	Thru	Rght	Totl	Left	Thru	Rght	Totl	
4:00pm	2	28	15	45	4	0	3	7	15	27	1	43	45	0	19	64	159
4:15	0	29	18	47	2	1	5	8	5	24	1	30	41	0	18	59	144
4:30	0	20	20	40	7	1	7	15	6	27	0	33	29	0	22	51	139
4:45	0	30	17	47	0	0	0	0	9	44	0	53	43	1	21	65	165
Hour Total	2	107	70	179	13	2	15	30	35	122	2	159	158	1	80	239	607
5:00pm	0	33	16	49	0	0	0	0	16	27	0	43	47	1	14	62	154
5:15	0	23	32	55	0	0	0	0	7	25	0	32	43	0	12	55	142
5:30	0	34	28	62	0	0	0	0	3	36	0	39	32	0	14	46	147
5:45	0	22	20	42	0	0	0	0	8	28	0	36	32	0	11	43	121
Hour Total	0	112	96	208	0	0	0	0	34	116	0	150	154	1	51	206	564
Grand	2	219	166	387	13	2	15	30	69	238	2	309	312	2	131	445	1171
% of Total	.2%	18.7%	14.2%		1.1%	.2%	1.3%		5.9%	20.3%	.2%		26.6%	.2%	11.2%		
Apprch %				33.0%				2.6%				26.4%				38.0%	
% of Apprch	.5%	56.6%	42.9%		43.3%	6.7%	50.0%		22.3%	77.0%	.6%		70.1%	.4%	29.4%		

Peak Hour Analysis By Entire Intersection for the Period: 04:00pm to 05:45pm on 10/16/03

		Start	Peak Hr	 Volumes				Percentages			
Direction	Street Name	Peak Hour	Factor	Left	Thru	Right	Total	Left	Thru	Right	
Southbound	CHRISMAN ROAD	04:45pm	.859	0	120	93	0 213	.0	56.3	43.6	.0
Westbound	FACTORY		.0	0	0	0	0 0	0.0	0.0	0.0	0.0
Northbound			.788	35	132	0	0 167	20.9	79.0	.0	.0
Eastbound	VALPICO ROAD		.877	165	2	61	0 228	72.3	.8	26.7	.0

CITY OF TRACY

Site Code : 00000000
Start Date: 10/16/03
File I.D. : 20
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All Traffic Data

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Site Code : 00000000

Start Date: 10/22/03

File I.D. : 22

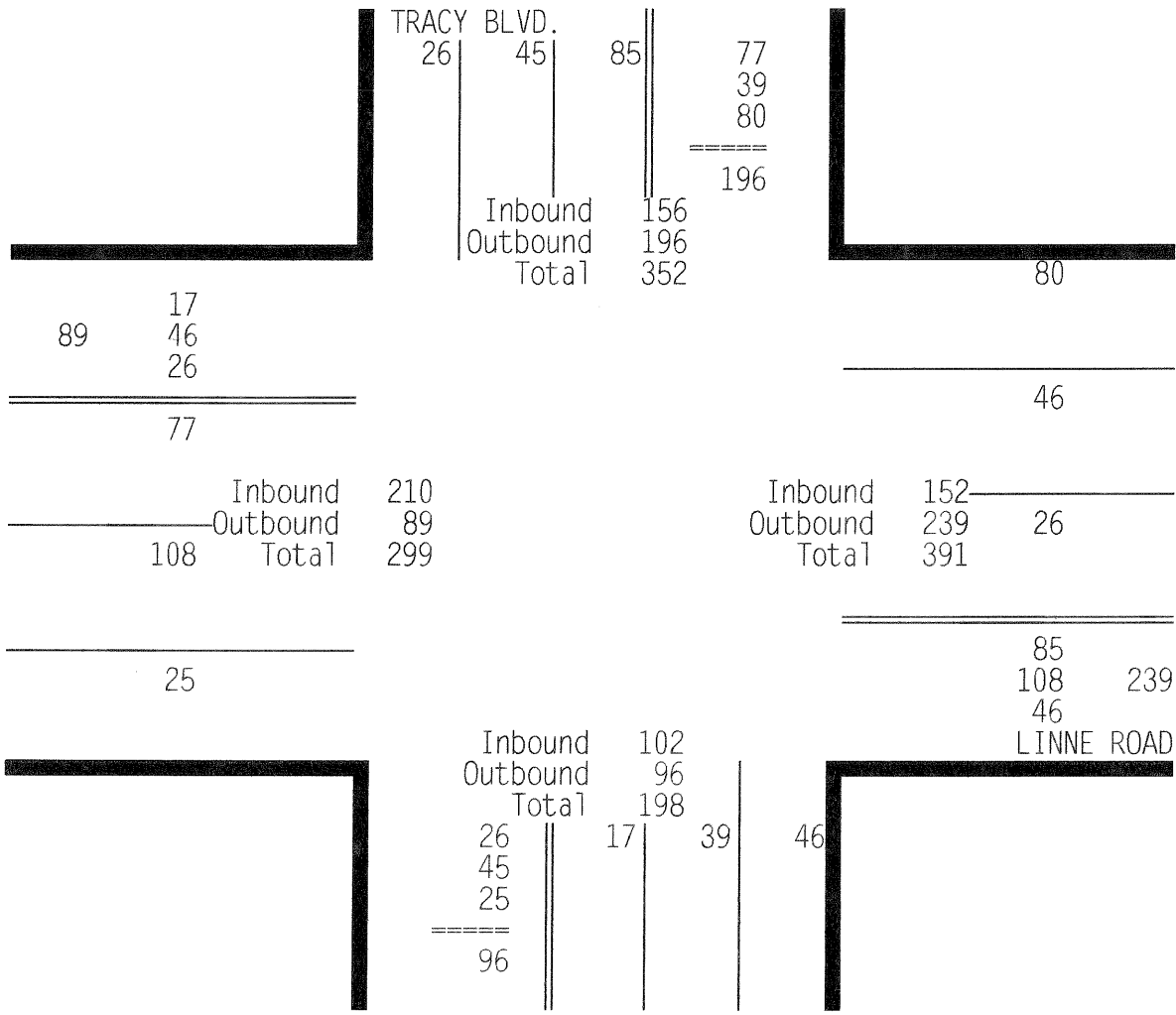
Page : 1

CITY OF TRACY

Start Time	TRACY BLVD. Southbound				LINNE ROAD Westbound				Northbound				Eastbound				Total
	Left	Thru	Rght	Totl	Left	Thru	Rght	Totl	Left	Thru	Rght	Totl	Left	Thru	Rght	Totl	
4:00pm	28	6	3	37	6	15	17	38	4	12	12	28	13	40	8	61	164
4:15	17	5	3	25	11	8	16	35	2	9	5	16	11	28	3	42	118
4:30	27	10	10	47	10	13	24	47	3	9	13	25	13	22	2	37	156
4:45	18	16	4	38	6	6	20	32	5	10	10	25	21	33	8	62	157
Hour Total	90	37	20	147	33	42	77	152	14	40	40	94	58	123	21	202	595
5:00pm	21	9	10	40	4	15	26	45	4	6	12	22	19	29	9	57	164
5:15	19	10	2	31	6	12	10	28	5	14	11	30	24	24	6	54	143
5:30	15	7	2	24	4	10	21	35	4	12	6	22	17	33	6	56	137
5:45	13	9	4	26	2	11	14	27	2	7	4	13	25	33	8	66	132
Hour Total	68	35	18	121	16	48	71	135	15	39	33	87	85	119	29	233	576
Grand	158	72	38	268	49	90	148	287	29	79	73	181	143	242	50	435	1171
% of Total	13.5%	6.1%	3.2%		4.2%	7.7%	12.6%		2.5%	6.7%	6.2%		12.2%	20.7%	4.3%		
Apprch %				22.9%				24.5%				15.5%					37.1%
% of Apprch	59.0%	26.9%	14.2%		17.1%	31.4%	51.6%		16.0%	43.6%	40.3%		32.9%	55.6%	11.5%		

Peak Hour Analysis By Entire Intersection for the Period: 04:00pm to 05:45pm on 10/22/03

Direction	Street Name	Start	Peak Hr	Volumes				Percentages			
		Peak Hour	Factor	Left	Thru	Rght	Total	Left	Thru	Rght	
Southbound	TRACY BLVD.	04:30pm	.830	85	45	26	0	156	54.4	28.8	16.6
Westbound	LINNE ROAD		.809	26	46	80	0	152	17.1	30.2	52.6
Northbound			.850	17	39	46	0	102	16.6	38.2	45.0
Eastbound			.847	77	108	25	0	210	36.6	51.4	11.9



All Traffic Data

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Site Code : 00000000

Start Date: 10/22/03

File I.D. : 23

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CITY OF TRACY

MACARTHUR DRIVE
SouthboundLINNE ROAD
Westbound

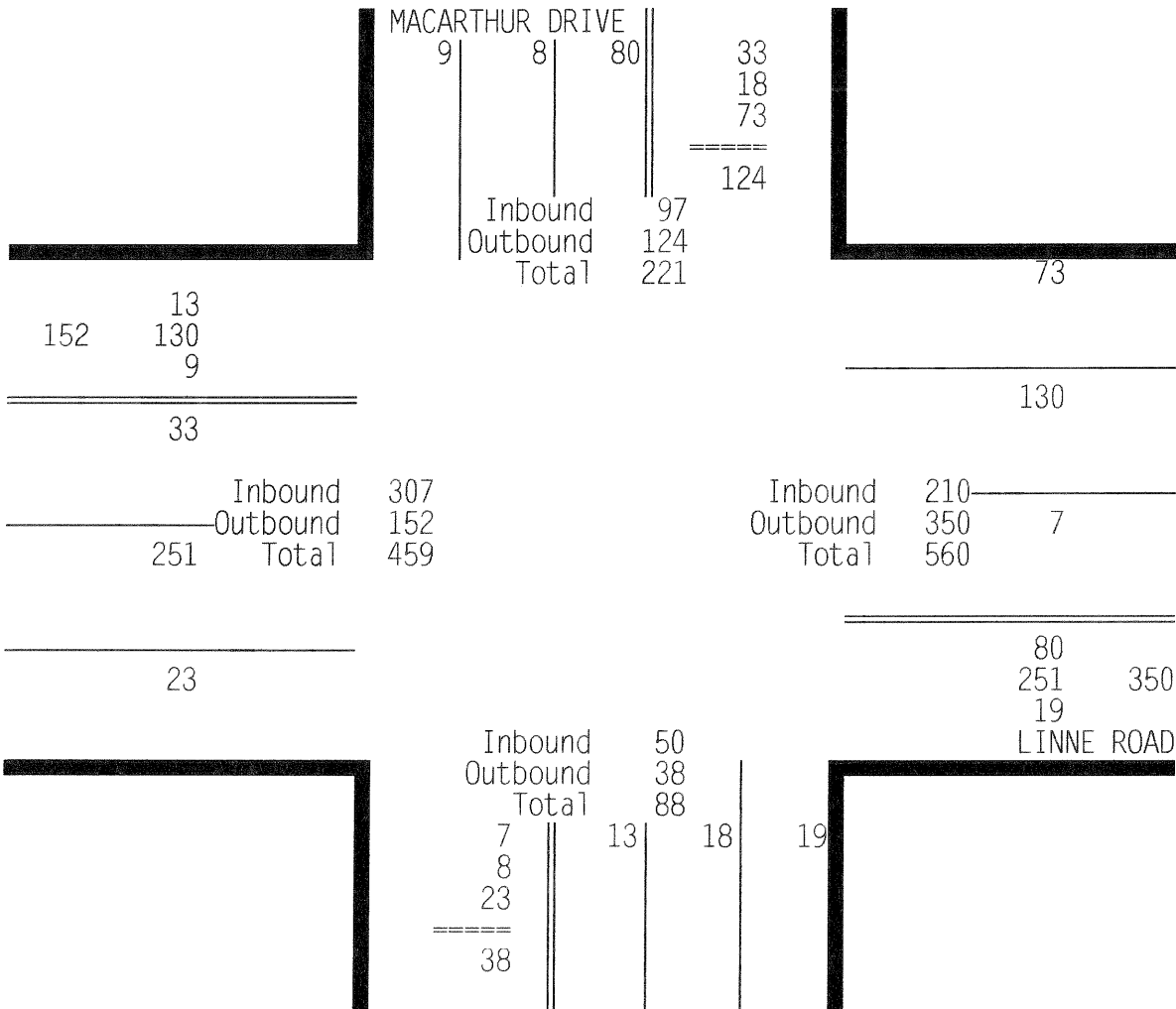
Northbound

Eastbound

Start Time	Left	Thru	Right	Totl	Left	Thru	Right	Totl	Left	Thru	Right	Totl	Left	Thru	Right	Totl	Total
4:00pm	17	3	2	22	5	38	20	63	4	5	6	15	11	71	9	91	191
4:15	31	0	4	35	1	36	14	51	3	6	2	11	9	53	2	64	161
4:30	15	3	1	19	0	32	25	57	3	3	4	10	6	63	10	79	165
4:45	17	2	2	21	1	24	14	39	3	4	7	14	7	64	2	73	147
Hour Total	80	8	9	97	7	130	73	210	13	18	19	50	33	251	23	307	664
5:00pm	19	0	3	22	2	26	18	46	5	7	8	20	14	54	1	69	157
5:15	21	2	11	34	3	14	17	34	3	5	8	16	9	57	3	69	153
5:30	15	2	4	21	1	28	7	36	0	3	6	9	13	50	0	63	129
5:45	21	1	8	30	1	16	13	30	1	6	8	15	13	50	0	63	138
Hour Total	76	5	26	107	7	84	55	146	9	21	30	60	49	211	4	264	577
Grand	156	13	35	204	14	214	128	356	22	39	49	110	82	462	27	571	1241
% of Total	12.6%	1.0%	2.8%		1.1%	17.2%	10.3%		1.8%	3.1%	3.9%		6.6%	37.2%	2.2%		
Apprch %				16.4%				28.7%				8.9%					46.0%
% of Apprch	76.5%	6.4%	17.2%		3.9%	60.1%	36.0%		20.0%	35.5%	44.5%		14.4%	80.9%	4.7%		

Peak Hour Analysis By Entire Intersection for the Period: 04:00pm to 05:45pm on 10/22/03

Direction	Street Name	Start Peak Hour	Peak Hr Factor	Volumes				Percentages			
				Left	Thru	Right	Total	Left	Thru	Right	
Southbound	MACARTHUR DRIVE	04:00pm	.693	80	8	9	0	97	82.4	8.2	9.2
Westbound	LINNE ROAD		.833	7	130	73	0	210	3.3	61.9	34.7
Northbound			.833	13	18	19	0	50	26.0	36.0	38.0
Eastbound			.843	33	251	23	0	307	10.7	81.7	7.4



Fax

To: Mike Wallace

From: Dan McGrath

Fax:

Pages:

Phone: 925-284-2691

Date: 10/18/03

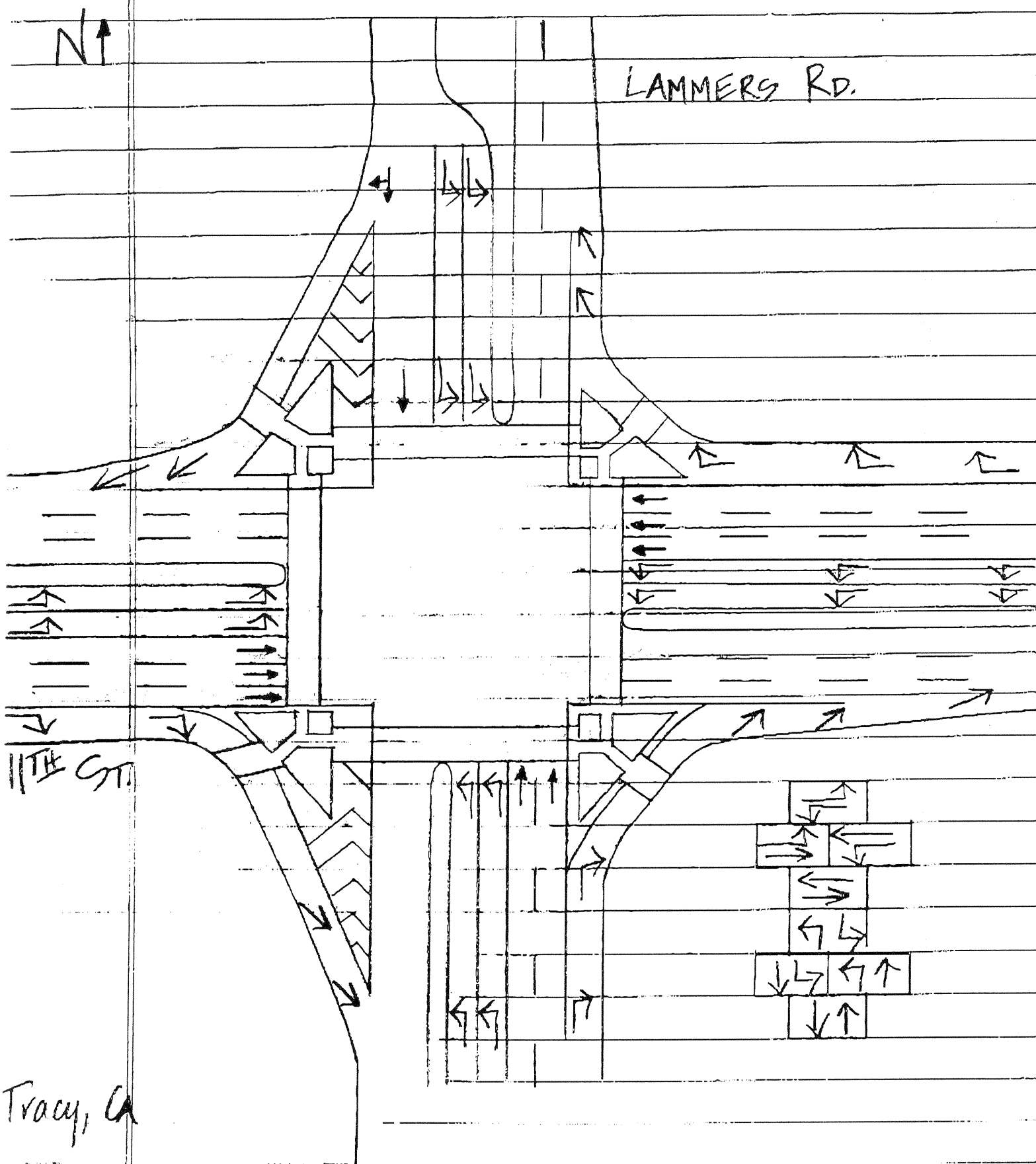
Re: Sketches

CC:

☐ **Urgent** ☐ **For Review** ☐ **Please Comment** ☐ **Please Reply** ☐ **Please Recycle**

Mike,

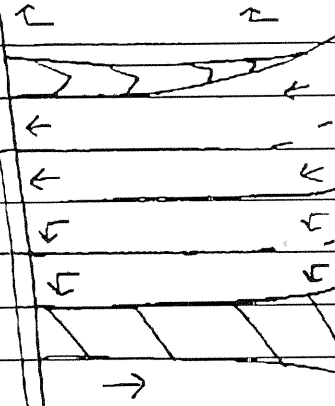
Please find enclosed the two remaining sketches for the first seven counts in Tracy.



N ↑

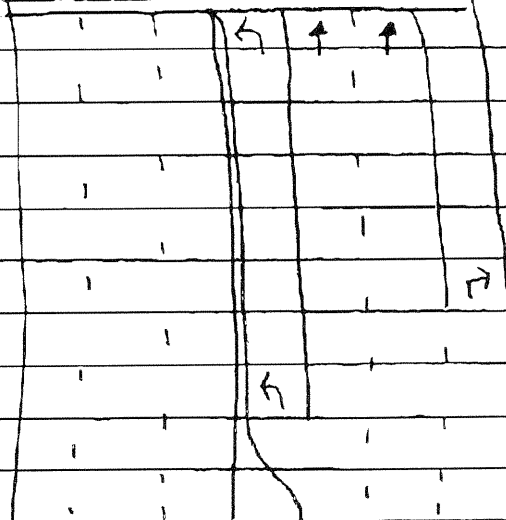
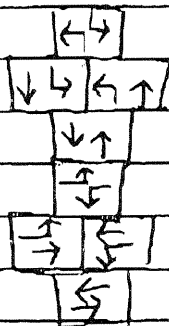
NAGLE RD

SR 205
WB OFF
RAMP



PAVILLION
Pkwy

SR 205
WB ON
RAMP



All Traffic Data
5098 Foothills Blvd, Suite 3-302
Roseville, CA 95747
Phone: (916) 771-8700
Fax: (916) 786-2879
Email: atdtraf@vfr.net

ALL TRAFFIC DATA

Fax

To: Michael Beattie

From: Bill Nichols

Fax: 925-284-2691

Pages: 3 including cover

Phone: 925-284-3200

Date: 11/05/03

Re: Traffic Counts

CC:

☐ **Urgent** ☐ **For Review** ☐ **Please Comment** ☐ **Please Reply** ☐ **Please Recycle**

● **Comments:**

Michael:

I have enclosed the results of the PM count at Bryon Road/Grant Line Road in the City of Tracy.

If you have any questions please call me.

Bill Nichols

CITY OF TRACY

All Traffic Data
 5098 Foothills Blvd. 3-302
 Roseville, CA. 95678
 (916) 771-8700

Site Code : 00000000
 Start Date: 11/04/03
 File I.D. : BYRCRA-P
 Page : 1

Start Time	W. BYRON ROAD Southbound				GRANT LINE ROAD Westbound				Northbound				Eastbound				Total
	Left	Thru	Rght	Totl	Left	Thru	Rght	Totl	Left	Thru	Rght	Totl	Left	Thru	Rght	Totl	
4:00pm	155	29	0	184	22	0	44	66	0	20	74	94	0	0	0	0	244
4:15	122	33	0	155	25	0	69	94	0	15	110	125	0	0	0	0	374
4:30	139	25	0	164	35	0	46	81	0	13	106	119	0	0	0	0	364
4:45	146	31	0	177	27	0	50	77	0	8	79	87	0	0	0	0	341
Hour Total	562	118	0	680	109	0	209	318	0	56	369	425	0	0	0	0	1423
5:00pm	149	23	0	172	39	0	38	77	0	5	59	64	0	0	0	0	313
5:15	159	31	0	190	37	0	73	110	0	17	87	104	0	0	0	0	404
5:30	163	38	0	201	36	0	28	74	0	15	59	74	0	0	0	0	349
5:45	148	28	0	176	39	0	31	70	0	8	53	61	0	0	0	0	307
Hour Total	619	120	0	739	151	0	130	331	0	45	256	303	0	0	0	0	1373
Grand	1181	238	0	1419	260	0	339	649	0	101	627	728	0	0	0	0	2795
% of Total	42.2%	8.5%	0.0%		9.3%	0.0%	13.9%		0.0%	3.6%	22.4%		0.0%	0.0%	0.0%		
Approch %				50.8%				23.2%				25.0%					
% of Apprch	83.2%	16.8%	0.0%		40.1%	0.0%	59.9%		0.0%	13.9%	86.1%		0.0%	0.0%	0.0%		

Peak Hour Analysis By Entire Intersection for the Period: 04:00pm to 05:45pm on 11/04/03

Direction	Street Name	Start	Peak Hr	Volumes				Percentages			
		Peak Hour	Factor	Left	Thru	Rght	Total	Left	Thru	Rght	Total
Southbound	W. BYRON ROAD	04:00pm	.924	562	118	0	680	82.6	17.3	.0	.0
Westbound	GRANT LINE ROAD		.846	109	0	209	318	34.2	.0	65.7	.0
Northbound			.850	0	56	369	425	.0	13.1	86.9	.0
Eastbound			.0	0	0	0	0	0.0	0.0	0.0	0.0

All Traffic Data
 5098 Foothills Blvd. 3-302
 Roseville, CA. 95678
 (916)771-8700

Site Code : 00000000
 Start Date: 11/04/03
 File I.D. : BYRGRA-P
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CITY OF TRACY

W. BYRON ROAD

0	118	562	0
			56
			209
			=====
			265
	Inbound	680	
	Outbound	265	
	Total	945	

209

0
 0
 0

0

0

Inbound 0
 Outbound 0
 Total 0

Inbound 318
 Outbound 931 109
 Total 1249

0

562

0

931

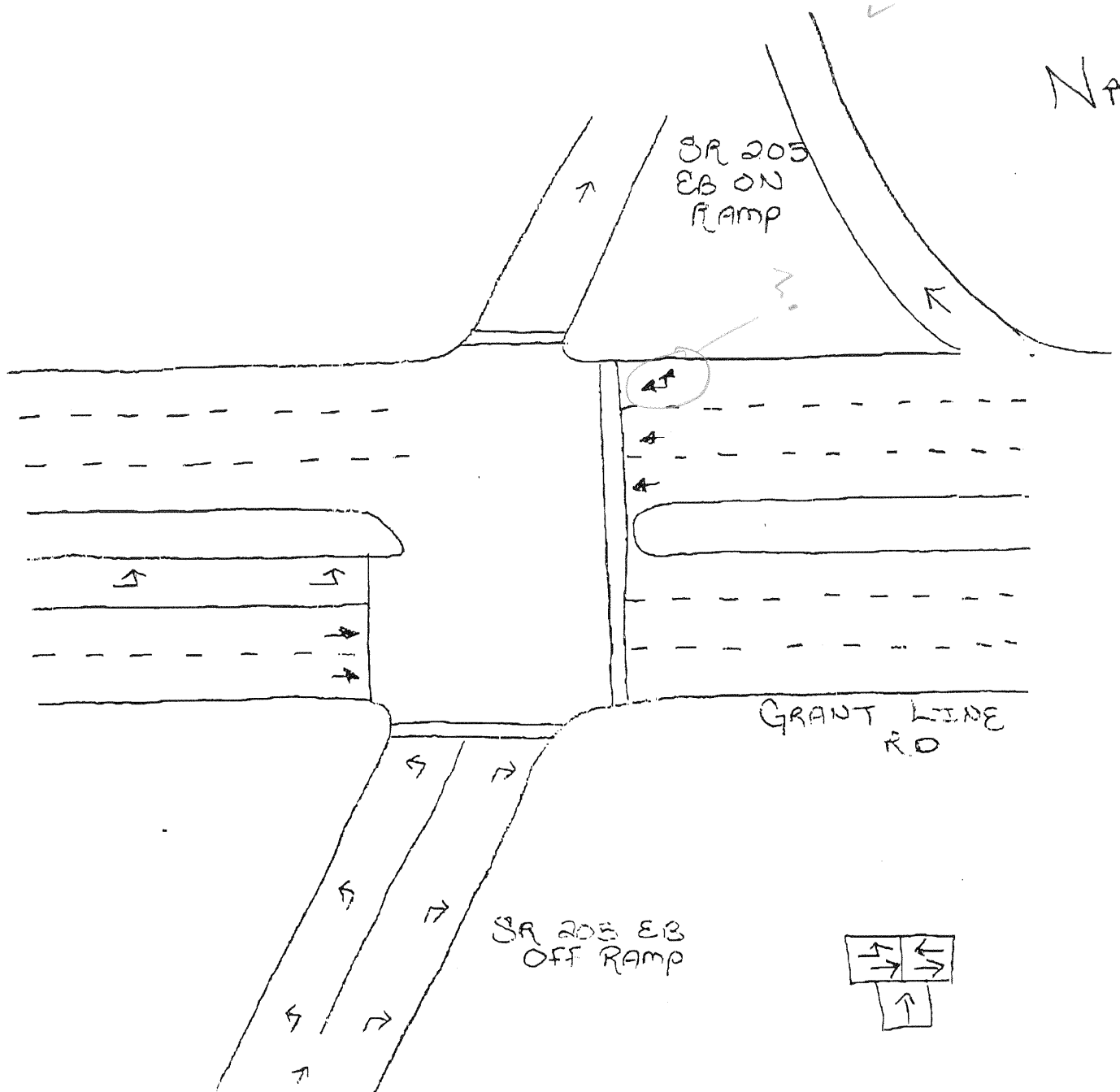
369

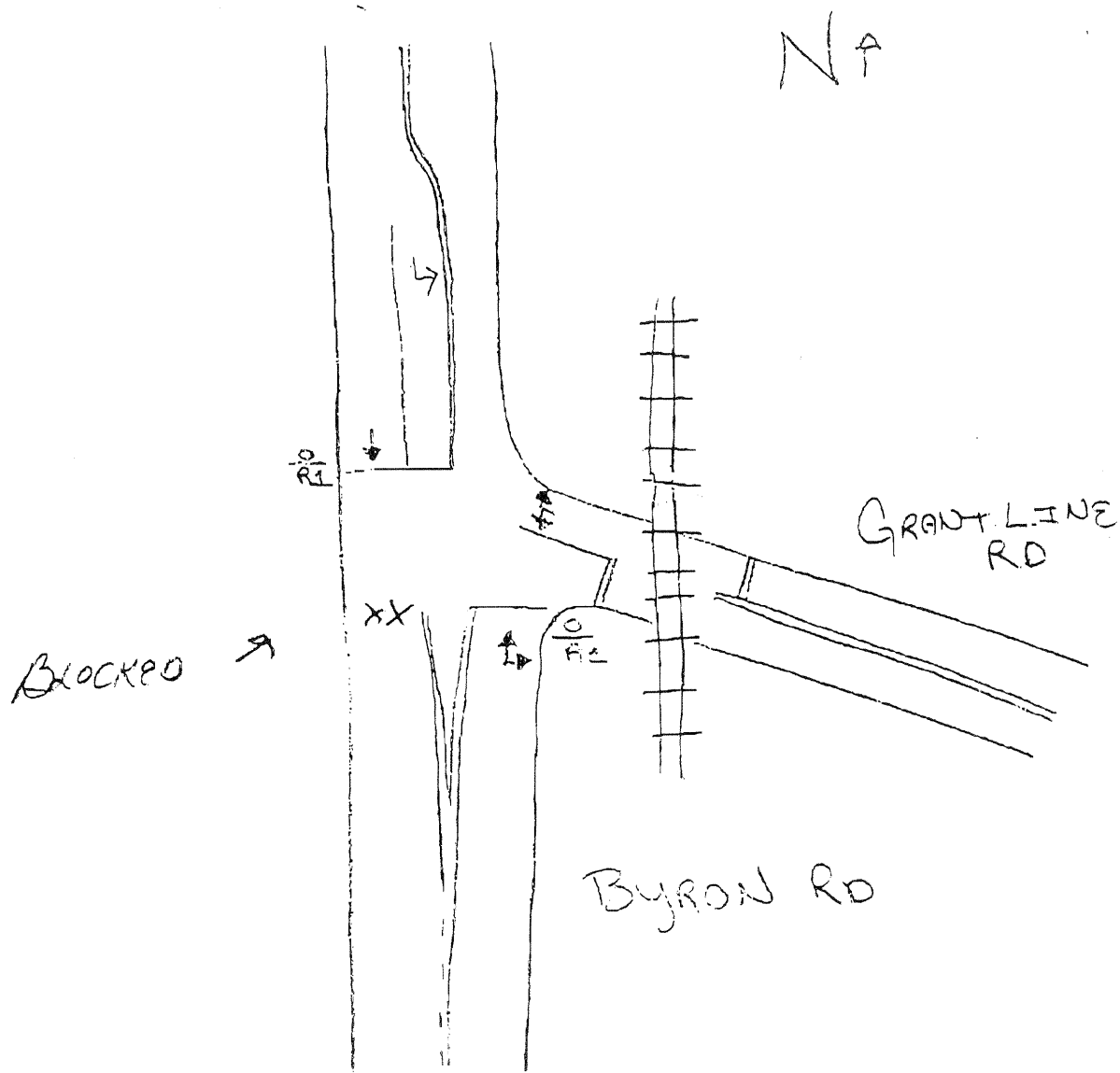
GRANT LINE ROAD

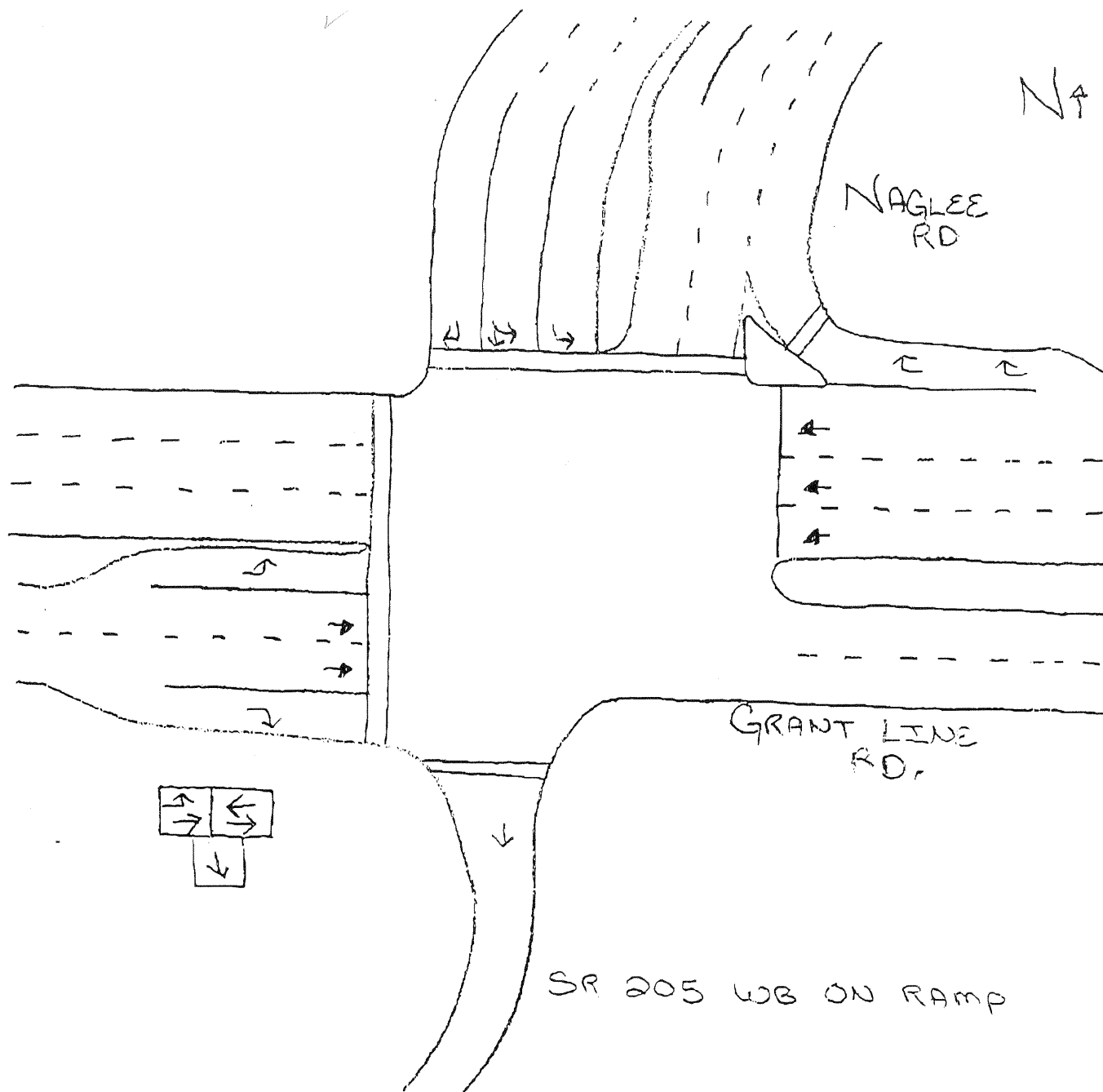
	Inbound	425	
	Outbound	227	
	Total	652	
109		0	56
118			
0			
=====			
227			

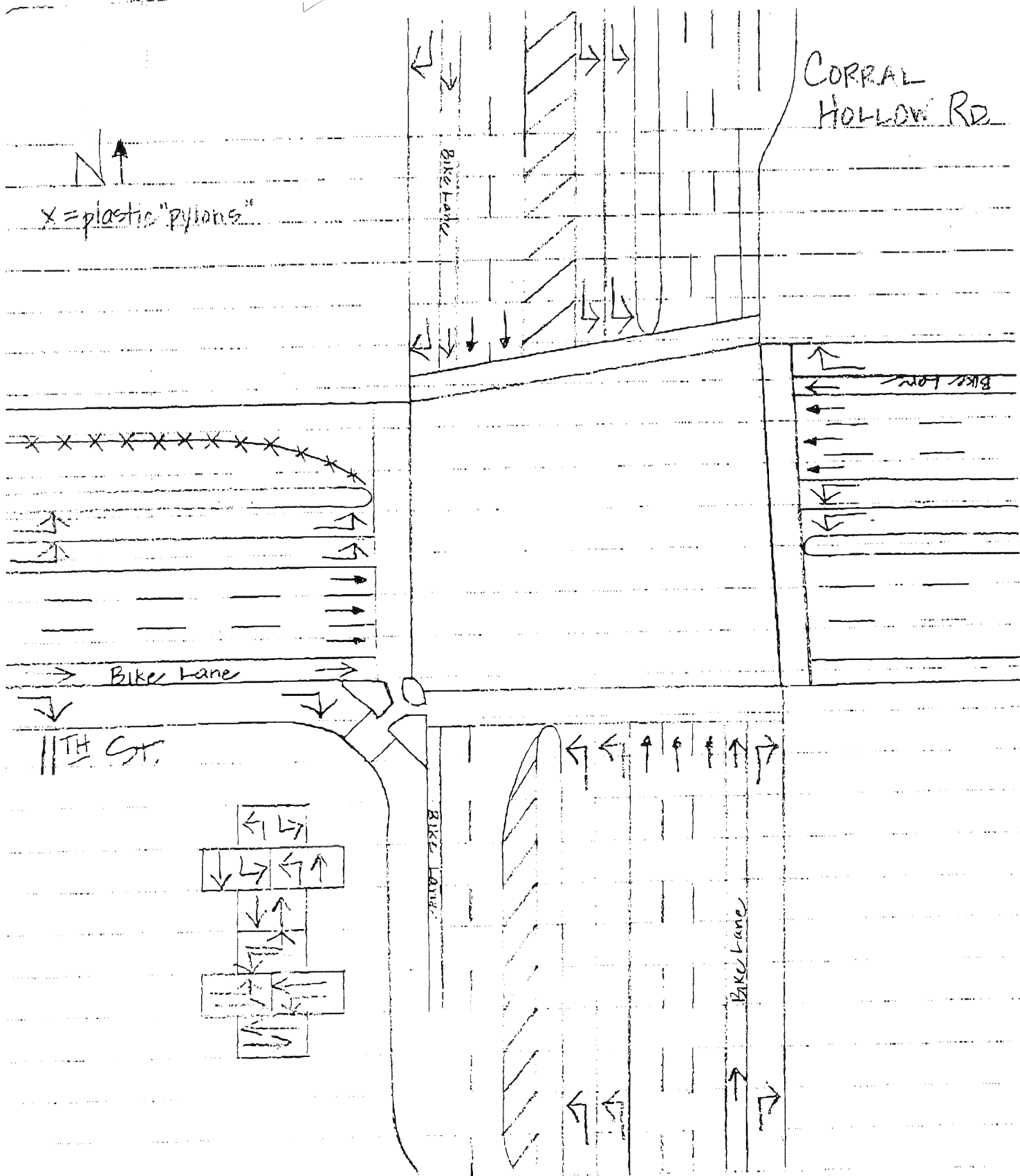
369

NA









Tracy, CA

CITY OF TRACY

All Traffic Data

(916) 771-8700

Fax 786-2879

Site Code : 00000000

Start Date: 10/08/03

File I.D. : PAVNAGLF

Page : 1

PAVILION PKWY. Southbound					NAGLEE RD. Westbound					SR 205 W/B OFF RAMP Northbound					Eastbound				
Start Time	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Total		
7:00am	0	0	0	0	0	14	0	14	131	2	6	139	5	14	53	72	225		
7:15	0	0	1	1	3	13	0	16	101	0	9	110	2	12	53	67	194		
7:30	0	2	0	2	7	26	0	33	72	12	15	99	5	14	66	85	219		
7:45	0	1	0	1	8	18	3	29	77	10	21	108	4	18	64	86	224		
Hour Total	0	3	1	4	18	71	3	92	381	24	51	456	16	58	236	310	862		
8:00am	1	1	0	2	3	16	2	21	91	10	8	109	6	19	66	91	223		
8:15	0	0	2	2	3	31	3	37	71	2	16	89	4	15	69	88	216		
8:30	1	1	2	4	6	25	0	31	73	4	14	91	0	28	62	90	216		
8:45	1	0	5	6	2	25	0	27	67	7	22	96	5	24	43	72	201		
Hour Total	3	2	9	14	14	97	5	116	302	23	60	385	15	86	240	341	856		
Grand	3	5	10	18	32	168	8	208	683	47	111	841	31	144	476	651	1718		
% of Total	.2%	.3%	.6%		1.9%	9.6%	.5%		39.6%	2.7%	6.5%		1.8%	8.4%	27.7%				
Approch %				1.0%				12.1%				49.0%					37.9%		
% of Approach	16.7%	27.8%	55.6%		15.4%	80.8%	3.8%		81.2%	5.6%	13.2%		4.8%	22.1%	73.1%				

Peak Hour Analysis By Entire Intersection for the Period: 07:00am to 08:45am on 10/08/03

Direction	Street Name	Start	Peak Hr	 Volumes				 Percentages		
		Peak Hour	Factor	Left	Thru	Right	Total	Left	Thru	Right
Southbound	PAVILION PKWY.	07:30am	.875	1	4	2	7	14.2	57.1	28.5
Westbound	NAGLEE RD.		.811	21	91	8	120	17.5	75.8	6.6
Northbound	SR 205 W/B OFF RAMP		.929	311	34	60	405	76.7	8.3	14.8
Eastbound			.962	19	66	265	350	5.4	18.8	75.7

PAVILION PKWY.

2	4	1	19
			34
			8
			====
			61
Inbound		7	
Outbound		61	
Total		68	

8

	311
404	91
	2
=====	
	19

91

Inbound	350
Outbound	404
66 Total	754

Inbound	120
Outbound	127
21 Total	247

265

1	
66	127
60	

NAGLEE RD.

Inbound	405
Outbound	290
Total	695

21	311	34
4		
265		
=====		
290		

SR 205 W/B OFF RAMP

60

CITY OF TRACY

All Traffic Data

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Fax 786-2879

Site Code : 00000000

Start Date: 10/08/03

File I.D. : PAVNAGLF

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PAVILION PKWY.
SouthboundNAGLEE RD.
WestboundSR 205 W/B OFF RAMP
Northbound

Eastbound

Start

Time	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Total
4:00pm	2	2	6	10	11	77	2	90	80	2	30	112	5	86	26	117	329
4:15	1	4	7	12	8	71	2	81	66	4	28	98	7	87	17	111	302
4:30	3	0	11	14	14	91	1	106	66	3	25	94	7	82	18	107	321
4:45	2	1	7	10	5	80	0	85	78	9	34	121	5	74	20	99	315
Hour Total	8	7	31	46	38	319	5	362	290	18	117	425	24	329	81	434	1267
5:00pm	1	3	9	13	12	86	2	100	74	2	32	108	6	99	22	127	348
5:15	2	2	16	20	6	77	5	89	71	3	27	101	8	86	20	114	323
5:30	2	0	12	14	9	81	4	94	86	3	40	129	5	97	15	117	354
5:45	3	0	12	15	5	81	0	86	81	3	31	115	9	80	17	106	322
Hour Total	8	5	49	62	32	325	11	368	312	11	130	453	28	362	74	464	1347
Grand	16	12	80	108	70	644	16	730	602	29	247	878	52	691	155	898	2614
% of Total	.6%	.5%	3.1%		2.7%	24.6%	.6%		23.0%	1.1%	9.4%		2.0%	26.4%	5.9%		
Approch %				4.1%				27.9%				33.6%					34.4%
% of Approch	14.8%	11.1%	74.1%		9.6%	88.2%	2.2%		68.6%	3.3%	28.1%		5.8%	76.9%	17.3%		

Peak Hour Analysis By Entire Intersection for the Period: 04:00pm to 05:45pm on 10/08/03

Direction	Street Name	Start	Peak Hr	 Volumes				 Percentages		
		Peak Hour	Factor	Left	Thru	Right	Total	Left	Thru	Right
Southbound	PAVILION PKWY.	05:00pm	.775	8	5	49	62	12.9	8.0	79.0
Westbound	NAGLEE RD.		.920	32	325	11	368	8.6	88.3	2.9
Northbound	SR 205 W/B OFF RAMP		.878	312	11	130	453	68.8	2.4	28.6
Eastbound			.913	28	362	74	464	6.0	78.0	15.9

PAVILION PKWY.

49	5	8	28
			11
			11
			==
			50
Inbound		62	
Outbound		50	
Total		112	

11

	312
686	325
	49
	28

325

Inbound	464
Outbound	686
362	Total 1150

Inbound	368
Outbound	500
	32
Total	868

74

8
362
130
NAGLEE RD.

Inbound	453
Outbound	111
Total	564

32	312	11	130
5			
74			
====			
111			
SR 205 W/B OFF RAMP			

CITY OF TRACY

All Traffic Data

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Site Code : 00000000

Start Date: 10/08/03

File I.D. : GRNTRMPF

Page : 1

SR 205 E/B ON-RAMP
SouthboundGRANT LINE RD.
WestboundSR 205 E/B OFF-RAMP
Northbound

Eastbound

Start Time	Left	Thru	Rght	Tot1	Left	Thru	Rght	Tot1	Left	Thru	Rght	Tot1	Left	Thru	Rght	Tot1	Total
7:00am	0	0	0	0	5	201	53	259	6	0	26	32	34	61	0	95	386
7:15	0	0	0	0	3	190	64	257	12	0	31	43	30	52	0	82	382
7:30	0	0	0	0	6	175	68	249	9	0	34	43	29	78	0	107	399
7:45	0	0	0	0	9	204	52	265	9	0	31	40	32	62	0	94	399
Hour Total	0	0	0	0	23	770	237	1030	36	0	122	158	125	253	0	378	1566
8:00am	0	0	0	0	8	172	36	216	10	0	30	40	41	78	0	119	375
8:15	0	0	0	0	5	163	35	203	14	0	36	50	26	70	0	96	349
8:30	0	0	0	0	4	168	34	206	12	0	24	36	34	82	0	116	358
8:45	0	0	0	0	7	130	23	160	15	0	25	40	36	112	0	148	348
Hour Total	0	0	0	0	24	633	128	785	51	0	115	166	137	342	0	479	1430
Grand	0	0	0	0	47	1403	365	1815	87	0	237	324	262	595	0	857	2996
% of Total	0.0%	0.0%	0.0%		1.6%	46.8%	12.2%		2.9%	0.0%	7.9%		8.7%	19.9%	0.0%		
Apprch %							60.6%					10.8%				28.6%	
% of Apprch	0.0%	0.0%	0.0%		2.6%	77.3%	20.1%		26.9%	0.0%	73.1%		30.6%	69.4%	0.0%		

Peak Hour Analysis By Entire Intersection for the Period: 07:00am to 08:45am on 10/08/03

Direction	Street Name	Start Peak Hr	Factor	 Volumes				 Percentages		
		Peak Hour		Left	Thru	Rght	Total	Left	Thru	Rght
Southbound	SR 205 E/B ON-RAMP	07:00am	.0	0	0	0	0	0.0	0.0	0.0
Westbound	GRANT LINE RD.		.972	23	770	237	1030	2.2	74.7	23.0
Northbound	SR 205 E/B OFF-RAMP		.919	36	0	122	158	22.7	.0	77.2
Eastbound			.883	125	253	0	378	33.0	66.9	.0

SR 205 E/B ON-RAMP

0	0	0	125
			0
			237
			=====
			362
Inbound		0	
Outbound		362	
Total		362	

237

	36
806	770
	0

125

770

Inbound	378
Outbound	806
253 Total	1184

Inbound	1030
Outbound	375 23
Total	1405

0

0
253 375
122

GRANT LINE RD.

Inbound	158
Outbound	23
Total	181

23	36	0	122
0			
0			
=====			
23			

SR 205 E/B OFF-RAMP

SR 205 E/B ON-RAMP Southbound					GRANT LINE RD. Westbound					SR 205 E/B OFF-RAMP Northbound					Eastbound				
Start Time	Left	Thru	Right	Total	Left	Thru	Right	Total		Left	Thru	Right	Total		Left	Thru	Right	Total	Total
4:00pm	0	0	0	0	3	194	39	236		37	1	57	95		62	301	0	383	714
4:15	0	0	0	0	4	191	32	227		21	0	73	94		54	288	0	342	663
4:30	0	0	0	0	2	206	34	242		26	0	86	112		94	303	0	397	751
4:45	0	0	0	0	0	176	31	207		33	0	56	89		79	341	0	420	716
Hour Total	0	0	0	0	9	767	136	912		117	1	272	390		309	1233	0	1542	2844
5:00pm	0	0	0	0	0	205	28	233		34	0	90	114		91	331	0	422	769
5:15	0	0	0	0	1	176	55	232		34	0	102	136		75	289	0	364	732
5:30	0	0	0	0	0	188	38	226		31	1	99	131		125	291	0	416	773
5:45	0	0	0	0	1	203	37	241		37	0	100	137		90	323	0	413	791
Hour Total	0	0	0	0	2	772	158	932		136	1	381	518		381	1234	0	1615	3065
Grand	0	0	0	0	11	1539	294	1844		253	2	653	908		690	2467	0	3157	5909
% of Total	0.0%	0.0%	0.0%		.2%	26.0%	5.0%			4.3%	0.0%	11.1%			11.7%	41.7%	0.0%		
Approch %								31.2%					15.4%					53.4%	
% of Approach	0.0%	0.0%	0.0%		.6%	83.5%	15.9%			27.9%	.2%	71.9%			21.9%	76.1%	0.0%		

Peak Hour Analysis By Entire Intersection for the Period: 04:00pm to 05:45pm on 10/08/03

		Start	Peak Hr	 Volumes				 Percentages		
Direction	Street Name	Peak Hour	Factor	Left	Thru	Right	Total	Left	Thru	Right
Southbound	SR 205 E/B ON-RAMP	05:00pm	.0	0	0	0	0	0.0	0.0	0.0
Westbound	GRANT LINE RD.		.967	2	772	158	932	.2	82.8	16.9
Northbound	SR 205 E/B OFF-RAMP		.945	136	1	381	518	26.2	.1	73.5
Eastbound			.957	381	1234	0	1615	23.5	76.4	.0

SR 205 E/B ON-RAMP

0	0	0	381
			1
			158
			=====
			540
Inbound		0	
Outbound		540	
Total		540	

158

772

136
908 772
0
=====

381

Inbound	1615
Outbound	908
Total	2523

1234

Inbound	932	
Outbound	1615	2
Total	2547	

0

1234 1615

381

GRANT LINE RD.

Inbound	518
Outbound	2
Total	520

2 136

0

0

=====

2

SR 205 E/B OFF-RAMP

1

381

CORRAL HOLLOW RD.

11TH ST.

Southbound

Westbound

Northbound

Eastbound

Start Time	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Total
4:00pm	79	126	36	241	37	74	79	190	46	183	22	251	88	207	53	348	1030
4:15	63	128	40	231	73	80	71	224	45	138	21	204	116	209	58	385	1044
4:30	63	148	36	247	64	76	66	206	41	143	36	220	100	250	72	422	1095
4:45	64	150	34	248	59	56	77	192	43	187	24	254	112	216	95	423	1117
Hour Total	269	552	146	967	233	286	293	812	175	661	103	929	418	882	278	1578	4286
5:00pm	88	143	51	282	63	94	69	226	33	155	34	222	125	240	127	492	1222
5:15	61	154	82	297	64	67	72	203	48	159	34	241	119	245	121	485	1226
5:30	60	151	77	288	69	76	79	224	61	165	32	258	111	200	109	420	1190
5:45	61	175	68	304	53	89	63	205	63	153	22	238	115	248	114	477	1224
Hour Total	270	623	278	1171	249	326	283	858	205	632	122	959	470	933	471	1874	4862
Grand	539	1175	424	2138	482	612	576	1670	390	1283	225	1888	888	1815	749	3452	9148
% of Total	5.9%	12.8%	4.6%		5.3%	6.7%	6.3%		4.2%	14.0%	2.5%		9.7%	19.8%	8.2%		
Approch %			23.4%				18.3%				20.6%				37.7%		
% of Approach	25.2%	55.0%	19.8%		28.9%	36.6%	34.5%		20.1%	68.0%	11.9%		25.7%	52.6%	21.7%		

Peak Hour Analysis By Entire Intersection for the Period: 04:00pm to 05:45pm on 10/09/03

Direction	Street Name	Start Peak Hour	Peak Hr Factor	Volumes	Percentages
Southbound	CORRAL HOLLOW RD.	05:00pm	.963	Left 270 Thru 623 Right 278 Total 1171	Left 23.0 Thru 53.2 Right 23.7
Westbound	11TH ST.		.949	Left 249 Thru 326 Right 283 Total 858	Left 29.0 Thru 37.9 Right 32.9
Northbound			.929	Left 205 Thru 632 Right 122 Total 959	Left 21.3 Thru 65.9 Right 12.7
Eastbound			.952	Left 470 Thru 933 Right 471 Total 1874	Left 25.0 Thru 49.7 Right 25.1

CORRAL HOLLOW RD.

278	623	270	470
			632
			283
			=====
			1385
	Inbound	1171	
	Outbound	1385	
	Total	2556	

205
809 326
278

470

	Inbound	1874
	Outbound	809
933	Total	2683

471

	Inbound	959
	Outbound	1343
	Total	2302

249	205	632	122
623			
471			
=====			
1343			

283

326

	Inbound	858
	Outbound	1325
	Total	2183

270
933 1325
122
11TH ST.

LAMMERS RD. Southbound					11TH ST. Westbound					Northbound					Eastbound				
Start Time	Left	Thru	Right	Total	Left	Thru	Right	Total		Left	Thru	Right	Total		Left	Thru	Right	Total	Total
4:00pm	15	2	5	22	16	85	13	114		13	5	26	44		10	327	18	355	535
4:15	10	0	9	19	17	91	17	125		6	6	25	37		13	333	26	372	553
4:30	14	0	4	18	17	83	7	107		7	6	29	42		15	376	31	422	589
4:45	12	2	6	20	12	66	11	89		6	5	36	47		10	358	18	386	542
Hour Total	51	4	24	79	62	325	48	435		32	22	116	170		48	1394	93	1535	2219
5:00pm	25	5	5	35	15	74	32	121		4	6	35	45		17	405	26	448	649
5:15	17	2	4	23	22	64	13	99		3	2	30	35		16	399	13	428	585
5:30	12	5	7	24	12	70	20	102		3	5	53	61		13	340	17	370	557
5:45	14	1	4	19	24	58	25	107		3	9	51	63		19	393	20	432	621
Hour Total	68	13	20	101	73	266	90	429		13	22	169	204		65	1537	76	1678	2412
Grand	119	17	44	180	135	591	138	864		45	44	285	374		113	2931	169	3213	4631
% of Total	2.6%	.4%	1.0%		2.9%	12.8%	3.0%			1.0%	1.0%	6.2%			2.4%	63.3%	3.6%		
Approch %				3.9%				18.7%					8.1%					69.4%	
% of Approach	66.1%	9.4%	24.4%		15.6%	68.4%	16.0%			12.0%	11.8%	76.2%			3.5%	91.2%	5.3%		

Peak Hour Analysis By Entire Intersection for the Period: 04:00pm to 05:45pm on 10/09/03

Direction	Street Name	Start	Peak Hr	 Volumes				 Percentages		
		Peak Hour	Factor	Left	Thru	Right	Total	Left	Thru	Right
Southbound	LAMMERS RD.	05:00pm	.721	68	13	20	101	67.3	12.8	19.8
Westbound	11TH ST.		.886	73	266	90	429	17.0	62.0	20.9
Northbound			.810	13	22	169	204	6.3	10.7	82.8
Eastbound			.936	65	1537	76	1678	3.8	91.5	4.5

LAMMERS RD.

20	13	68	65
			22
			90
			=====
			177
Inbound		101	
Outbound		177	
Total		278	

90

266

	13	
299	266	
	20	
=====		
	65	
Inbound	1678	
Outbound	299	
1537	Total	1977

Inbound	429	
Outbound	1774	73
Total	2203	

76

68	
1537	1774
169	
	11TH ST.

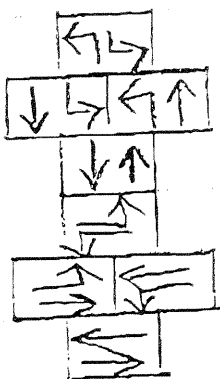
Inbound	204
Outbound	162
Total	366

73	13	22	169
13			
76			
=====			
162			

N ↑

CORRAL HOLLOW RD.

GRANT LINE RD.



Tracy, CA

NAGLEE RD.

245	14	538	202
			0
			359
			=====
			561

Inbound	797
Outbound	561
Total	1358

359

530

	0
775	530
	245

202

Inbound	1319
Outbound	775
1065	Total 2094

52

Inbound	889
Outbound	1603
	0
Total	2492

538
1065
1603
0

GRANT LINE RD.

Inbound	0
Outbound	66
Total	66

0	0	0	0
14			
52			
=====			
66			

Start Time	CORRAL HOLLOW RD. Southbound				GRANT LINE RD. Westbound				Northbound				Eastbound				Total
	Left	Thru	Rght	Totl	Left	Thru	Rght	Totl	Left	Thru	Rght	Totl	Left	Thru	Rght	Totl	
4:00pm	28	83	19	130	45	86	23	154	107	103	66	276	53	150	110	313	873
4:15	31	73	13	117	37	60	22	119	96	84	67	247	21	165	110	296	779
4:30	39	76	10	125	36	74	42	152	109	100	67	276	23	150	100	273	826
4:45	41	81	12	134	48	92	19	159	105	91	59	255	32	189	149	370	918
Hour Total	139	313	54	506	166	312	106	584	417	378	259	1054	129	654	469	1252	3396
5:00pm	34	62	9	105	49	92	17	158	111	77	54	242	33	159	123	315	820
5:15	32	91	9	132	45	76	29	150	99	91	53	243	31	172	135	338	863
5:30	30	93	8	131	25	69	22	116	98	69	56	223	33	165	140	338	808
5:45	40	83	9	132	51	99	20	170	93	92	36	221	32	173	143	348	871
Hour Total	136	329	35	500	170	336	88	594	401	329	199	929	129	669	541	1339	3362
Grand	275	642	89	1006	336	648	194	1178	818	707	458	1963	258	1323	1010	2591	6758
% of Total	4.1%	9.5%	1.3%		5.0%	9.6%	2.9%		12.1%	10.5%	6.8%		3.8%	19.6%	14.9%		
Apprch %				14.9%				17.4%				29.3%					35.3%
% of Apprch	27.3%	63.8%	8.8%		28.5%	55.0%	16.5%		41.3%	35.7%	23.1%		10.0%	51.1%	39.0%		

Peak Hour Analysis By Entire Intersection for the Period: 04:00pm to 05:45pm on 10/09/03

Direction	Street Name	Start	Peak Hr	 Volumes				 Percentages		
		Peak Hour	Factor	Left	Thru	Rght	Total	Left	Thru	Rght
Southbound	CORRAL HOLLOW RD.	04:30pm	.925	146	310	40	496	29.4	62.5	8.0
Westbound	GRANT LINE RD.		.973	178	334	107	619	28.7	53.9	17.2
Northbound			.920	424	359	233	1016	41.7	35.3	22.9
Eastbound			.876	119	670	507	1296	9.1	51.6	39.1

CORRAL HOLLOW RD.

40	310	146	119
			359
			107
			=====
			585
	Inbound	496	
	Outbound	585	
	Total	1081	

107

424
798 334
40

119

334

Inbound 1296
Outbound 798
670 Total 2094

Inbound 619
Outbound 1049 178
Total 1668

507

146
670 1049
233

GRANT LINE RD.

Inbound 1016
Outbound 995
Total 2011

178	424	359	233
310			
507			
=====			
995			

BYRON RD.

Southbound

Westbound

Northbound

GRANT LINE RD.

Eastbound

Start Time	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Total
4:00pm	154	13	0	167	15	0	74	89	0	5	50	55	0	0	0	0	311
4:15	157	15	0	172	21	0	66	87	0	4	52	56	0	0	0	0	315
4:30	171	21	0	192	21	0	62	83	0	0	50	50	0	0	0	0	325
4:45	177	12	0	189	17	0	55	72	0	4	43	47	0	0	0	0	308
Hour Total	659	61	0	720	74	0	257	331	0	13	195	208	0	0	0	0	1259
5:00pm	157	25	0	182	24	0	58	82	0	9	37	46	0	0	0	0	310
5:15	163	13	0	176	17	0	71	88	0	10	60	70	0	0	0	0	334
5:30	164	17	0	181	28	0	57	85	0	7	42	49	0	0	0	0	315
5:45	146	11	0	157	25	0	37	62	0	5	63	68	0	0	0	0	287
Hour Total	630	66	0	696	94	0	223	317	0	31	202	233	0	0	0	0	1245
Grand	1289	127	0	1416	168	0	480	648	0	44	397	441	0	0	0	0	2505
% of Total	51.5%	5.1%	0.0%		6.7%	0.0%	19.2%		0.0%	1.8%	15.8%		0.0%	0.0%	0.0%		
Approach %			56.5%				25.9%					17.6%					
% of Approach	91.0%	9.0%	0.0%		25.9%	0.0%	74.1%		0.0%	10.0%	90.0%		0.0%	0.0%	0.0%		

Peak Hour Analysis By Entire Intersection for the Period: 04:00pm to 05:45pm on 10/09/03

Direction	Street Name	Start Peak Hour	Peak Hr Factor	 Volumes				 Percentages		
				Left	Thru	Right	Total	Left	Thru	Right
Southbound	BYRON RD.	04:30pm	.962	668	71	0	739	90.3	9.6	.0
Westbound			.923	79	0	246	325	24.3	.0	75.6
Northbound			.761	0	23	190	213	.0	10.7	89.2
Eastbound	GRANT LINE RD.		.0	0	0	0	0	0.0	0.0	0.0

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CITY OF TRACY

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Site Code : 00000000

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File I.D. : GRNTNAGF

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NAGLEE RD.
SouthboundGRANT LINE RD.
Westbound

Northbound

Eastbound

Start Time	Left	Thru	Rght	Tot1	Left	Thru	Rght	Tot1	Left	Thru	Rght	Tot1	Left	Thru	Rght	Tot1	Total
7:00am	38	13	95	146	0	140	68	208	0	0	0	0	7	59	16	82	436
7:15	37	12	69	118	0	121	77	198	0	0	0	0	2	46	7	55	371
7:30	51	10	50	111	0	104	75	179	0	0	0	0	2	59	3	64	354
7:45	34	11	43	88	0	122	95	217	0	0	0	0	5	56	14	75	390
Hour Total	160	46	257	463	0	487	315	802	0	0	0	0	16	220	40	276	1541
8:00am	37	5	50	92	0	83	102	185	0	0	0	0	14	79	8	101	378
8:15	34	6	46	86	0	99	80	179	0	0	0	0	6	64	2	72	337
8:30	53	6	45	104	0	86	87	175	0	0	0	0	5	69	5	79	358
8:45	64	7	36	107	0	74	69	143	0	0	0	0	13	85	5	103	353
Hour Total	188	24	177	389	0	344	338	682	0	0	0	0	38	297	20	355	1426
Grand	348	70	434	852	0	831	653	1484	0	0	0	0	54	517	60	631	2967
% of Total	11.7%	2.4%	14.6%		0.0%	28.0%	22.0%		0.0%	0.0%	0.0%		1.8%	17.4%	2.0%		
Approch %				28.7%				50.0%									21.3%
% of Approch	40.8%	8.2%	50.9%		0.0%	56.6%	44.0%		0.0%	0.0%	0.0%		8.6%	81.9%	9.5%		

Peak Hour Analysis By Entire Intersection for the Period: 07:00am to 08:45am on 10/08/03

Direction	Street Name	Start Peak Hour	Peak Hr Factor	 Volumes				 Percentages		
				Left	Thru	Rght	Total	Left	Thru	Rght
Southbound	NAGLEE RD.	07:00am	.793	160	46	257	463	34.5	9.9	55.5
Westbound	GRANT LINE RD.		.924	0	487	315	802	.0	60.7	39.2
Northbound			.0	0	0	0	0	0.0	0.0	0.0
Eastbound			.841	16	220	40	276	5.7	79.7	14.4

CITY OF TRACY

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NAGLEE RD.

257	46	160	16
			0
			315
			====
			331
Inbound		463	
Outbound		331	
Total		794	

315

0
744 487
257

16

487

Inbound 276
Outbound 744
220 Total 1020

Inbound 802
Outbound 380 0
Total 1182

40

160
220 380
0

GRANT LINE RD.

Inbound 0
Outbound 86
Total 86

0
46
40
====
86

0

0

0

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NAGLEE RD. Southbound					GRANT LINE RD. Westbound					Northbound					Eastbound					
Start																				
Time	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Total			
4:00pm	118	3	56	177	0	134	97	231	0	0	0	0	52	255	9	316	724			
4:15	97	2	62	161	0	118	86	204	0	0	0	0	53	245	7	305	670			
4:30	131	2	65	198	0	129	95	224	0	0	0	0	43	259	1	303	725			
4:45	145	0	52	197	0	135	87	222	0	0	0	0	41	289	3	333	752			
Hour Total	491	7	235	733	0	516	365	881	0	0	0	0	189	1048	20	1257	2871			
5:00pm	131	3	66	200	0	132	98	230	0	0	0	0	51	279	24	354	784			
5:15	137	2	68	207	0	122	84	206	0	0	0	0	43	228	8	279	692			
5:30	143	6	52	201	0	139	82	221	0	0	0	0	60	266	9	335	757			
5:45	127	3	59	189	0	137	95	232	0	0	0	0	48	292	11	351	772			
Hour Total	538	14	245	797	0	530	359	889	0	0	0	0	202	1065	52	1319	3005			
Grand	1029	21	480	1530	0	1046	724	1770	0	0	0	0	391	2113	72	2576	5876			
% of Total	17.5%	.4%	8.2%		0.0%	17.8%	12.3%		0.0%	0.0%	0.0%		6.7%	36.0%	1.2%					
Approch %				26.0%				30.1%									43.8%			
% of Approach	67.3%	1.4%	31.4%		0.0%	59.1%	40.9%		0.0%	0.0%	0.0%		15.2%	82.0%	2.8%					

Peak Hour Analysis By Entire Intersection for the Period: 04:00pm to 05:45pm on 10/08/03

		Start	Peak Hr	 Volumes				 Percentages		
Direction	Street Name	Peak Hour	Factor	Left	Thru	Right	Total	Left	Thru	Right
Southbound	NAGLEE RD.	05:00pm	.963	538	14	245	797	67.5	1.7	30.7
Westbound	GRANT LINE RD.		.958	0	530	359	889	.0	59.6	40.3
Northbound			.0	0	0	0	0	0.0	0.0	0.0
Eastbound			.931	202	1065	52	1319	15.3	80.7	3.9

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Site Code : 00000000

Start Date: 10/22/03

File I.D. : 24

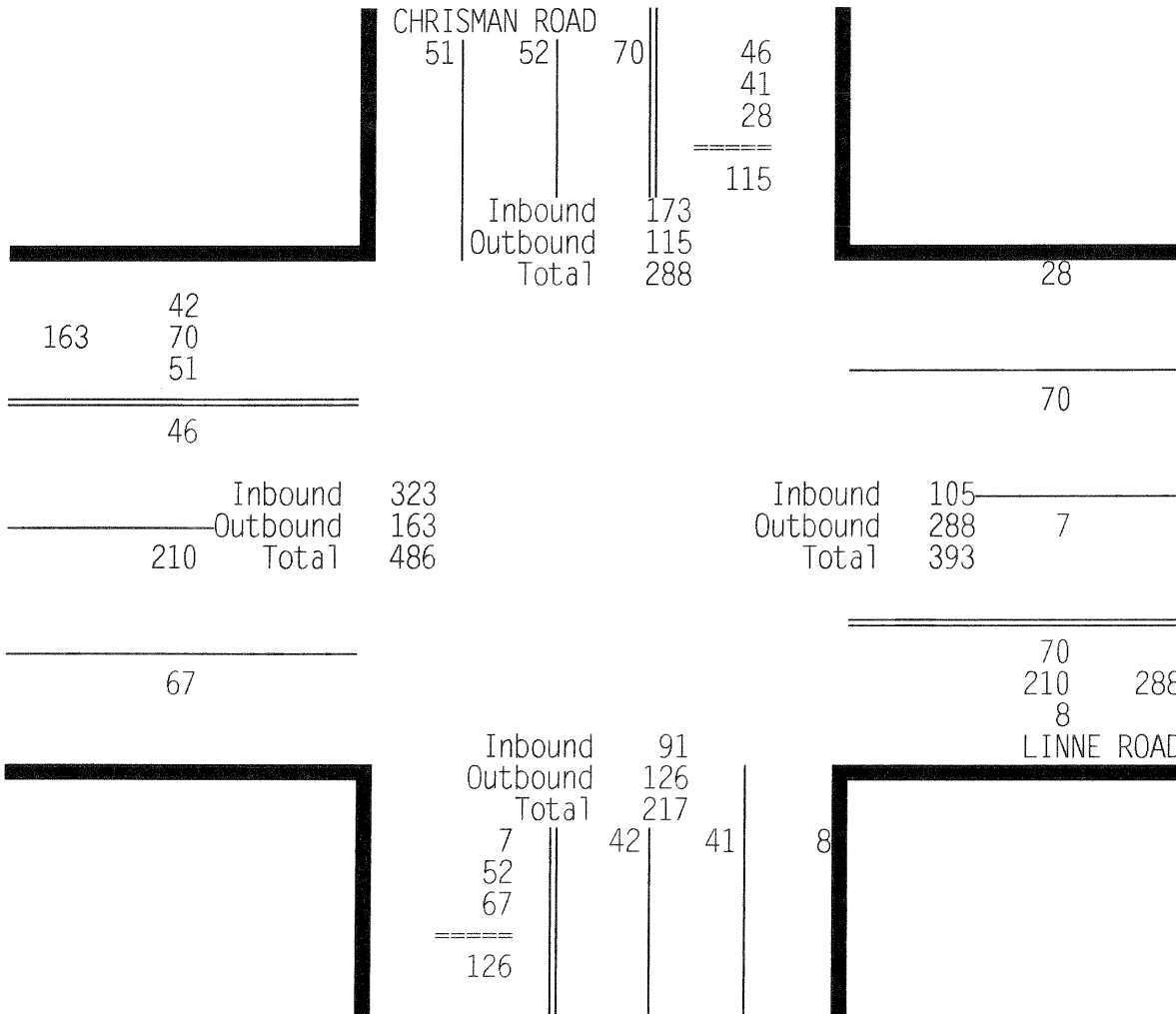
Page : 1

CITY OF TRACY

Start Time	CHRISMAN ROAD Southbound				LINNE ROAD Westbound				Northbound				Eastbound				Total
	Left	Thru	Rght	Totl	Left	Thru	Rght	Totl	Left	Thru	Rght	Totl	Left	Thru	Rght	Totl	
4:00pm	18	18	16	52	1	27	10	38	11	8	3	22	12	53	19	84	196
4:15	13	9	13	35	1	14	4	19	8	10	3	21	8	56	18	82	157
4:30	20	10	12	42	2	18	5	25	15	10	1	26	13	51	14	78	171
4:45	19	15	10	44	3	11	9	23	8	13	1	22	13	50	16	79	168
Hour Total	70	52	51	173	7	70	28	105	42	41	8	91	46	210	67	323	692
5:00pm	15	11	7	33	2	16	11	29	3	12	1	16	10	59	15	84	162
5:15	17	15	8	40	1	16	9	26	8	9	2	19	13	47	12	72	157
5:30	18	16	12	46	2	16	16	34	8	11	0	19	9	45	20	74	173
5:45	11	13	2	26	2	8	5	15	8	10	1	19	7	43	14	64	124
Hour Total	61	55	29	145	7	56	41	104	27	42	4	73	39	194	61	294	616
Grand	131	107	80	318	14	126	69	209	69	83	12	164	85	404	128	617	1308
% of Total	10.0%	8.2%	6.1%		1.1%	9.6%	5.3%		5.3%	6.3%	.9%		6.5%	30.9%	9.8%		
Apprch %				24.3%				16.0%				12.5%					47.2%
% of Apprch	41.2%	33.6%	25.2%		6.7%	60.3%	33.0%		42.1%	50.6%	7.3%		13.8%	65.5%	20.7%		

Peak Hour Analysis By Entire Intersection for the Period: 04:00pm to 05:45pm on 10/22/03

Direction	Street Name	Start	Peak Hr	Volumes				Percentages			
		Peak Hour	Factor	Left	Thru	Rght	Total	Left	Thru	Rght	
Southbound	CHRISMAN ROAD	04:00pm	.832	70	52	51	0 173	40.4	30.0	29.4	.0
Westbound	LINNE ROAD		.691	7	70	28	0 105	6.6	66.6	26.6	.0
Northbound			.875	42	41	8	0 91	46.1	45.0	8.7	.0
Eastbound			.961	46	210	67	0 323	14.2	65.0	20.7	.0



CITY OF DAVIS

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Start Time	TRACY BLVD. Southbound				GRANT LINE RD. Westbound				Northbound				Eastbound				Total
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	
4:00pm	36	96	20	152	29	65	25	119	48	119	45	212	45	161	34	240	723
4:15	26	116	32	174	43	69	33	145	46	122	29	197	37	179	40	256	772
4:30	33	126	20	179	55	62	29	166	58	149	42	249	31	128	31	190	784
4:45	39	117	30	186	43	71	46	160	53	134	46	233	39	119	41	199	778
Hour Total	134	455	102	691	170	287	133	590	205	524	162	891	152	587	146	885	3057
5:00pm	35	138	14	187	38	90	38	166	46	127	33	206	33	129	41	203	762
5:15	50	119	27	196	38	72	32	142	40	129	42	211	27	123	38	188	737
5:30	38	105	30	173	44	78	18	140	51	127	34	212	43	150	37	230	755
5:45	53	116	22	191	44	90	32	166	49	85	41	175	49	133	28	210	742
Hour Total	176	478	93	747	164	330	120	614	186	468	150	804	152	535	144	831	2996
Grand	310	933	195	1438	334	617	253	1204	391	992	312	1695	304	1122	290	1716	6053
% of Total	5.1%	15.4%	3.2%		5.5%	10.2%	4.2%		6.5%	16.4%	5.2%		5.0%	18.5%	4.8%		
Approch %				23.8%				19.9%				28.0%				28.3%	
% of Approach	21.6%	64.9%	13.6%		27.7%	51.2%	21.0%		23.1%	58.5%	18.4%		17.7%	65.4%	16.9%		

Peak Hour Analysis By Entire Intersection for the Period: 04:00pm to 05:45pm on 12/02/03

Direction	Street Name	Start	Peak Hr	 Volumes				 Percentages		
		Peak Hour	Factor	Left	Thru	Right	Total	Left	Thru	Right
Southbound	TRACY BLVD.	04:15pm	.971	133	497	96	726	18.3	68.4	13.2
Westbound	GRANT LINE RD.		.959	179	312	146	637	28.1	48.9	22.9
Northbound			.889	203	532	150	885	22.9	60.1	16.9
Eastbound			.828	140	555	153	848	16.5	65.4	18.0

CITY OF TRACY

All Traffic Data

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Site Code : 00000000

Start Date: 12/03/03

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DAY 2

Start Time	TRACY BLVD. Southbound				GRANT LINE RD. Westbound				Northbound				Eastbound				Total
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	
4:00pm	33	93	19	145	31	66	27	124	43	129	47	219	43	182	37	262	750
4:15	37	96	28	151	43	93	36	172	51	128	31	210	46	142	36	224	757
4:30	28	126	31	185	45	87	35	167	52	128	35	215	47	154	32	233	800
4:45	50	113	20	183	53	90	24	167	39	114	35	188	55	173	39	267	805
Hour Total	148	418	98	664	172	336	122	630	185	499	148	832	191	651	144	986	3112
5:00pm	41	157	25	223	52	74	34	160	51	120	50	221	50	126	18	194	798
5:15	39	136	14	189	40	78	35	153	42	126	51	219	52	160	30	242	803
5:30	44	118	32	194	47	90	22	159	47	96	46	189	43	130	24	197	739
5:45	32	122	25	179	33	102	31	166	40	111	48	199	53	100	34	187	731
Hour Total	156	533	96	785	172	344	122	638	180	453	195	828	198	516	106	820	3071
Grand	304	951	194	1449	344	680	244	1268	365	952	343	1660	389	1167	250	1806	6183
% of Total	4.9%	15.4%	3.1%		5.6%	11.0%	3.9%		5.9%	15.4%	5.5%		6.3%	18.9%	4.0%		
Approch %				23.4%				20.5%				26.8%					29.2%
% of Approach	21.0%	65.6%	13.4%		27.1%	53.6%	19.2%		22.0%	57.3%	20.7%		21.5%	64.6%	13.8%		

Peak Hour Analysis By Entire Intersection for the Period: 04:00pm to 05:45pm on 12/03/03

Direction	Street Name	Start	Peak Hr	 Volumes				 Percentages		
		Peak Hour	Factor	Left	Thru	Right	Total	Left	Thru	Right
Southbound	TRACY BLVD.	04:30pm	.874	158	532	90	780	20.2	68.2	11.5
Westbound	GRANT LINE RD.		.969	190	329	128	647	29.3	50.8	19.7
Northbound			.954	184	488	171	843	21.8	57.8	20.2
Eastbound			.876	204	613	119	936	21.7	65.4	12.7

CITY OF TRACY

DAY 2

All Traffic Data

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Start Date: 12/03/03

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TRACY BLVD.

90	532	158	204
			488
			128
			====
			820
	Inbound	780	
	Outbound	820	
	Total	1600	

	184
603	329
	90

204

	Inbound	936
	Outbound	603
613	Total	1539

119

	Inbound	647
	Outbound	942
	Total	1589

	158
	613
	942
	171

GRANT LINE RD.

	Inbound	843
	Outbound	841
	Total	1684

190	184	488	171
532			
119			
====			
841			

CITY OF TRACY

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Site Code : 00000000
Start Date: 12/04/03
File I.D. : DAY3-F
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DAY 3

TRACY BLVD. Southbound					GRANT LINE RD. Westbound					Northbound					Eastbound				
Start Time	Left	Thru	Rght	Totl	Left	Thru	Rght	Totl		Left	Thru	Rght	Totl		Left	Thru	Rght	Totl	Total
4:00pm	42	110	29	181	34	78	28	140		51	127	54	232		43	153	41	237	790
4:15	37	112	19	168	30	82	26	138		51	118	34	203		50	146	48	244	753
4:30	35	105	15	155	39	62	27	128		39	119	35	193		45	155	31	231	707
4:45	33	115	25	176	31	93	24	148		41	134	46	221		34	148	38	220	765
Hour Total	147	442	91	680	134	315	105	554		182	498	169	849		172	602	158	932	3015
5:00pm	37	117	33	187	33	83	39	155		48	111	32	191		41	129	34	204	737
5:15	24	101	23	148	39	75	27	141		39	121	23	193		40	134	28	202	684
5:30	42	107	30	179	31	74	26	131		56	108	53	217		31	140	34	205	732
5:45	30	109	20	159	35	65	23	123		35	104	45	184		57	135	33	225	691
Hour Total	133	434	106	673	138	297	115	550		178	444	163	785		169	538	129	836	2844
Grand	280	876	197	1353	272	612	220	1104		360	942	332	1634		341	1140	287	1768	5659
% of Total	4.8%	15.0%	3.4%		4.6%	10.4%	3.8%			6.1%	16.1%	5.7%			5.8%	19.5%	4.9%		
Apprch %				23.1%				18.9%					27.9%					30.2%	
% of Apprch	20.7%	64.7%	14.6%		24.6%	55.4%	19.9%			22.0%	57.6%	20.3%			19.3%	64.5%	16.2%		

Peak Hour Analysis By Entire Intersection for the Period: 04:00pm to 05:45pm on 12/04/03

		Start	Peak Hr	 Volumes				 Percentages		
Direction	Street Name	Peak Hour	Factor	Left	Thru	Rght	Total	Left	Thru	Rght
Southbound	TRACY BLVD.	04:00pm	.939	147	442	91	680	21.6	65.0	13.3
Westbound	GRANT LINE RD.		.936	134	315	105	554	24.1	56.8	18.9
Northbound			.915	152	498	169	849	21.4	58.6	19.9
Eastbound			.955	172	602	158	932	18.4	64.5	16.9

CITY OF TRACY

DAY 3

All Traffic Data
(916) 771-8700
Fax 786-2879

Site Code : 00000000
Start Date: 12/04/03
File I.D. : DAY3-F
Page : 2

TRACY	BLVD.	
91	442	147
		172
		498
		105
		=====
		775
Inbound		680
Outbound		775
Total		1455

105

	182
588	315
	91

172

Inbound	932
Outbound	588
602	Total 1520

158

Inbound	554
Outbound	918 134
Total	1472

147
602 918
169

GRANT LINE RD.

Inbound	849
Outbound	734
Total	1583
134	182 498
442	
158	
=====	
734	

169

CITY OF DAVIS

All Traffic Data
(916) 771-8700
Fax 786-2579

Site Code : 00000000
Start Date: 12/02/03
File I.D. : DAY1-F
Page : 2

TRACY BLVD.

96	497	133	140
			532
			146
			=====
			818
Inbound		726	
Outbound		818	
Total		1544	

146

312

203
611 312
96

140

Inbound 848
Outbound 611
555 Total 1459

153

Inbound 637
Outbound 838 179
Total 1475

133
555 838
150

GRANT LINE RD.

Inbound	885
Outbound	829
Total	1714

179	203	532	150
497			
153			
=====			
829			

II. EXISTING CONDITIONS LOS RESULTS

HCM Signalized Intersection Capacity Analysis

5: NAGLEE ROAD & PAVILION PKWY

EXISTING AM

7/28/2005

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.91		0.97	0.95	1.00	1.00	1.00	1.00
Flt	1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	3539	1583	1770	5024		3433	3539	1583	1770	1863	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1770	3539	1583	1770	5024		3433	3539	1583	1770	1863	1583
Volume (vph)	19	66	265	21	91	8	311	34	60	1	4	2
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	19	66	265	21	91	8	311	34	60	1	4	2
Lane Group Flow (vph)	19	66	265	21	99	0	311	34	60	1	4	2
Turn Type	Prot		Perm	Prot			Prot		Perm	Prot		Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2						8			4
Actuated Green, G (s)	0.8	11.7	11.7	0.8	11.7		7.4	7.9	7.9	0.6	0.7	0.7
Effective Green, g (s)	1.5	12.6	12.6	1.5	12.6		8.0	9.2	9.2	0.8	2.0	2.0
Actuated g/C Ratio	0.04	0.31	0.31	0.04	0.31		0.20	0.23	0.23	0.02	0.05	0.05
Clearance Time (s)	4.7	4.9	4.9	4.7	4.9		4.6	5.3	5.3	4.2	5.3	5.3
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	66	1112	497	66	1579		685	812	363	35	93	79
v/s Ratio Prot	0.01	0.02		c0.01	0.02		c0.09	0.01		0.00	0.00	
v/s Ratio Perm			c0.17						c0.04			0.00
v/c Ratio	0.29	0.06	0.53	0.32	0.06		0.45	0.04	0.17	0.03	0.04	0.03
Uniform Delay, d1	18.8	9.6	11.3	18.8	9.6		14.1	12.0	12.4	19.3	18.1	18.1
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	2.4	0.0	1.1	2.8	0.0		0.5	0.0	0.2	0.3	0.2	0.1
Delay (s)	21.2	9.6	12.4	21.6	9.6		14.6	12.0	12.6	19.6	18.3	18.3
Level of Service	C	A	B	C	A		B	B	B	B	B	B
Approach Delay (s)		12.4			11.7			14.1			18.5	
Approach LOS		B			B			B			B	

Intersection Summary

HCM Average Control Delay	13.1	HCM Level of Service	B
HCM Volume to Capacity ratio	0.41		
Actuated Cycle Length (s)	40.1	Sum of lost time (s)	12.0
Intersection Capacity Utilization	35.6%	ICU Level of Service	A
c Critical Lane Group			

7/28/2005

Synchro 5 Report
Page 1

EXISTING AM

7/28/2005

[illegible]

HCM Signalized Intersection Capacity Analysis

88: 205 EB Ramps & TRACY BLVD

EXISTING AM

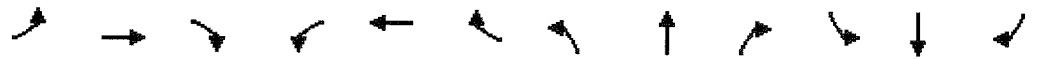
7/28/2005

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0						4.0		4.0	4.0	
Lane Util. Factor		1.00						0.95		1.00	0.95	
Frt		0.92						0.93		1.00	1.00	
Flt Protected		0.98						1.00		0.95	1.00	
Satd. Flow (prot)		1686						3309		1770	3539	
Flt Permitted		0.98						1.00		0.95	1.00	
Satd. Flow (perm)		1686						3309		1770	3539	
Volume (vph)	69	1	88	0	0	0	0	334	256	76	360	0
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	69	1	88	0	0	0	0	334	256	76	360	0
Lane Group Flow (vph)	0	158	0	0	0	0	0	590	0	76	360	0
Turn Type	Perm						Prot					
Protected Phases		4						2		1	6	
Permitted Phases	4											
Actuated Green, G (s)		4.2						10.1		3.6	17.7	
Effective Green, g (s)		5.1						11.0		3.6	18.6	
Actuated g/C Ratio		0.16						0.35		0.11	0.59	
Clearance Time (s)		4.9						4.9		4.0	4.9	
Vehicle Extension (s)		3.0						3.0		3.0	3.0	
Lane Grp Cap (vph)		271						1148		201	2077	
v/s Ratio Prot								c0.18		c0.04	0.10	
v/s Ratio Perm		c0.09										
v/c Ratio		0.58						0.51		0.38	0.17	
Uniform Delay, d1		12.3						8.2		13.0	3.0	
Progression Factor		1.00						1.00		1.00	1.00	
Incremental Delay, d2		3.2						0.4		1.2	0.0	
Delay (s)		15.5						8.6		14.2	3.1	
Level of Service		B						A		B	A	
Approach Delay (s)		15.5			0.0			8.6			5.0	
Approach LOS		B			A			A			A	
Intersection Summary												
HCM Average Control Delay		8.2										
HCM Volume to Capacity ratio		0.51										
Actuated Cycle Length (s)		31.7								12.0		
Intersection Capacity Utilization		40.9%								A		
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis
92: 205 WB ramps & TRACY BLVD

EXISTING AM

7/28/2005



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕		↕	↑↑			↑↑	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.0		4.0	4.0			4.0	
Lane Util. Factor					1.00		1.00	0.95			0.95	
Frt					0.94		1.00	1.00			0.93	
Flt Protected					0.97		0.95	1.00			1.00	
Satd. Flow (prot)					1707		1770	3539			3302	
Flt Permitted					0.97		0.95	1.00			1.00	
Satd. Flow (perm)					1707		1770	3539			3302	
Volume (vph)	0	0	0	237	3	179	145	263	0	0	200	161
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	0	0	237	3	179	145	263	0	0	200	161
Lane Group Flow (vph)	0	0	0	0	419	0	145	263	0	0	361	0
Turn Type				Perm			Prot					
Protected Phases					8		5	2			6	
Permitted Phases				8								
Actuated Green, G (s)					11.1		5.4	15.5			6.1	
Effective Green, g (s)					12.0		5.4	16.4			7.0	
Actuated g/C Ratio					0.33		0.15	0.45			0.19	
Clearance Time (s)					4.9		4.0	4.9			4.9	
Vehicle Extension (s)					3.0		3.0	3.0			3.0	
Lane Grp Cap (vph)					563		263	1594			635	
v/s Ratio Prot							c0.08	0.07			c0.11	
v/s Ratio Perm					c0.25							
v/c Ratio					0.74		0.55	0.16			0.57	
Uniform Delay, d1					10.8		14.4	5.9			13.3	
Progression Factor					1.00		1.00	1.00			1.00	
Incremental Delay, d2					5.3		2.5	0.0			1.2	
Delay (s)					16.1		16.9	6.0			14.5	
Level of Service					B		B	A			B	
Approach Delay (s)		0.0			16.1			9.9			14.5	
Approach LOS		A			B			A			B	

Intersection Summary

HCM Average Control Delay	13.5	HCM Level of Service	B
HCM Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	36.4	Sum of lost time (s)	12.0
Intersection Capacity Utilization	53.0%	ICU Level of Service	A
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
106: GRANT LINE ROAD & NAGLEE ROAD

EXISTING AM

7/28/2005



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↕	↱		↕	↱				↰	↕	↱
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0		4.0	4.0				4.0	4.0	4.0
Lane Util. Factor	1.00	0.95	1.00		0.91	1.00				0.95	0.95	1.00
Flt	1.00	1.00	0.85		1.00	0.85				1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00		1.00	1.00				0.95	0.97	1.00
Satd. Flow (prot)	1770	3539	1583		5085	1583				1681	1721	1583
Flt Permitted	0.95	1.00	1.00		1.00	1.00				0.95	0.97	1.00
Satd. Flow (perm)	1770	3539	1583		5085	1583				1681	1721	1583
Volume (vph)	16	220	40	0	487	315	0	0	0	160	46	257
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	16	220	40	0	487	315	0	0	0	160	46	257
Lane Group Flow (vph)	16	220	40	0	487	315	0	0	0	100	106	257
Turn Type	Prot		Perm			Free				Perm		Perm
Protected Phases	5	2			6						4	
Permitted Phases			2			Free				4		4
Actuated Green, G (s)	0.9	13.8	13.8		8.7	29.7				6.0	6.0	6.0
Effective Green, g (s)	1.1	15.1	15.1		10.0	29.7				6.6	6.6	6.6
Actuated g/C Ratio	0.04	0.51	0.51		0.34	1.00				0.22	0.22	0.22
Clearance Time (s)	4.2	5.3	5.3		5.3					4.6	4.6	4.6
Vehicle Extension (s)	3.0	3.0	3.0		3.0					3.0	3.0	3.0
Lane Grp Cap (vph)	66	1799	805		1712	1583				374	382	352
v/s Ratio Prot	0.01	0.06			c0.10							
v/s Ratio Perm			0.03			c0.20				0.06	0.06	c0.16
v/c Ratio	0.24	0.12	0.05		0.28	0.20				0.27	0.28	0.73
Uniform Delay, d1	13.9	3.8	3.7		7.2	0.0				9.6	9.6	10.7
Progression Factor	1.00	1.00	1.00		1.00	1.00				1.00	1.00	1.00
Incremental Delay, d2	1.9	0.0	0.0		0.1	0.3				0.4	0.4	7.6
Delay (s)	15.8	3.9	3.7		7.3	0.3				9.9	10.0	18.3
Level of Service	B	A	A		A	A				A	A	B
Approach Delay (s)		4.5			4.6			0.0			14.6	
Approach LOS		A			A			A			B	

Intersection Summary

HCM Average Control Delay	7.6	HCM Level of Service	A
HCM Volume to Capacity ratio	0.40		
Actuated Cycle Length (s)	29.7	Sum of lost time (s)	8.0
Intersection Capacity Utilization	32.6%	ICU Level of Service	A
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
126: GRANT LINE ROAD & I-205 E

EXISTING AM
7/28/2005

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			  							
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0		4.0		4.0			
Lane Util. Factor	1.00	0.95			0.91		1.00		1.00			
Frt	1.00	1.00			1.00		1.00		0.85			
Flt Protected	0.95	1.00			1.00		0.95		1.00			
Satd. Flow (prot)	1770	3539			5085		1770		1583			
Flt Permitted	0.95	1.00			1.00		0.95		1.00			
Satd. Flow (perm)	1770	3539			5085		1770		1583			
Volume (vph)	125	253	0	0	770	0	36	0	122	0	0	0
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	125	253	0	0	770	0	36	0	122	0	0	0
Lane Group Flow (vph)	125	253	0	0	770	0	36	0	122	0	0	0
Turn Type	Prot						custom		custom			
Protected Phases	5	2			6							
Permitted Phases							8		8			
Actuated Green, G (s)	6.8	28.1			17.1		10.5		10.5			
Effective Green, g (s)	7.0	29.4			18.4		10.7		10.7			
Actuated g/C Ratio	0.15	0.61			0.38		0.22		0.22			
Clearance Time (s)	4.2	5.3			5.3		4.2		4.2			
Vehicle Extension (s)	3.0	3.0			3.0		3.0		3.0			
Lane Grp Cap (vph)	258	2163			1945		394		352			
v/s Ratio Prot	c0.07	0.07			c0.15							
v/s Ratio Perm							0.02		c0.08			
v/c Ratio	0.48	0.12			0.40		0.09		0.35			
Uniform Delay, d1	18.9	3.9			10.8		14.8		15.8			
Progression Factor	1.00	1.00			1.00		1.00		1.00			
Incremental Delay, d2	1.4	0.0			0.1		0.1		0.6			
Delay (s)	20.3	3.9			10.9		14.9		16.4			
Level of Service	C	A			B		B		B			
Approach Delay (s)		9.4			10.9			16.0			0.0	
Approach LOS		A			B			B			A	
Intersection Summary												
HCM Average Control Delay		11.1				HCM Level of Service			B			
HCM Volume to Capacity ratio		0.40										
Actuated Cycle Length (s)		48.1				Sum of lost time (s)			12.0			
Intersection Capacity Utilization		35.1%				ICU Level of Service			A			
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis
4: BYRON & CORRAL HOLLOW RD.

EXISTING PM
7/28/2005

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0		4.0		4.0	4.0			4.0	
Lane Util. Factor	1.00		1.00		1.00		1.00	0.95			0.95	
Frt	1.00		0.85		0.88		1.00	1.00			1.00	
Flt Protected	0.95		1.00		1.00		0.95	1.00			1.00	
Satd. Flow (prot)	1770		1583		1625		1770	3538			3531	
Flt Permitted	0.75		1.00		1.00		0.95	1.00			0.95	
Satd. Flow (perm)	1397		1583		1625		1770	3538			3371	
Volume (vph)	31	0	103	1	0	11	69	1272	2	1	1128	17
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	31	0	103	1	0	11	69	1272	2	1	1128	17
Lane Group Flow (vph)	31	0	103	0	12	0	69	1274	0	0	1146	0
Turn Type	custom		custom		Perm		Prot			Perm		
Protected Phases					8		5	2			6	
Permitted Phases	4		4		8					6		
Actuated Green, G (s)	7.2		7.2		7.2		5.6	52.7			43.1	
Effective Green, g (s)	7.2		7.2		7.2		5.6	52.7			43.1	
Actuated g/C Ratio	0.11		0.11		0.11		0.08	0.78			0.63	
Clearance Time (s)	4.0		4.0		4.0		4.0	4.0			4.0	
Vehicle Extension (s)	3.0		3.0		3.0		3.0	3.0			3.0	
Lane Grp Cap (vph)	148		168		172		146	2746			2140	
v/s Ratio Prot							0.04	c0.36				
v/s Ratio Perm	0.02		c0.07		0.01						c0.34	
v/c Ratio	0.21		0.61		0.07		0.47	0.46			0.54	
Uniform Delay, d1	27.7		29.0		27.3		29.7	2.7			6.9	
Progression Factor	1.00		1.00		1.00		1.00	1.00			1.00	
Incremental Delay, d2	0.7		6.5		0.2		2.4	0.1			0.3	
Delay (s)	28.5		35.5		27.5		32.1	2.8			7.1	
Level of Service	C		D		C		C	A			A	
Approach Delay (s)		33.9			27.5			4.3			7.1	
Approach LOS		C			C			A			A	
Intersection Summary												
HCM Average Control Delay	7.1			HCM Level of Service					A			
HCM Volume to Capacity ratio	0.55											
Actuated Cycle Length (s)	67.9			Sum of lost time (s)					12.0			
Intersection Capacity Utilization	80.3%			ICU Level of Service					D			
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis
5: NAGLEE ROAD & PAVILION PKWY

EXISTING PM
7/28/2005

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.91		0.97	0.95	1.00	1.00	1.00	1.00
Flt	1.00	1.00	0.85	1.00	1.00		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	3539	1583	1770	5060		3433	3539	1583	1770	1863	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1770	3539	1583	1770	5060		3433	3539	1583	1770	1863	1583
Volume (vph)	28	362	74	32	325	11	312	11	130	8	5	49
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	28	362	74	32	325	11	312	11	130	8	5	49
Lane Group Flow (vph)	28	362	74	32	336	0	312	11	130	8	5	49
Turn Type	Prot		Perm	Prot			Prot		Perm	Prot		Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2						8			4
Actuated Green, G (s)	2.0	15.3	15.3	2.0	15.8		8.1	9.6	9.6	0.8	1.9	1.9
Effective Green, g (s)	2.2	16.2	16.2	2.7	16.7		8.7	10.9	10.9	1.0	3.2	3.2
Actuated g/C Ratio	0.05	0.35	0.35	0.06	0.36		0.19	0.23	0.23	0.02	0.07	0.07
Clearance Time (s)	4.2	4.9	4.9	4.7	4.9		4.6	5.3	5.3	4.2	5.3	5.3
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	83	1225	548	102	1806		638	824	369	38	127	108
v/s Ratio Prot	0.02	c0.10		c0.02	0.07		c0.09	0.00		0.00	0.00	
v/s Ratio Perm			0.05						c0.08			0.03
v/c Ratio	0.34	0.30	0.14	0.31	0.19		0.49	0.01	0.35	0.21	0.04	0.45
Uniform Delay, d1	21.6	11.1	10.5	21.2	10.4		17.1	13.8	15.0	22.5	20.4	21.0
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	2.4	0.1	0.1	1.8	0.1		0.6	0.0	0.6	2.8	0.1	3.0
Delay (s)	24.0	11.3	10.6	22.9	10.4		17.7	13.8	15.6	25.3	20.5	24.0
Level of Service	C	B	B	C	B		B	B	B	C	C	C
Approach Delay (s)		11.9			11.5			17.0			23.9	
Approach LOS		B			B			B			C	
Intersection Summary												
HCM Average Control Delay	14.1			HCM Level of Service				B				
HCM Volume to Capacity ratio	0.34											
Actuated Cycle Length (s)	46.8			Sum of lost time (s)				12.0				
Intersection Capacity Utilization	32.2%			ICU Level of Service				A				
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis
6: I-205 W & MACARTHUR DRIVE (N)

EXISTING PM
7/28/2005

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.0		4.0	4.0			4.0	
Lane Util. Factor					1.00		1.00	1.00			1.00	
Frt					0.99		1.00	1.00			0.98	
Flt Protected					0.96		0.95	1.00			1.00	
Satd. Flow (prot)					1765		1770	1863			1833	
Flt Permitted					0.96		0.67	1.00			1.00	
Satd. Flow (perm)					1765		1239	1863			1833	
Volume (vph)	0	0	0	172	6	14	154	40	0	0	127	17
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	0	0	172	6	14	154	40	0	0	127	17
Lane Group Flow (vph)	0	0	0	0	192	0	154	40	0	0	144	0
Turn Type				Perm			Perm					
Protected Phases							2			6		
Permitted Phases				8			2					
Actuated Green, G (s)				9.2			20.5			20.5		
Effective Green, g (s)				9.2			20.5			20.5		
Actuated g/C Ratio				0.24			0.54			0.54		
Clearance Time (s)				4.0			4.0			4.0		
Vehicle Extension (s)				3.0			3.0			3.0		
Lane Grp Cap (vph)				431			674			1013		
v/s Ratio Prot							0.02			0.08		
v/s Ratio Perm				c0.11			c0.12					
v/c Ratio				0.45			0.23			0.14		
Uniform Delay, d1				12.1			4.5			4.3		
Progression Factor				1.00			1.00			1.00		
Incremental Delay, d2				0.7			0.2			0.1		
Delay (s)				12.8			4.7			4.3		
Level of Service				B			A			A		
Approach Delay (s)	0.0			12.8			4.5			4.3		
Approach LOS	A			B			A			A		
Intersection Summary												
HCM Average Control Delay	7.5			HCM Level of Service			A					
HCM Volume to Capacity ratio	0.30											
Actuated Cycle Length (s)	37.7			Sum of lost time (s)			8.0					
Intersection Capacity Utilization	36.9%			ICU Level of Service			A					
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis
7: I-205 E Ramps & MACARTHUR DRIVE (N)

EXISTING PM
7/28/2005

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		↕						↑	↗	↘	↑		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)		4.0						4.0	4.0	4.0	4.0		
Lane Util. Factor		1.00						1.00	1.00	1.00	1.00		
Frt		0.88						1.00	0.85	1.00	1.00		
Flt Protected		0.99						1.00	1.00	0.95	1.00		
Satd. Flow (prot)		1637						1863	1583	1770	1863		
Flt Permitted		0.99						1.00	1.00	0.64	1.00		
Satd. Flow (perm)		1637						1863	1583	1192	1863		
Volume (vph)	10	3	84	0	0	0	0	187	268	74	218	0	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Adj. Flow (vph)	10	3	84	0	0	0	0	187	268	74	218	0	
Lane Group Flow (vph)	0	97	0	0	0	0	0	187	268	74	218	0	
Turn Type	Perm									Perm	Perm		
Protected Phases	4						2			6			
Permitted Phases	4							2			6		
Actuated Green, G (s)	6.8						37.8			37.8			
Effective Green, g (s)	6.8						37.8			37.8			
Actuated g/C Ratio	0.13						0.72			0.72			
Clearance Time (s)	4.0						4.0			4.0			
Vehicle Extension (s)	3.0						3.0			3.0			
Lane Grp Cap (vph)	212						1339			1138			
v/s Ratio Prot							0.10			0.12			
v/s Ratio Perm	c0.06									c0.17			
v/c Ratio	0.46						0.14			0.24			
Uniform Delay, d1	21.2						2.3			2.5			
Progression Factor	1.00						1.00			1.00			
Incremental Delay, d2	1.6						0.0			0.1			
Delay (s)	22.8						2.4			2.6			
Level of Service	C						A			A			
Approach Delay (s)	22.8			0.0			2.5			2.4			
Approach LOS	C			A			A			A			
Intersection Summary													
HCM Average Control Delay	4.8			HCM Level of Service			A						
HCM Volume to Capacity ratio	0.27												
Actuated Cycle Length (s)	52.6			Sum of lost time (s)			8.0						
Intersection Capacity Utilization	36.6%			ICU Level of Service			A						
c Critical Lane Group													

HCM Signalized Intersection Capacity Analysis
12: GRANT LINE ROAD & CORRAL HOLLOW RD.

EXISTING PM
7/28/2005

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗	↘	↖	↗	↘	↖	↗	↘	↖	↗	↘
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.94	0.95	1.00	1.00	0.95	1.00
Flt	1.00	1.00	0.85	1.00	0.96	1.00	1.00	1.00	0.85	1.00	0.98	1.00
Flt Protected	0.95	1.00	1.00	0.95	1.00	0.95	1.00	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	3539	1583	1770	3410	4990	3539	1583	1770	3479	1770	3479
Flt Permitted	0.95	1.00	1.00	0.95	1.00	0.95	1.00	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1770	3539	1583	1770	3410	4990	3539	1583	1770	3479	1770	3479
Volume (vph)	119	670	507	178	334	107	424	359	233	146	310	40
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Growth Factor (vph)	100%	100%	75%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Adj. Flow (vph)	119	670	380	178	334	107	424	359	233	146	310	40
Lane Group Flow (vph)	119	670	380	178	441	0	424	359	233	146	350	0
Turn Type	Prot	Perm	Perm	Prot	Prot	Prot	Perm	Perm	Prot	Prot	Prot	Prot
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4					2				
Actuated Green, G (s)	9.7	26.2	26.2	13.9	30.4		13.2	19.4	19.4	10.8	17.0	
Effective Green, g (s)	11.7	28.2	28.2	15.9	32.4		15.2	21.4	21.4	12.8	19.0	
Actuated g/C Ratio	0.12	0.30	0.30	0.17	0.34		0.16	0.23	0.23	0.14	0.20	
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	220	1058	473	298	1172		804	803	359	240	701	
v/s Ratio Prot	0.07	0.19		c0.10	0.13		0.08	0.10		c0.08	0.10	
v/s Ratio Perm			c0.24					c0.15				
v/c Ratio	0.54	0.63	0.80	0.60	0.38		0.53	0.45	0.65	0.61	0.50	
Uniform Delay, d1	38.8	28.6	30.5	36.2	23.3		36.3	31.4	33.0	38.4	33.4	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	2.7	1.2	9.5	3.2	0.2		0.6	0.4	4.0	4.3	0.6	
Delay (s)	41.5	29.8	40.0	39.4	23.5		36.9	31.8	37.1	42.7	34.0	
Level of Service	D	C	D	D	C		D	C	D	D	C	
Approach Delay (s)		34.3			28.1			35.1			36.6	
Approach LOS		C			C			D			D	

Intersection Summary

HCM Average Control Delay	33.7	HCM Level of Service	C
HCM Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	94.3	Sum of lost time (s)	12.0
Intersection Capacity Utilization	59.7%	ICU Level of Service	A
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
13: GRANT LINE ROAD & TRACY BLVD

EXISTING PM
7/28/2005

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗	↘	↖	↗	↘	↖	↗	↘	↖	↗	↘
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95		1.00	0.95	
Flt	1.00	0.97		1.00	0.95		1.00	0.97		1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3424		1770	3370		1770	3422		1770	3453	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	3424		1770	3370		1770	3422		1770	3453	
Volume (vph)	140	555	153	179	312	146	203	532	150	133	497	96
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	140	555	153	179	312	146	203	532	150	133	497	96
Lane Group Flow (vph)	140	708	0	179	458	0	203	682	0	133	593	0
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	8.7	25.2		9.8	26.3		10.7	24.9		8.4	22.6	
Effective Green, g (s)	9.2	25.7		10.3	26.8		11.2	25.9		8.9	23.6	
Actuated g/C Ratio	0.11	0.30		0.12	0.31		0.13	0.30		0.10	0.27	
Clearance Time (s)	4.5	4.5		4.5	4.5		4.5	5.0		4.5	5.0	
Vehicle Extension (s)	1.0	3.5		1.0	3.5		1.0	3.5		1.0	3.5	
Lane Grp Cap (vph)	188	1014		210	1041		228	1021		181	939	
v/s Ratio Prot	0.08	c0.21		c0.10	0.14		c0.11	c0.20		0.08	0.17	
v/s Ratio Perm												
v/c Ratio	0.74	0.70		0.85	0.44		0.89	0.67		0.73	0.63	
Uniform Delay, d1	37.7	27.1		37.5	24.0		37.2	26.7		37.8	27.8	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	13.0	2.2		26.0	0.4		31.4	1.7		12.5	1.5	
Delay (s)	50.7	29.3		63.5	24.3		68.6	28.4		50.3	29.2	
Level of Service	D	C		E	C		E	C		D	C	
Approach Delay (s)		32.8			35.3			37.6			33.1	
Approach LOS		C			D			D			C	

Intersection Summary

HCM Average Control Delay	34.8	HCM Level of Service	C
HCM Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	86.8	Sum of lost time (s)	12.0
Intersection Capacity Utilization	71.5%	ICU Level of Service	C
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
14: GRANT LINE ROAD & MACARTHUR DRIVE (N)

EXISTING PM
7/28/2005

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗	↘	↖	↗	↘	↖	↗	↘	↖	↗	↘
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95		1.00	0.95	
Flt	1.00	0.99		1.00	0.95		1.00	0.98		1.00	0.90	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3489		1770	3380		1770	3475		1770	3198	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	3489		1770	3380		1770	3475		1770	3198	
Volume (vph)	264	435	45	14	175	75	48	153	21	44	92	166
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	264	435	45	14	175	75	48	153	21	44	92	166
Lane Group Flow (vph)	264	480	0	14	250	0	48	174	0	44	258	0
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	9.6	24.6		0.8	15.8		1.7	5.9		1.7	5.9	
Effective Green, g (s)	9.6	24.6		0.8	15.8		1.7	5.9		1.7	5.9	
Actuated g/C Ratio	0.20	0.50		0.02	0.32		0.03	0.12		0.03	0.12	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	347	1752		29	1090		61	418		61	385	
v/s Ratio Prot	c0.15	c0.14		0.01	0.07		c0.03	0.05		0.02	c0.08	
v/s Ratio Perm												
v/c Ratio	0.76	0.27		0.48	0.23		0.79	0.42		0.72	0.67	
Uniform Delay, d1	18.6	7.0		23.9	12.1		23.5	20.0		23.4	20.6	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	9.5	0.1		12.1	0.1		47.5	0.7		34.1	4.5	
Delay (s)	28.1	7.1		36.0	12.3		71.0	20.6		57.5	25.2	
Level of Service	C	A		D	B		E	C		E	C	
Approach Delay (s)		14.6			13.5			31.5			29.9	
Approach LOS		B			B			C			C	

Intersection Summary			
HCM Average Control Delay	19.9	HCM Level of Service	B
HCM Volume to Capacity ratio	0.48		
Actuated Cycle Length (s)	49.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	39.8%	ICU Level of Service	A
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
15: ELEVENTH ST. & LAMMERS RD

EXISTING PM
7/28/2005

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗	↘	↖	↗	↘	↖	↗	↘	↖	↗	↘
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	0.91	1.00	1.00	0.91	1.00	0.97	0.95	1.00	0.97	1.00	1.00
Flt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	5085	1583	1770	5085	1583	3433	3539	1583	3433	1863	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	5085	1583	1770	5085	1583	3433	3539	1583	3433	1863	1583
Volume (vph)	65	1537	76	73	266	90	13	22	169	68	13	20
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	65	1537	76	73	266	90	13	22	169	68	13	20
Lane Group Flow (vph)	65	1537	76	73	266	90	13	22	169	68	13	20
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6			8			4
Actuated Green, G (s)	5.6	34.9	34.9	6.8	36.1	36.1	1.1	9.5	9.5	5.6	14.0	14.0
Effective Green, g (s)	7.7	37.0	37.0	8.9	38.2	38.2	3.2	11.6	11.6	7.7	16.1	16.1
Actuated g/C Ratio	0.09	0.46	0.46	0.11	0.47	0.47	0.04	0.14	0.14	0.09	0.20	0.20
Clearance Time (s)	6.1	6.1	6.1	6.1	6.1	6.1	6.1	6.1	6.1	6.1	6.1	6.1
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	326	2317	721	194	2392	745	135	506	226	326	369	314
v/s Ratio Prot	0.02	c0.30		c0.04	0.05		0.00	0.01		c0.02	0.01	
v/s Ratio Perm			0.05			0.06			c0.11			0.01
v/c Ratio	0.20	0.66	0.11	0.38	0.11	0.12	0.10	0.04	0.75	0.21	0.04	0.06
Uniform Delay, d1	33.9	17.2	12.6	33.6	12.0	12.1	37.6	30.0	33.4	33.9	26.3	26.4
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.3	0.7	0.1	1.2	0.0	0.1	0.3	0.0	12.7	0.3	0.0	0.1
Delay (s)	34.2	18.0	12.7	34.8	12.0	12.1	37.9	30.1	46.1	34.3	26.3	26.5
Level of Service	C	B	B	C	B	B	D	C	D	C	C	C
Approach Delay (s)		18.4			15.9			43.8			31.7	
Approach LOS		B			B			D			C	

Intersection Summary			
HCM Average Control Delay	20.6	HCM Level of Service	C
HCM Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	81.2	Sum of lost time (s)	16.0
Intersection Capacity Utilization	56.8%	ICU Level of Service	A
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
16: ELEVENTH ST. & CORRAL HOLLOW RD.

EXISTING PM
9/30/2005

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Flt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	3433	3539	1583	3433	3539	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	5085	1583	3433	5085	1583	3433	3539	1583	3433	3539	1583
Volume (vph)	470	933	471	249	326	283	205	632	122	270	623	278
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Growth Factor (vph)	100%	100%	80%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Adj. Flow (vph)	470	933	377	249	326	283	205	632	122	270	623	278
Lane Group Flow (vph)	470	933	377	249	326	283	205	632	122	270	623	278
Turn Type	Prot	Free	Free	Prot	Perm	Perm	Prot	Perm	Prot	Perm	Perm	Perm
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases			Free			6			4			8
Actuated Green, G (s)	17.6	24.3	96.9	12.5	19.2	19.2	11.3	23.0	23.0	13.1	24.8	24.8
Effective Green, g (s)	19.6	26.3	96.9	14.5	21.2	21.2	13.3	25.0	25.0	15.1	26.8	26.8
Actuated g/C Ratio	0.20	0.27	1.00	0.15	0.22	0.22	0.14	0.26	0.26	0.16	0.28	0.28
Clearance Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	694	1380	1583	514	1113	346	471	913	408	535	979	438
v/s Ratio Prot	c0.14	0.18		0.07	0.06		0.06	c0.18		c0.08	0.18	
v/s Ratio Perm			c0.24			c0.18			0.08			0.18
v/c Ratio	0.68	0.68	0.24	0.48	0.29	0.82	0.44	0.69	0.30	0.50	0.64	0.63
Uniform Delay, d1	35.7	31.5	0.0	37.8	31.6	36.0	38.4	32.5	28.9	37.5	30.8	30.8
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	2.6	1.3	0.4	0.7	0.1	13.9	0.6	2.3	0.4	0.8	1.4	3.0
Delay (s)	38.4	32.8	0.4	38.5	31.7	49.9	39.0	34.8	29.3	38.2	32.1	33.8
Level of Service	D	C	A	D	C	D	D	C	C	D	C	C
Approach Delay (s)		27.4			39.7			35.0			33.9	
Approach LOS		C			D			C			C	

Intersection Summary

HCM Average Control Delay	32.7	HCM Level of Service	C
HCM Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	96.9	Sum of lost time (s)	16.0
Intersection Capacity Utilization	63.6%	ICU Level of Service	B

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
17: ELEVENTH ST. & TRACY BLVD

EXISTING PM
9/30/2005

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Flt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	3539	1583	3433	3539	1583	3433	3539	1583	3433	3539	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	3539	1583	3433	3539	1583	3433	3539	1583	3433	3539	1583
Volume (vph)	185	759	294	203	462	173	263	498	141	201	540	114
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	185	759	294	203	462	173	263	498	141	201	540	114
Lane Group Flow (vph)	185	759	294	203	462	173	263	498	141	201	540	114
Turn Type	Prot	Perm	Perm	Prot	Perm	Perm	Prot	Perm	Prot	Perm	Perm	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6			8			4
Actuated Green, G (s)	7.5	25.4	25.4	9.8	27.7	27.7	11.0	18.7	18.7	9.7	17.4	17.4
Effective Green, g (s)	8.5	27.4	27.4	10.8	29.7	29.7	12.0	20.7	20.7	10.7	19.4	19.4
Actuated g/C Ratio	0.10	0.32	0.32	0.13	0.35	0.35	0.14	0.24	0.24	0.12	0.23	0.23
Clearance Time (s)	5.0	6.0	6.0	5.0	6.0	6.0	5.0	6.0	6.0	5.0	6.0	6.0
Vehicle Extension (s)	2.0	2.5	2.5	2.0	2.5	2.5	2.0	2.0	2.0	2.0	2.0	2.0
Lane Grp Cap (vph)	341	1133	507	433	1228	549	481	856	383	429	802	359
v/s Ratio Prot	0.05	c0.21		c0.05	0.13		c0.08	0.14		0.06	c0.15	
v/s Ratio Perm			0.19			0.11			0.09			0.07
v/c Ratio	0.54	0.67	0.58	0.47	0.38	0.32	0.55	0.58	0.37	0.47	0.67	0.32
Uniform Delay, d1	36.7	25.2	24.3	34.7	21.0	20.5	34.3	28.6	27.0	34.8	30.2	27.6
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.9	1.4	1.3	0.3	0.1	0.2	0.7	0.7	0.2	0.3	1.8	0.2
Delay (s)	37.6	26.6	25.6	35.0	21.1	20.7	35.0	29.3	27.2	35.1	32.0	27.8
Level of Service	D	C	C	D	C	C	C	C	C	D	C	C
Approach Delay (s)		28.0			24.4			30.6			32.1	
Approach LOS		C			C			C			C	

Intersection Summary

HCM Average Control Delay	28.8	HCM Level of Service	C
HCM Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	85.6	Sum of lost time (s)	16.0
Intersection Capacity Utilization	62.5%	ICU Level of Service	B

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
18: ELEVENTH ST. & MACARTHUR DRIVE

EXISTING PM
7/28/2005

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↔	↕	↕		↕	↕
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0	4.0
Lane Util. Factor	0.95	0.95			1.00	1.00
Frt	1.00	0.99			1.00	0.85
Flt Protected	1.00	1.00			0.95	1.00
Satd. Flow (prot)	3539	3504			1770	1583
Flt Permitted	1.00	1.00			0.95	1.00
Satd. Flow (perm)	3539	3504			1770	1583
Volume (vph)	0	118	599	42	67	97
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	118	599	42	67	97
Lane Group Flow (vph)	0	118	641	0	67	97
Turn Type					Perm	
Protected Phases		4	8		6	
Permitted Phases						6
Actuated Green, G (s)		9.8	9.8		6.5	6.5
Effective Green, g (s)		9.8	9.8		6.5	6.5
Actuated g/C Ratio		0.40	0.40		0.27	0.27
Clearance Time (s)		4.0	4.0		4.0	4.0
Vehicle Extension (s)		3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	1427	1413			473	423
v/s Ratio Prot	0.03	c0.18			0.04	
v/s Ratio Perm					c0.06	
v/c Ratio	0.08	0.45			0.14	0.23
Uniform Delay, d1	4.5	5.3			6.8	6.9
Progression Factor	1.00	1.00			1.00	1.00
Incremental Delay, d2	0.0	0.2			0.1	0.3
Delay (s)	4.5	5.5			6.9	7.2
Level of Service	A	A			A	A
Approach Delay (s)	4.5	5.5			7.1	
Approach LOS	A	A			A	
Intersection Summary						
HCM Average Control Delay		5.7			HCM Level of Service	A
HCM Volume to Capacity ratio		0.36				
Actuated Cycle Length (s)		24.3			Sum of lost time (s)	8.0
Intersection Capacity Utilization		30.6%			ICU Level of Service	A
c Critical Lane Group						

HCM Signalized Intersection Capacity Analysis
19: SCHULTE ROAD & CORRAL HOLLOW RD.

EXISTING PM
7/28/2005

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↕	↕	↕	↕	↕	↕	↕	↕	↕	↕	↕
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95		1.00	0.95		0.97	0.95	
Frt	1.00	1.00	0.85	1.00	0.86		1.00	0.95		1.00	0.99	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3539	1583	1770	3027		1770	3364		3433	3499	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	3539	1583	1770	3027		1770	3364		3433	3499	
Volume (vph)	31	17	10	68	10	276	4	464	228	462	462	38
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	31	17	10	68	10	276	4	464	228	462	462	38
Lane Group Flow (vph)	31	17	10	68	286	0	4	692	0	462	500	0
Turn Type	Prot		Perm	Prot			Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4									
Actuated Green, G (s)	1.7	3.2	3.2	4.2	5.7		0.5	19.2		12.2	30.9	
Effective Green, g (s)	1.7	3.2	3.2	4.2	5.7		0.5	19.2		12.2	30.9	
Actuated g/C Ratio	0.03	0.06	0.06	0.08	0.10		0.01	0.35		0.22	0.56	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	55	207	92	136	315		16	1179		764	1973	
v/s Ratio Prot	0.02	0.00		c0.04	c0.09		0.00	c0.21		c0.13	0.14	
v/s Ratio Perm			0.01									
v/c Ratio	0.56	0.08	0.11	0.50	0.91		0.25	0.59		0.60	0.25	
Uniform Delay, d1	26.2	24.4	24.4	24.3	24.3		27.0	14.6		19.1	6.1	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	12.6	0.2	0.5	2.9	28.2		8.1	0.8		1.4	0.1	
Delay (s)	38.7	24.6	25.0	27.2	52.5		35.0	15.3		20.5	6.1	
Level of Service	D	C	C	C	D		D	B		C	A	
Approach Delay (s)		32.2			47.6			15.4			13.0	
Approach LOS		C			D			B			B	
Intersection Summary												
HCM Average Control Delay		20.3								C		
HCM Volume to Capacity ratio		0.59										
Actuated Cycle Length (s)		54.8								12.0		
Intersection Capacity Utilization		53.7%								A		
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis
20: SCHULTE ROAD & TRACY BLVD

EXISTING PM
7/28/2005

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95		1.00	0.95	
Frt	1.00	0.98		1.00	0.96		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	3476		1770	3383		1770	3539	1583	1770	3539	1583
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1770	3476		1770	3383		1770	3539	1583	1770	3539	1583
Volume (vph)	203	462	63	100	233	97	35	328	61	136	466	186
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	203	462	63	100	233	97	35	328	61	136	466	186
Lane Group Flow (vph)	203	525	0	100	330	0	35	328	61	136	466	186
Turn Type	Prot			Prot			Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			6
Actuated Green, G (s)	8.9	14.3		6.4	11.8		1.8	13.2	13.2	7.0	18.4	18.4
Effective Green, g (s)	8.9	14.3		6.4	11.8		1.8	13.2	13.2	7.0	18.4	18.4
Actuated g/C Ratio	0.16	0.25		0.11	0.21		0.03	0.23	0.23	0.12	0.32	0.32
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	277	874		199	702		56	821	367	218	1144	512
v/s Ratio Prot	c0.11	c0.15		0.06	0.10		0.02	0.09		c0.08	c0.13	
v/s Ratio Perm									0.04			0.12
v/c Ratio	0.73	0.60		0.50	0.47		0.62	0.40	0.17	0.62	0.41	0.36
Uniform Delay, d1	22.9	18.8		23.8	19.8		27.2	18.5	17.5	23.7	15.0	14.8
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	9.6	1.2		2.0	0.5		19.8	0.3	0.2	5.5	0.2	0.4
Delay (s)	32.5	20.0		25.7	20.3		47.0	18.8	17.7	29.2	15.2	15.2
Level of Service	C	B		C	C		D	B	B	C	B	B
Approach Delay (s)		23.4			21.6			21.0			17.6	
Approach LOS		C			C			C			B	

Intersection Summary

HCM Average Control Delay	20.7	HCM Level of Service	C
HCM Volume to Capacity ratio	0.51		
Actuated Cycle Length (s)	56.9	Sum of lost time (s)	8.0
Intersection Capacity Utilization	50.7%	ICU Level of Service	A

c: Critical Lane Group

HCM Signalized Intersection Capacity Analysis
28: GRANT LINE ROAD & LINCOLN BLVD

EXISTING PM
7/28/2005

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95		1.00	0.95	
Frt	1.00	0.98		1.00	0.99		1.00	0.89		1.00	0.96	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3476		1770	3512		1770	3163		1770	3382	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	3476		1770	3512		1770	3163		1770	3382	
Volume (vph)	48	855	116	109	469	25	96	52	126	24	76	32
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	48	855	116	109	469	25	96	52	126	24	76	32
Lane Group Flow (vph)	48	971	0	109	494	0	96	178	0	24	108	0
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	3.8	23.3		6.4	25.9		5.9	13.9		1.6	9.6	
Effective Green, g (s)	3.8	23.3		6.4	25.9		5.9	13.9		1.6	9.6	
Actuated g/C Ratio	0.06	0.38		0.10	0.42		0.10	0.23		0.03	0.16	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	110	1323		185	1486		171	718		46	531	
v/s Ratio Prot	0.03	c0.28		c0.06	c0.14		c0.05	c0.06		0.01	0.03	
v/s Ratio Perm												
v/c Ratio	0.44	0.73		0.59	0.33		0.56	0.25		0.52	0.20	
Uniform Delay, d1	27.7	16.3		26.1	11.8		26.4	19.4		29.4	22.5	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	2.8	2.1		4.7	0.1		4.2	0.2		10.3	0.2	
Delay (s)	30.4	18.4		30.9	12.0		30.6	19.6		39.7	22.7	
Level of Service	C	B		C	B		C	B		D	C	
Approach Delay (s)		19.0			15.4			23.4			25.8	
Approach LOS		B			B			C			C	

Intersection Summary

HCM Average Control Delay	19.0	HCM Level of Service	B
HCM Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	61.2	Sum of lost time (s)	16.0
Intersection Capacity Utilization	55.4%	ICU Level of Service	A

c: Critical Lane Group

HCM Signalized Intersection Capacity Analysis
36: VALPICO RD. & MACARTHUR (S)

EXISTING PM
7/28/2005

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.99		1.00	0.97		1.00	0.98		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1203	1249		1203	1227		1203	1237		1203	1267	1077
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1203	1249		1203	1227		1203	1237		1203	1267	1077
Volume (vph)	87	259	27	15	147	39	30	87	16	42	68	73
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	87	259	27	15	147	39	30	87	16	42	68	73
Lane Group Flow (vph)	87	286	0	15	186	0	30	103	0	42	68	73
Heavy Vehicles (%)	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%
Turn Type	Prot			Prot			Prot			Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												6
Actuated Green, G (s)	6.0	22.8		1.1	17.9		2.5	14.0		2.9	14.4	14.4
Effective Green, g (s)	6.0	22.8		1.1	17.9		2.5	14.0		2.9	14.4	14.4
Actuated g/C Ratio	0.11	0.40		0.02	0.32		0.04	0.25		0.05	0.25	0.25
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	127	501		23	387		53	305		61	321	273
v/s Ratio Prot	c0.07	c0.23		0.01	0.15		0.02	c0.08		c0.03	0.05	
v/s Ratio Perm												0.07
v/c Ratio	0.69	0.57		0.65	0.48		0.57	0.34		0.69	0.21	0.27
Uniform Delay, d1	24.5	13.2		27.7	15.7		26.6	17.6		26.5	16.7	17.0
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	14.2	1.6		50.9	0.9		13.1	0.7		27.7	0.3	0.5
Delay (s)	38.7	14.8		78.6	16.6		39.7	18.3		54.2	17.1	17.5
Level of Service	D	B		E	B		D	B		D	B	B
Approach Delay (s)		20.4			21.3			23.1			25.8	
Approach LOS		C			C			C			C	

Intersection Summary

HCM Average Control Delay	22.1	HCM Level of Service	C
HCM Volume to Capacity ratio	0.50		
Actuated Cycle Length (s)	56.8	Sum of lost time (s)	12.0
Intersection Capacity Utilization	34.2%	ICU Level of Service	A

c Critical Lane Group

Next Phase Triggers
Fehr & Peers Associates

Synchro 5 Report
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HCM Signalized Intersection Capacity Analysis
51: ELEVENTH ST. & CHRISMAN

EXISTING PM
7/28/2005

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00		1.00	1.00		1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.85	1.00		1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		0.96	1.00		0.98	1.00
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583		1785	1583		1825	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00		0.74	1.00		0.89	1.00
Satd. Flow (perm)	1770	3539	1583	1770	3539	1583		1381	1583		1661	1583
Volume (vph)	32	1135	81	281	508	2	82	12	500	7	10	38
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	32	1135	81	281	508	2	82	12	500	7	10	38
Lane Group Flow (vph)	32	1135	81	281	508	2	0	94	500	0	17	38
Turn Type	Prot		Perm	Prot		Perm	Perm		pm+ov	Perm		Free
Protected Phases	7	4		3	8			2	3		6	
Permitted Phases						8	2					Free
Actuated Green, G (s)	2.6	30.4	30.4	15.7	43.5	43.5		10.0	25.7		10.0	68.1
Effective Green, g (s)	2.6	30.4	30.4	15.7	43.5	43.5		10.0	25.7		10.0	68.1
Actuated g/C Ratio	0.04	0.45	0.45	0.23	0.64	0.64		0.15	0.38		0.15	1.00
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	68	1580	707	408	2261	1011		203	690		244	1583
v/s Ratio Prot	0.02	c0.32		0.16	0.14				c0.17			
v/s Ratio Perm			0.05			0.00		0.07	0.15		0.01	0.02
v/c Ratio	0.47	0.72	0.11	0.69	0.22	0.00		0.46	0.72		0.07	0.02
Uniform Delay, d1	32.1	15.4	11.0	24.0	5.2	4.4		26.6	18.2		25.0	0.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00
Incremental Delay, d2	5.1	1.6	0.1	4.8	0.1	0.0		1.7	3.8		0.1	0.0
Delay (s)	37.1	17.0	11.1	28.8	5.2	4.4		28.3	22.0		25.2	0.0
Level of Service	D	B	B	C	A	A		C	C		C	A
Approach Delay (s)		17.1			13.6			23.0			7.8	
Approach LOS		B			B			C			A	

Intersection Summary

HCM Average Control Delay	17.2	HCM Level of Service	B
HCM Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	68.1	Sum of lost time (s)	8.0
Intersection Capacity Utilization	75.7%	ICU Level of Service	C

c Critical Lane Group

Next Phase Triggers
Fehr & Peers Associates

Synchro 5 Report
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HCM Signalized Intersection Capacity Analysis
88: 205 EB Ramps & TRACY BLVD

EXISTING PM
7/28/2005

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0						4.0		4.0	4.0	
Lane Util. Factor		1.00						0.95		1.00	0.95	
Fr		0.91						0.94		1.00	1.00	
Flt Protected		0.99						1.00		0.95	1.00	
Satd. Flow (prot)		1672						3324		1770	3539	
Flt Permitted		0.99						1.00		0.95	1.00	
Satd. Flow (perm)		1672						3324		1770	3539	
Volume (vph)	67	9	146	0	0	0	0	362	246	104	517	0
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	67	9	146	0	0	0	0	362	246	104	517	0
Lane Group Flow (vph)	0	222	0	0	0	0	0	608	0	104	517	0
Turn Type	Perm						Prot					
Protected Phases												
Permitted Phases	4						2 1 6					
Actuated Green, G (s)	7.2						9.7 4.4 18.1					
Effective Green, g (s)	8.1						10.6 4.4 19.0					
Actuated g/C Ratio	0.23						0.30 0.13 0.54					
Clearance Time (s)	4.9						4.9 4.0 4.9					
Vehicle Extension (s)	3.0						3.0 3.0 3.0					
Lane Grp Cap (vph)	386						1004 222 1916					
v/s Ratio Prot							c0.18 c0.06 0.15					
v/s Ratio Perm	c0.13											
v/c Ratio	0.58						0.61 0.47 0.27					
Uniform Delay, d1	12.0						10.5 14.3 4.3					
Progression Factor	1.00						1.00 1.00 1.00					
Incremental Delay, d2	2.1						1.0 1.6 0.1					
Delay (s)	14.0						11.5 15.8 4.4					
Level of Service	B						B B A					
Approach Delay (s)	14.0						0.0 11.5 6.3					
Approach LOS	B						A B A					
Intersection Summary												
HCM Average Control Delay	9.7						HCM Level of Service A					
HCM Volume to Capacity ratio	0.57											
Actuated Cycle Length (s)	35.1						Sum of lost time (s) 12.0					
Intersection Capacity Utilization	46.8%						ICU Level of Service A					
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis
92: 205 WB ramps & TRACY BLVD

EXISTING PM
7/28/2005

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕		↗	↗			↗	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.0		4.0	4.0			4.0	
Lane Util. Factor					1.00		1.00	0.95			0.95	
Fr _t					0.96		1.00	1.00			0.96	
Flt Protected					0.97		0.95	1.00			1.00	
Satd. Flow (prot)					1724		1770	3539			3413	
Flt Permitted					0.97		0.95	1.00			1.00	
Satd. Flow (perm)					1724		1770	3539			3413	
Volume (vph)	0	0	0	260	0	122	335	117	0	0	345	108
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	0	0	260	0	122	335	117	0	0	345	108
Lane Group Flow (vph)	0	0	0	0	382	0	335	117	0	0	453	0
Turn Type	Perm						Prot					
Protected Phases												
Permitted Phases	8						5 2					
Actuated Green, G (s)							18.8					
Effective Green, g (s)							19.7					
Actuated g/C Ratio							0.30					
Clearance Time (s)							4.9					
Vehicle Extension (s)							3.0					
Lane Grp Cap (vph)							519					
v/s Ratio Prot							c0.19					
v/s Ratio Perm							c0.22					
v/c Ratio							0.74					
Uniform Delay, d ₁							20.5					
Progression Factor							1.00					
Incremental Delay, d ₂							5.4					
Delay (s)							25.9					
Level of Service							C					
Approach Delay (s)	0.0						25.9					
Approach LOS	A						C					
Intersection Summary												
HCM Average Control Delay	22.7				HCM Level of Service				C			
HCM Volume to Capacity ratio	0.67											
Actuated Cycle Length (s)	65.4				Sum of lost time (s)				12.0			
Intersection Capacity Utilization	63.4%				ICU Level of Service				B			
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis
106: GRANT LINE ROAD & NAGLEE ROAD

EXISTING PM
7/28/2005

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗	↘	↖	↗	↘	↖	↗	↘	↖	↗	↘
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.95	1.00	0.91	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.85
Frt	1.00	1.00	0.85	1.00	0.85	1.00	1.00	0.85	1.00	0.95	0.95	1.00
Flt Protected	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Satd. Flow (prot)	1770	3539	1583	5085	1583	1681	1689	1583	1681	1689	1583	1583
Flt Permitted	0.95	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00
Satd. Flow (perm)	1770	3539	1583	5085	1583	1681	1689	1583	1681	1689	1583	1583
Volume (vph)	202	1065	52	0	530	359	0	0	0	538	14	245
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	202	1065	52	0	530	359	0	0	0	538	14	245
Lane Group Flow (vph)	202	1065	52	0	530	359	0	0	0	269	283	245
Turn Type	Prot	Perm	Perm	Free	Free	Free	Perm	Perm	Perm	Perm	Perm	Perm
Protected Phases	5	2		6						4		
Permitted Phases			2			Free				4		4
Actuated Green, G (s)	9.3	27.9	27.9	14.4	52.8					15.0	15.0	15.0
Effective Green, g (s)	9.5	29.2	29.2	15.7	52.8					15.6	15.6	15.6
Actuated g/C Ratio	0.18	0.55	0.55	0.30	1.00					0.30	0.30	0.30
Clearance Time (s)	4.2	5.3	5.3	5.3						4.6	4.6	4.6
Vehicle Extension (s)	3.0	3.0	3.0	3.0						3.0	3.0	3.0
Lane Grp Cap (vph)	318	1957	875	1512	1583					497	499	468
v/s Ratio Prot	c0.11	c0.30		0.10						0.16	c0.17	0.15
v/s Ratio Perm			0.03		0.23					0.54	0.57	0.52
v/c Ratio	0.64	0.54	0.06	0.35	0.23					15.6	15.7	15.5
Uniform Delay, d1	20.0	7.5	5.5	14.6	0.0					1.00	1.00	1.00
Progression Factor	1.00	1.00	1.00	1.00	1.00					1.2	1.5	1.1
Incremental Delay, d2	4.1	0.3	0.0	0.1	0.3					16.8	17.2	16.6
Delay (s)	24.2	7.9	5.5	14.7	0.3					B	B	B
Level of Service	C	A	A	B	A					B	B	B
Approach Delay (s)		10.3		8.9			0.0			16.9		
Approach LOS		B		A			A			B		

Intersection Summary			
HCM Average Control Delay	11.6	HCM Level of Service	B
HCM Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	52.8	Sum of lost time (s)	8.0
Intersection Capacity Utilization	51.4%	ICU Level of Service	A
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
124: SCHULTE ROAD & SYCAMORE PKWY

EXISTING PM
7/28/2005

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↗	↘	↖	↗	↖	↗
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.95	1.00	0.95	1.00	0.88	0.85
Frt	0.96	1.00	1.00	1.00	0.85	0.85
Flt Protected	1.00	0.95	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3411	1770	3539	1770	2787	2787
Flt Permitted	1.00	0.95	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3411	1770	3539	1770	2787	2787
Volume (vph)	640	203	173	317	171	195
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	640	203	173	317	171	195
Lane Group Flow (vph)	843	0	173	317	171	195
Turn Type	Prot	Perm	Perm	Perm	Perm	Perm
Protected Phases	4		3	8	2	
Permitted Phases						2
Actuated Green, G (s)	16.8		7.4	28.2	10.6	10.6
Effective Green, g (s)	16.8		7.4	28.2	10.6	10.6
Actuated g/C Ratio	0.36		0.16	0.60	0.23	0.23
Clearance Time (s)	4.0		4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	1224		280	2132	401	631
v/s Ratio Prot	c0.25		c0.10	0.09	c0.10	
v/s Ratio Perm						0.07
v/c Ratio	0.69		0.62	0.15	0.43	0.31
Uniform Delay, d1	12.8		18.4	4.1	15.5	15.1
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	1.6		4.0	0.0	0.7	0.3
Delay (s)	14.4		22.4	4.1	16.2	15.3
Level of Service	B		C	A	B	B
Approach Delay (s)	14.4		10.6	15.8		
Approach LOS	B		B	B		

Intersection Summary			
HCM Average Control Delay	13.6	HCM Level of Service	B
HCM Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	46.8	Sum of lost time (s)	12.0
Intersection Capacity Utilization	53.2%	ICU Level of Service	A
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
125: SCHULTE ROAD & CENTRAL AVE

EXISTING PM
7/28/2005

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗	↘	↖	↗	↘	↖	↗	↘	↖	↗	↘
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95		1.00	0.95	
Flt	1.00	0.98		1.00	0.98		1.00	0.95		1.00	0.93	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3469		1770	3477		1770	3348		1770	3285	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	3469		1770	3477		1770	3348		1770	3285	
Volume (vph)	131	509	77	48	324	43	56	89	50	78	148	136
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	131	509	77	48	324	43	56	89	50	78	148	136
Lane Group Flow (vph)	131	586	0	48	367	0	56	139	0	78	284	0
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	4.6	15.0		1.7	12.1		3.5	8.7		3.5	8.7	
Effective Green, g (s)	4.6	15.0		1.7	12.1		3.5	8.7		3.5	8.7	
Actuated g/C Ratio	0.10	0.33		0.04	0.27		0.08	0.19		0.08	0.19	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	181	1159		67	937		138	649		138	637	
v/s Ratio Prot	c0.07	c0.17		0.03	0.11		0.03	0.04		c0.04	c0.09	
v/s Ratio Perm												
v/c Ratio	0.72	0.51		0.72	0.39		0.41	0.21		0.57	0.45	
Uniform Delay, d1	19.5	12.0		21.4	13.4		19.7	15.2		20.0	16.0	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	13.4	0.3		30.4	0.3		1.9	0.2		5.2	0.5	
Delay (s)	32.9	12.3		51.7	13.7		21.7	15.4		25.2	16.5	
Level of Service	C	B		D	B		C	B		C	B	
Approach Delay (s)	16.1			18.1			17.2			18.3		
Approach LOS	B			B			B			B		

Intersection Summary			
HCM Average Control Delay	17.2	HCM Level of Service	B
HCM Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	44.9	Sum of lost time (s)	16.0
Intersection Capacity Utilization	45.0%	ICU Level of Service	A
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
126: GRANT LINE ROAD & I-205 E

EXISTING PM
7/28/2005

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗	↘	↖	↗	↘	↖	↗	↘	↖	↗	↘
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0		4.0			4.0		
Lane Util. Factor	1.00	0.95			0.91		1.00			1.00		
Flt	1.00	1.00			1.00		1.00			0.85		
Flt Protected	0.95	1.00			1.00		0.95			1.00		
Satd. Flow (prot)	1770	3539			5085		1770			1583		
Flt Permitted	0.95	1.00			1.00		0.95			1.00		
Satd. Flow (perm)	1770	3539			5085		1770			1583		
Volume (vph)	381	1234	0	0	772	0	136	0	381	0	0	0
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	381	1234	0	0	772	0	136	0	381	0	0	0
Lane Group Flow (vph)	381	1234	0	0	772	0	136	0	381	0	0	0
Turn Type	Prot						custom			custom		
Protected Phases	5	2			6							
Permitted Phases							8			8		
Actuated Green, G (s)	20.8	43.1			18.1		22.1			22.1		
Effective Green, g (s)	21.0	44.4			19.4		22.3			22.3		
Actuated g/C Ratio	0.28	0.59			0.26		0.30			0.30		
Clearance Time (s)	4.2	5.3			5.3		4.2			4.2		
Vehicle Extension (s)	3.0	3.0			3.0		3.0			3.0		
Lane Grp Cap (vph)	498	2104			1321		528			473		
v/s Ratio Prot	c0.22	c0.35			0.15							
v/s Ratio Perm							0.08			c0.24		
v/c Ratio	0.77	0.59			0.58		0.26			0.81		
Uniform Delay, d1	24.6	9.4			24.1		19.9			24.2		
Progression Factor	1.00	1.00			1.00		1.00			1.00		
Incremental Delay, d2	6.9	0.4			0.7		0.3			9.7		
Delay (s)	31.5	9.9			24.8		20.2			33.8		
Level of Service	C	A			C		C			C		
Approach Delay (s)	15.0				24.8		30.3			0.0		
Approach LOS	B				C		C			A		

Intersection Summary			
HCM Average Control Delay	20.3	HCM Level of Service	C
HCM Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	74.7	Sum of lost time (s)	8.0
Intersection Capacity Utilization	64.4%	ICU Level of Service	B
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
157: ELEVENTH ST. & CENTRAL AVE

EXISTING PM
7/28/2005

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔		↔	↔		↔	↔		↔	↔	↔
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.98		1.00	0.99		1.00	0.95		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	3484		1770	3506		1770	1773		1770	1863	1583
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1770	3484		1770	3506		1770	1773		1770	1863	1583
Volume (vph)	101	988	115	99	546	37	142	147	69	89	181	90
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	101	988	115	99	546	37	142	147	69	89	181	90
Lane Group Flow (vph)	101	1103	0	99	583	0	142	216	0	89	181	90
Turn Type	Prot			Prot			Prot			Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												6
Actuated Green, G (s)	7.2	30.7		6.8	30.3		8.7	15.7		7.0	14.0	14.0
Effective Green, g (s)	7.2	30.7		6.8	30.3		8.7	15.7		7.0	14.0	14.0
Actuated g/C Ratio	0.09	0.40		0.09	0.40		0.11	0.21		0.09	0.18	0.18
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	167	1404		158	1394		202	365		163	342	291
v/s Ratio Prot	c0.06	c0.32		0.06	0.17		c0.08	c0.12		0.05	0.10	
v/s Ratio Perm												0.06
v/c Ratio	0.60	0.79		0.63	0.42		0.70	0.59		0.55	0.53	0.31
Uniform Delay, d1	33.1	19.9		33.5	16.6		32.5	27.4		33.1	28.1	26.9
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	6.1	3.0		7.5	0.2		10.6	2.6		3.7	1.5	0.6
Delay (s)	39.2	22.8		41.0	16.8		43.1	29.9		36.8	29.6	27.5
Level of Service	D	C		D	B		D	C		D	C	C
Approach Delay (s)		24.2			20.3			35.1			30.9	
Approach LOS		C			C			D			C	

Intersection Summary			
HCM Average Control Delay	25.6	HCM Level of Service	C
HCM Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	76.2	Sum of lost time (s)	8.0
Intersection Capacity Utilization	67.2%	ICU Level of Service	B
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
158: ELEVENTH ST. & LINCOLN BLVD

EXISTING PM
7/28/2005

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔		↔	↔		↔	↔		↔	↔	↔
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95		1.00	0.95	1.00
Frt	1.00	0.99		1.00	0.98		1.00	0.92		1.00	0.92	0.88
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	3505		1770	3462		1770	3243		1770	3129	1583
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1770	3505		1770	3462		1770	3243		1770	3129	1583
Volume (vph)	91	1283	88	66	805	137	76	50	63	150	36	122
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	91	1283	88	66	805	137	76	50	63	150	36	122
Lane Group Flow (vph)	91	1371	0	66	942	0	76	113	0	150	158	0
Turn Type	Prot			Prot			Prot			Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												6
Actuated Green, G (s)	7.0	37.0		4.1	34.1		4.8	9.3		9.0	13.5	
Effective Green, g (s)	7.0	37.0		4.1	34.1		4.8	9.3		9.0	13.5	
Actuated g/C Ratio	0.09	0.49		0.05	0.45		0.06	0.12		0.12	0.18	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	164	1720		96	1566		113	400		211	560	
v/s Ratio Prot	c0.05	c0.39		0.04	0.27		0.04	0.03		c0.08	c0.05	
v/s Ratio Perm												
v/c Ratio	0.55	0.80		0.69	0.60		0.67	0.28		0.71	0.28	
Uniform Delay, d1	32.7	16.1		35.0	15.5		34.5	30.0		31.9	26.8	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	4.0	2.7		18.5	0.7		14.6	0.4		10.7	0.3	
Delay (s)	36.7	18.7		53.5	16.2		49.2	30.4		42.7	27.0	
Level of Service	D	B		D	B		D	C		D	C	
Approach Delay (s)		19.8			18.6			38.0			34.7	
Approach LOS		B			B			D			C	

Intersection Summary			
HCM Average Control Delay	22.1	HCM Level of Service	C
HCM Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	75.4	Sum of lost time (s)	12.0
Intersection Capacity Utilization	67.0%	ICU Level of Service	B
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
165: LOWELL AVE & CORRAL HOLLOW RD.

EXISTING PM
7/28/2005

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↱	↲	↰	↱	↲	↰	↱	↲	↰	↱	↲
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00	1.00	0.95		1.00	0.95	
Frt	1.00	0.90		1.00	1.00	0.85	1.00	0.98		1.00	1.00	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1684		1770	1863	1583	1770	3452		1770	3523	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	1684		1770	1863	1583	1770	3452		1770	3523	
Volume (vph)	29	95	169	135	109	93	170	982	193	120	931	29
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	29	95	169	135	109	93	170	982	193	120	931	29
Lane Group Flow (vph)	29	264	0	135	109	93	170	1175	0	120	960	0
Turn Type	Prot			Prot		Perm	Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases						8						
Actuated Green, G (s)	4.1	16.0		8.9	20.8	20.8	10.2	39.5		8.0	37.3	
Effective Green, g (s)	4.1	16.0		8.9	20.8	20.8	10.2	39.5		8.0	37.3	
Actuated g/C Ratio	0.05	0.18		0.10	0.24	0.24	0.12	0.45		0.09	0.42	
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	82	305		178	438	372	204	1542		160	1487	
v/s Ratio Prot	0.02	c0.16		c0.08	0.06		c0.10	c0.34		0.07	0.27	
v/s Ratio Perm					0.06							
v/c Ratio	0.35	0.87		0.76	0.25	0.25	0.83	0.76		0.75	0.65	
Uniform Delay, d1	40.9	35.2		38.7	27.5	27.5	38.3	20.5		39.2	20.3	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	2.6	21.7		16.8	0.3	0.4	24.3	2.3		17.8	1.0	
Delay (s)	43.5	56.9		55.5	27.8	27.8	62.5	22.8		57.0	21.3	
Level of Service	D	E		E	C	C	E	C		E	C	
Approach Delay (s)		55.5			38.9			27.8			25.2	
Approach LOS		E			D			C			C	
Intersection Summary												
HCM Average Control Delay		30.8										
HCM Volume to Capacity ratio		0.77										
Actuated Cycle Length (s)		88.4										
Intersection Capacity Utilization		76.1%										
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis
172: LOWELL AVE & TRACY BLVD

EXISTING PM
7/28/2005

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↱	↲	↰	↱	↲	↰	↱	↲	↰	↱	↲
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0		4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	0.95	0.95	1.00		1.00		1.00	0.95		1.00	0.95	
Frt	1.00	1.00	0.85		0.97		1.00	0.99		1.00	0.98	
Flt Protected	0.95	0.99	1.00		0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1681	1758	1583		1794		1770	3517		1770	3462	
Flt Permitted	0.70	0.95	1.00		0.31		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1240	1689	1583		563		1770	3517		1770	3462	
Volume (vph)	91	96	123	16	53	18	111	887	38	25	703	119
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	91	96	123	16	53	18	111	887	38	25	703	119
Lane Group Flow (vph)	77	110	123	0	87	0	111	925	0	25	822	0
Turn Type	Perm		Perm	Perm			Prot			Prot		
Protected Phases		4			3		5	2		1	6	
Permitted Phases	4		4	3								
Actuated Green, G (s)	10.1	10.1	10.1		12.9		9.2	45.9		3.1	39.8	
Effective Green, g (s)	10.1	10.1	10.1		12.9		9.2	45.9		3.1	39.8	
Actuated g/C Ratio	0.11	0.11	0.11		0.15		0.10	0.52		0.04	0.45	
Clearance Time (s)	4.0	4.0	4.0		4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0		3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	142	194	182		83		185	1834		62	1566	
v/s Ratio Prot							c0.06	c0.26		0.01	0.24	
v/s Ratio Perm	0.06	0.07	c0.08		c0.15							
v/c Ratio	0.54	0.57	0.68		1.05		0.60	0.50		0.40	0.52	
Uniform Delay, d1	36.8	36.9	37.4		37.5		37.6	13.7		41.5	17.3	
Progression Factor	1.00	1.00	1.00		1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	4.2	3.8	9.5		112.6		5.2	0.2		4.2	0.3	
Delay (s)	40.9	40.6	46.9		150.1		42.8	13.9		45.8	17.6	
Level of Service	D	D	D		F		D	B		D	B	
Approach Delay (s)		43.2			150.1			17.0			18.5	
Approach LOS		D			F			B			B	
Intersection Summary												
HCM Average Control Delay		26.2										
HCM Volume to Capacity ratio		0.62										
Actuated Cycle Length (s)		88.0										
Intersection Capacity Utilization		51.1%										
c Critical Lane Group												

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #1 Valpico Road / Sycamore Parkway

Cycle (sec): 100 Critical Vol./Cap. (X): 0.358
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 10.7
 Optimal Cycle: 0 Level Of Service: B

Street Name: Sycamore

Valpico

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Min. Green:	0		0		0	0		0		0	0		0		0	0		0		0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0

Volume Module:

Base Vol:	41	64	41	23	44	18	62	330	101	51	153	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	64	41	23	44	18	62	330	101	51	153	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	41	64	41	23	44	18	62	330	101	51	153	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	64	41	23	44	18	62	330	101	51	153	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	41	64	41	23	44	18	62	330	101	51	153	52

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.22	0.78	1.00	1.42	0.58	1.00	1.53	0.47	1.00	1.49	0.51
Final Sat.:	461	610	416	448	690	293	542	921	292	500	821	289

Capacity Analysis Module:

Vol/Sat:	0.09	0.10	0.10	0.05	0.06	0.06	0.11	0.36	0.35	0.10	0.19	0.18
Crit Moves:	****			****			****			****		
Delay/Veh:	10.6	10.1	9.5	10.5	9.9	9.6	9.9	11.6	11.1	10.3	10.3	9.9
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
AdjDel/Veh:	10.6	10.1	9.5	10.5	9.9	9.6	9.9	11.6	11.1	10.3	10.3	9.9
LOS by Move:	B	B	A	B	A	A	A	B	B	B	B	A
ApproachDel:	10.1			10.0			11.3			10.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	10.1			10.0			11.3			10.2		
LOS by Appr:	B			B			B			B		

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #2 Valpico / Tracy

 Cycle (sec): 100 Critical Vol./Cap. (X): 0.590
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 15.7
 Optimal Cycle: 0 Level Of Service: C

Street Name: Tracy Valpico
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 -----|-----|-----|-----|
 Control: Stop Sign Stop Sign Stop Sign Stop Sign
 Rights: Include Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 1 0 1 0 1 1 0 0 1 0 1 0 0 0 1! 0 0
 -----|-----|-----|-----|

Volume Module:

Base Vol:	18	177	67	146	192	80	97	225	11	35	135	123
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	177	67	146	192	80	97	225	11	35	135	123
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	177	67	146	192	80	97	225	11	35	135	123
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	177	67	146	192	80	97	225	11	35	135	123
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	177	67	146	192	80	97	225	11	35	135	123

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.71	0.29	1.00	0.95	0.05	0.12	0.46	0.42
Final Sat.:	409	436	474	461	359	150	451	463	23	59	229	208

Capacity Analysis Module:

Vol/Sat:	0.04	0.41	0.14	0.32	0.53	0.53	0.22	0.49	0.49	0.59	0.59	0.59
Crit Moves:	****			****			****			****		
Delay/Veh:	11.3	15.2	10.9	13.5	16.5	16.5	12.3	15.8	15.8	18.7	18.7	18.7
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
AdjDel/Veh:	11.3	15.2	10.9	13.5	16.5	16.5	12.3	15.8	15.8	18.7	18.7	18.7
LOS by Move:	B	C	B	B	C	C	B	C	C	C	C	C
ApproachDel:	13.9			15.4			14.8			18.7		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	13.9			15.4			14.8			18.7		
LOS by Appr:	B			C			B			C		

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Schulte Road / Chrisman Road
*****Average Delay (sec/veh): 7.2 Worst Case Level Of Service: D[25.4]

Street Name:	Chrisman Road						Shulte Road													
Approach:	North Bound			South Bound			East Bound			West Bound										
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R					
Control:	Uncontrolled						Uncontrolled						Stop Sign							
Rights:	Include						Include						Include							
Lanes:	1	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0

Volume Module:

Base Vol:	61	328	0	0	172	155	217	0	41	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	61	328	0	0	172	155	217	0	41	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:	61	328	0	0	172	155	217	0	41	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	61	328	0	0	172	155	217	0	41	0	0	0

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.4	xxxx	6.2	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	xxxx	3.3	xxxxxx	xxxx	xxxxxx

Capacity Module:

Cnflct Vol:	327	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	700	xxxx	250	xxxxxx	xxxx	xxxxxx
Potent Cap.:	1244	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	409	xxxx	794	xxxxxx	xxxx	xxxxxx
Move Cap.:	1244	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	393	xxxx	794	xxxxxx	xxxx	xxxxxx
Volume/Cap:	0.05	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	0.55	xxxx	0.05	xxxxxx	xxxx	xxxxxx

Level Of Service Module:

Queue:	0.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx			
Stopped Del:	8.0	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx			
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	428	xxxxxx	xxxxxx	xxxx	xxxxxx			
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	3.9	xxxxxx	xxxxxx	xxxx	xxxxxx			
Shrd StpDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	25.4	xxxxxx	xxxxxx	xxxx	xxxxxx			
Shared LOS:	*	*	*	*	*	*	*	D	*	*	*	*			
ApproachDel:	xxxxxxx			xxxxxxx			25.4			xxxxxxx					
ApproachLOS:	*			*			D			*					

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4 Valpico Road / Chrisman Road
*****Average Delay (sec/veh): 6.0 Worst Case Level Of Service: B[12.3]

Street Name:

Chrisman

Valpico

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	1	0	0	1	0	1	0	0	1	0	0	0	1	0	0	0	1	0	0	1

Volume Module:

Base Vol:	35	132	0	0	120	0	165	2	61	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	132	0	0	120	0	165	2	61	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:	35	132	0	0	120	0	165	2	61	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	35	132	0	0	120	0	165	2	61	0	0	0

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.4	6.5	6.2	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	4.0	3.3	xxxxxx	xxxx	xxxxxx

Capacity Module:

Cnflct Vol:	120	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	322	322	120	xxxxxx	xxxx	xxxxxx
Potent Cap.:	1480	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	676	599	937	xxxxxx	xxxx	xxxxxx
Move Cap.:	1480	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	664	584	937	xxxxxx	xxxx	xxxxxx
Volume/Cap:	0.02	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	0.25	0.00	0.07	xxxxxx	xxxx	xxxxxx

Level Of Service Module:

Queue:	0.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Stopped Del:	7.5	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	719	xxxxxx	0	xxxxxx	xxxxxx
SharedQueue:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	1.4	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Shrd StpDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	12.3	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	*	*
ApproachDel:	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	12.3	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx
ApproachLOS:	*	*	*	*	*	*	B	*	*	*	*	*

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #5 Linne Road / Corral Hollow Road

Average Delay (sec/veh):

2.4

Worst Case Level Of Service:

B[11.3]

Street Name:

Corral Hollow

Linne

Approach:

North Bound

South Bound

East Bound

West Bound

Movement:

L - T - R

L - T - R

L - T - R

L - T - R

Control:

Uncontrolled

Uncontrolled

Stop Sign

Stop Sign

Rights:

Include

Include

Include

Include

Lanes:

0 0 0 1 0

0 1 0 0 0

0 0 1! 0 0

0 0 1! 0 0

Volume Module:

Base Vol:	0	189	157	54	91	0	0	0	0	32	2	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:	0	189	157	54	91	0	0	0	0	32	2	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:	0	189	157	54	91	0	0	0	0	32	2	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	189	157	54	91	0	0	0	0	32	2	48

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	346	xxxx	xxxxx	xxxxx	xxxx	xxxxx	467	467	267
Potent Cap.:	xxxx	xxxx	xxxxx	1224	xxxx	xxxxx	xxxxx	xxxx	xxxxx	558	497	776
Move Cap.:	xxxx	xxxx	xxxxx	1224	xxxx	xxxxx	xxxxx	xxxx	xxxxx	539	474	776
Volume/Cap:	xxxx	xxxx	xxxx	0.04	xxxx	xxxx	xxxxx	xxxx	xxxxx	0.06	0.00	0.06

Level Of Service Module:

Queue:	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	8.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	654	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.4	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	8.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	11.3	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	11.3	xxxxxx
ApproachLOS:	*	*	*	*	*	*	*	*	*	*	B	*

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #6 Valpico Road / Lammers Road

Average Delay (sec/veh): 7.5 Worst Case Level Of Service: A[9.2]

Street Name:	Lammers						Valpico								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign					
Rights:	Include			Include			Include			Include					
Lanes:	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0

Volume Module:

Base Vol:	0	3	6	281	9	0	0	0	0	5	0	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:	0	3	6	281	9	0	0	0	0	5	0	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:	0	3	6	281	9	0	0	0	0	5	0	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	3	6	281	9	0	0	0	0	5	0	37

Critical Gap Module:

Critical Gp:	xxxxxx	xxxx	xxxxxx	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.4	xxxx	6.2
FollowUpTim:	xxxxxx	xxxx	xxxxxx	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	xxxx	3.3

Capacity Module:

Cnflict Vol:	xxxx	xxxx	xxxxxx	9	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	577	xxxx	6
Potent Cap.:	xxxx	xxxx	xxxxxx	1624	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	482	xxxx	1083
Move Cap.:	xxxx	xxxx	xxxxxx	1624	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	406	xxxx	1083
Volume/Cap:	xxxx	xxxx	xxxx	0.17	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	0.03

Level Of Service Module:

Queue:	xxxxxx	xxxx	xxxxxx	0.6	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Stopped Del:	xxxxxx	xxxx	xxxxxx	7.7	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	903	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	0.6	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	0.1	xxxxxx
Shrd StpDel:	xxxxxx	xxxx	xxxxxx	7.7	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	9.2	xxxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	A	*
ApproachDel:	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	9.2		
ApproachLOS:	*	*	*	*	*	*	*	*	*	A		

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #7 Grant Line / Byron Road

Average Delay (sec/veh): 29.3 Worst Case Level Of Service: F[57.6]

Street Name:	Byron						Grant Line					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	1	0	0	0	0	0	0	0	1

Volume Module:

Base Vol:	0	56	369	562	118	0	0	0	0	109	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	56	369	562	118	0	0	0	0	109	0	209
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	56	369	562	118	0	0	0	0	109	0	209
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	56	369	562	118	0	0	0	0	109	0	209

Critical Gap Module:

Critical Gp:	xxxxx	6.5	6.2	7.1	6.5	xxxxx	xxxxx	xxxxx	xxxxx	4.1	xxxxx	xxxxx
FollowUpTim:	xxxxx	4.0	3.3	3.5	4.0	xxxxx	xxxxx	xxxxx	xxxxx	2.2	xxxxx	xxxxx

Capacity Module:

Cnflct Vol:	xxxxx	427	0	351	323	xxxxx	xxxxx	xxxxx	xxxxx	0	xxxxx	xxxxx
Potent Cap.:	xxxxx	523	0	608	598	xxxxx	xxxxx	xxxxx	xxxxx	0	xxxxx	xxxxx
Move Cap.:	xxxxx	523	0	558	598	xxxxx	xxxxx	xxxxx	xxxxx	0	xxxxx	xxxxx
Volume/Cap:	xxxxx	0.11	0.00	1.01	0.20	xxxxx	xxxxx	xxxxx	xxxxx	0.00	xxxxx	xxxxx

Level Of Service Module:

Queue:	xxxxx	xxxx	xxxxx	14.8	0.7	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	67.1	12.5	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxxx	xxxxx
LOS by Move:	*	*	*	F	B	*	*	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	3968	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	0.4	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	6.0	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	A	*	*	*	*	*	*	*	*	*
ApproachDel:	6.0			57.6			xxxxxxx			xxxxxxx		
ApproachLOS:	A			F			*			*		

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #8 11th / MacArthur Dr (S)

Average Delay (sec/veh): 23.7 Worst Case Level Of Service: F[262.1]

Street Name: MacArthur (S)

11th

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

-----|-----|-----|-----|

Control: Stop Sign Stop Sign Uncontrolled Uncontrolled

Rights: Include Include Include Include

Lanes: 0 0 1! 0 0 0 0 0 0 0 1 1 0 1 0 2 0 0

-----|-----|-----|-----|

Volume Module:

Base Vol: 65 0 118 0 0 0 0 0 1078 162 167 530 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: 65 0 118 0 0 0 0 0 1078 162 167 530 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: 65 0 118 0 0 0 0 0 1078 162 167 530 0

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0

Final Vol.: 65 0 118 0 0 0 0 0 1078 162 167 530 0

-----|-----|-----|-----|

Critical Gap Module:

Critical Gp: 6.8 xxxx 6.9 xxxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx 4.1 xxxx xxxxxx

FollowUpTim: 3.5 xxxx 3.3 xxxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx 2.2 xxxx xxxxxx

-----|-----|-----|-----|

Capacity Module:

Cnflct Vol: 1758 xxxx 620 xxxxxx xxxxxx xxxxxx xxxxxx xxxx xxxxxx 1240 xxxx xxxxxx

Potent Cap.: 78 xxxx 436 xxxxxx xxxxxx xxxxxx xxxxxx xxxx xxxxxx 569 xxxx xxxxxx

Move Cap.: 60 xxxx 436 xxxxxx xxxxxx xxxxxx xxxxxx xxxx xxxxxx 569 xxxx xxxxxx

Volume/Cap: 1.08 xxxx 0.27 xxxxxx xxxxxx xxxxxx xxxxxx xxxx xxxxxx 0.29 xxxx xxxxxx

-----|-----|-----|-----|

Level Of Service Module:

Queue: xxxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx 1.2 xxxx xxxxxx

Stopped Del: xxxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx 13.9 xxxx xxxxxx

LOS by Move: * * * * * * * * * * B * *

Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT

Shared Cap.: xxxx 135 xxxxxx xxxx xxxx xxxxxx xxxx xxxx xxxxxx xxxx xxxx xxxxxx

SharedQueue: xxxxxx 11.8 xxxxxx xxxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx

Shrd StpDel: xxxxxx 262 xxxxxx xxxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx

Shared LOS: * F * * * * * * * * * * * * *

ApproachDel: 262.1 xxxxxxxx xxxxxxxx xxxxxxxx

ApproachLOS: F * * *

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #9 Schulte / Corral Hollow (S)*****
Average Delay (sec/veh): 1.5 Worst Case Level Of Service: B[10.5]

Street Name: Corral Hollow (S)

Schulte

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	1	1	0	0	1	0	0	1	0	0	0	0	1	0	0	1	0	0

Volume Module:

Base Vol:	0	130	0	30	282	305	0	0	103	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	130	0	30	282	305	0	0	103	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	130	0	30	282	305	0	0	103	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	130	0	30	282	305	0	0	103	0	0	0

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflict Vol:	xxxx	xxxx	xxxxx	130	xxxx	xxxxx	xxxx	xxxx	282	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	1468	xxxx	xxxxx	xxxx	xxxx	762	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	1468	xxxx	xxxxx	xxxx	xxxx	762	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.02	xxxx	xxxx	xxxx	xxxx	0.14	xxxx	xxxx	xxxx

Level Of Service Module:

Queue:	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	0.5	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx	xxxxx	xxxx	10.5	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	B	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx	xxxxxx		xxxxxx			10.5		xxxxxx			
ApproachLOS:	*	*		*			B		*			

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #10 Shulte / Lammers (s)*****
Average Delay (sec/veh): 16.0 Worst Case Level Of Service: F[68.6]*****
Street Name: Lammers (S)

Schulte

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0

Volume Module:

Base Vol:	0	435	66	33	406	0	0	0	0	245	0	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 Bse:	0	435	66	33	406	0	0	0	0	245	0	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:	0	435	66	33	406	0	0	0	0	245	0	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	435	66	33	406	0	0	0	0	245	0	36

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3

Capacity Module:

Cnflct Vol:	xxxxx	xxxxx	xxxxx	501	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	940	xxxxx	468
Potent Cap.:	xxxxx	xxxxx	xxxxx	1074	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	295	xxxxx	599
Move Cap.:	xxxxx	xxxxx	xxxxx	1074	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	288	xxxxx	599
Volume/Cap:	xxxxx	xxxxx	xxxxx	0.03	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	0.85	xxxxx	0.06

Level Of Service Module:

Queue:	xxxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxxx	xxxx	xxxxx	xxxxxx	xxxx	xxxxx
Stopped Del:	xxxxxx	xxxx	xxxxx	8.5	xxxx	xxxxx	xxxxxx	xxxx	xxxxx	xxxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	309	xxxxx
SharedQueue:	xxxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxxx	xxxx	xxxxx	xxxxxx	8.7	xxxxx
Shrd StpDel:	xxxxxx	xxxx	xxxxx	8.5	xxxx	xxxxx	xxxxxx	xxxx	xxxxx	xxxxxx	68.6	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	F	*
ApproachDel:	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	68.6		
ApproachLOS:	*	*	*	*	*	*	*	*	*	F		

III. MODEL DEVELOPMENT DOCUMENTATION

Traffic Forecasting Procedures

The future traffic forecasts for the City of Tracy were developed using a version of the official San Joaquin Council of Governments (SJCOG) regional travel demand model adapted for use in the development of the Circulation Element and the General Plan Environmental Impact Report.

Previous City of Tracy Travel Demand Model

Fehr & Peers developed a travel demand model for the City of Tracy which ran under the MINUTP platform. This model was limited geographically to the City of Tracy. The last major comprehensive update of this model was completed in 1993, concurrent with the previous update of the Urban Master Plan and the Roadway Master Plan. Since 1993, Fehr & Peers has made minor updates to this model as various development projects were approved and built. Given the age of this previous model, it was decided to update the City's travel demand model. For a variety of reasons, it was decided to use the San Joaquin Council of Governments (SJCOG) Regional Travel Demand Model as a base for the City Travel Demand model. This model was modified to reflect additional detail within the City of Tracy.

SJCOG Regional Travel Demand Model

The SJCOG released an updated version of their travel demand model in 2001. The model data sets included a 1999 Base Year model and a 2025 Future Year model. These models are regional models and include San Joaquin County, the San Francisco Bay Area (Alameda, Contra Costa, Marin, Santa Clara, San Francisco, San Mateo, Sonoma, Solano, Napa), portions of Stanislaus County, and portions of the Sacramento Metropolitan area. Each model year (1999 and 2025) included roadway networks and land use data. The SJCOG model has detailed information regarding land use and roadway networks in San Joaquin County, while the data outside the county is more aggregated. This model runs under the TP+ platform.

The Future Year SJCOG travel demand model reflects regionally accepted land use projections for each of the jurisdictions in San Joaquin County, as defined by SJCOG. The Future Year roadway network also reflects the programmed and approved roadways, as defined by the adopted Regional Transportation Plan.

Detailing the SJCOG Model

This model, which reflects adopted land use projections and roadway networks, was modified to show more detail within the City of Tracy for both the Base Year (2002-2003 existing condition) and the General Plan analysis year, which was defined to be 2025. These modifications included adding additional detail to the traffic analysis zones, refining the land use within the City based on detailed employment and population data, and verifying the roadway network for the City. One of the major roadway changes made by Fehr & Peers was modifying the roadway networks for freeway facilities to represent interchanges to reflect all of the existing on-ramps and off-ramps. The version of the SJCOG model released by the COG in 2001 does not include all of the freeway ramps along freeway facilities in San Joaquin County.

Land use data within the City of Tracy was developed based on information provided by the 2000 Decennial Census and other sources. For residences, the total number of dwelling units was identified through a review of the Census data at various geographic levels including census tracts and blocks. The location of multi-family units was identified through field visits, phone calls to managers of apartment complexes (based on a review of the phone book), and other

sources. The total number of residences and population was adjusted to match the reported citywide population (73,000 persons in 2003).

Employment totals by zone were initially provided by Bay Area Economics. The location of the largest employers in the City of Tracy, based on materials provided by the City of Tracy website as of 2004, was verified through a review of the zonal data.

Validation Process

This refinement process also includes validating the Base Year model in the Tracy area, which ensured that the model accurately reflected travel patterns in the City of Tracy. This validation involved systematic comparison of recently collected traffic counts to the model results along screen lines and individual roadway segments.

The validation process compared the model results (for the Base Year model) against the traffic count. This comparison included screen lines (groups of parallel roadway links) along with individual roadway links. For each screen line or roadway link, the model volume was compared against the recorded traffic count and the variation was noted. When the variation was less than the accepted threshold, based on standards provided by Caltrans, FHWA, and other sources, the screen line or roadway link was determined to be valid. 100 percent of the 16 screen lines and 72 percent of the 303 total roadway links (218) were determined to be valid.

As part of the validation process, the overall deviation between the forecast on each roadway link and the traffic count was noted. The level of deviation on each roadway link was summarized across the model for roadways within City of Tracy to determine the overall accuracy of the model. This summation is known as the Root Mean Squared Error (RMSE). According to standard model validation guidelines, the RMSE value should be 40 percent or less. Within the City of Tracy, the RMSE was 39 percent.

Future Year Model

Following the completion of the model validation process, Fehr & Peers developed a future year model that reflected the anticipated land use in the City of Tracy for the preferred plan and each of the three alternatives. This future year model also included planned roadway improvements within the City of Tracy as well as added land use and roadway network detail in Tracy. No adjustments were made to the SJCOG land use data or roadway networks outside of the City of Tracy's sphere of influence to preserve conformity with the adopted Regional Transportation Plan transportation system and demographic forecasts.

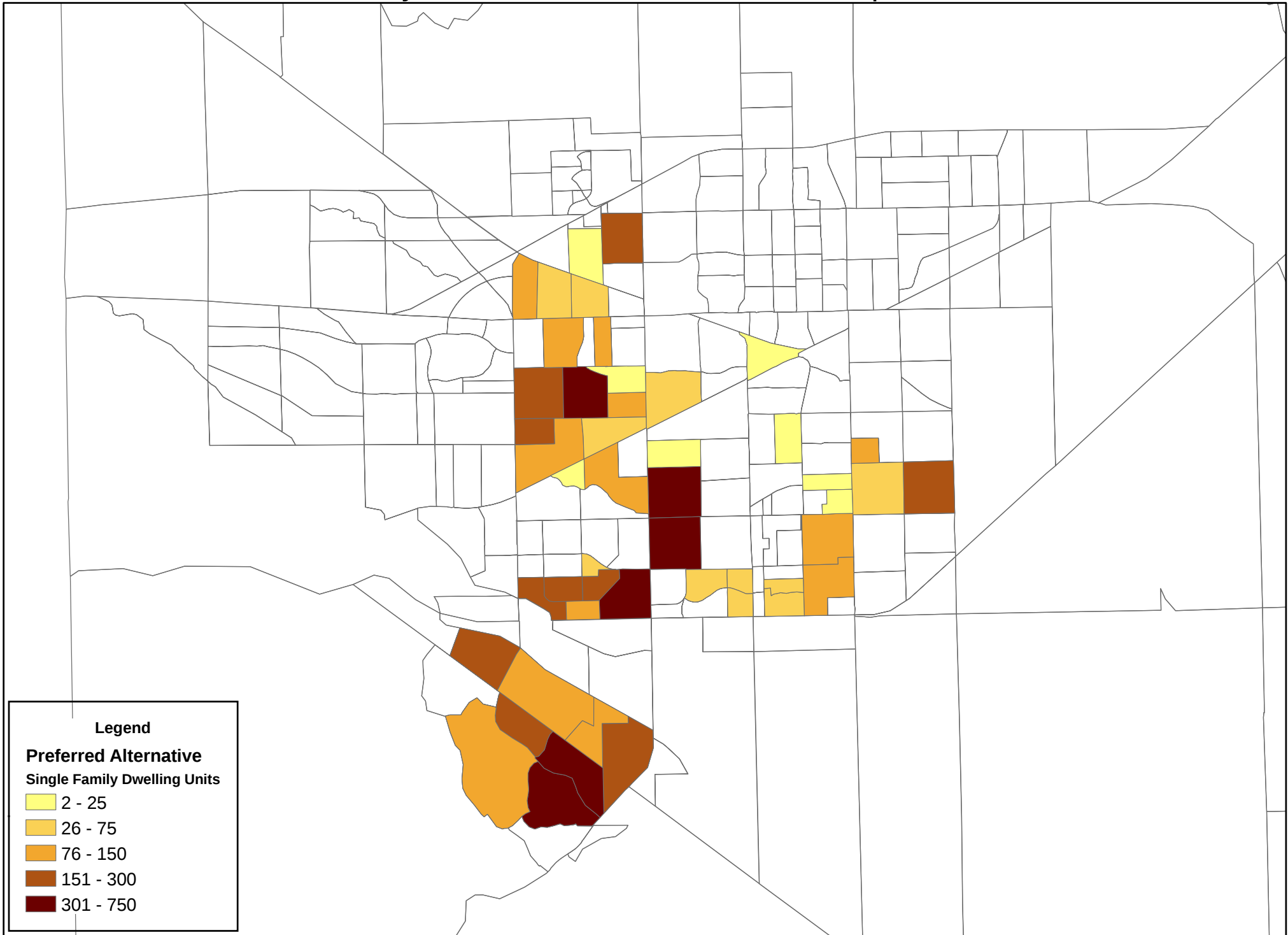
The land use data for the City reflects materials provided by DCE. This data was provided in terms of dwelling units and acres of non-residential development per TAZ. For the non-residential development, ratios were applied to convert these totals to number of employees. These ratios are as follows:

- o Commercial- FAR of 0.3 with 2 employees per 1,000 square feet
- o Service- FAR of 0.3 with 3 employees per 1,000 square feet
- o Other- FAR of 0.4 with 1 employee per 1,000 square feet

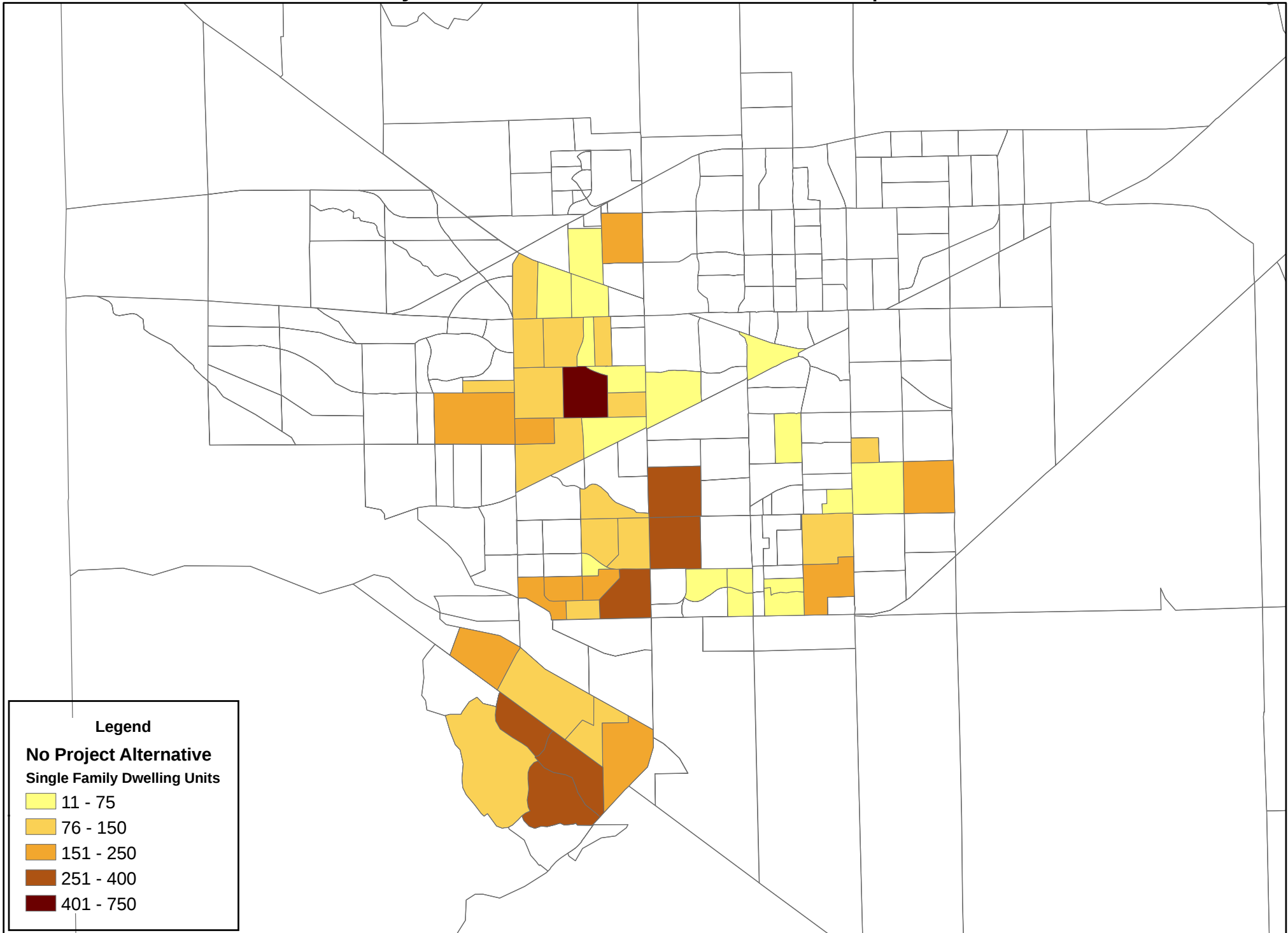
Land use data for both the preferred alternative and the other three alternatives were provided by DCE.

IV. FUTURE LAND USE BY TAZ

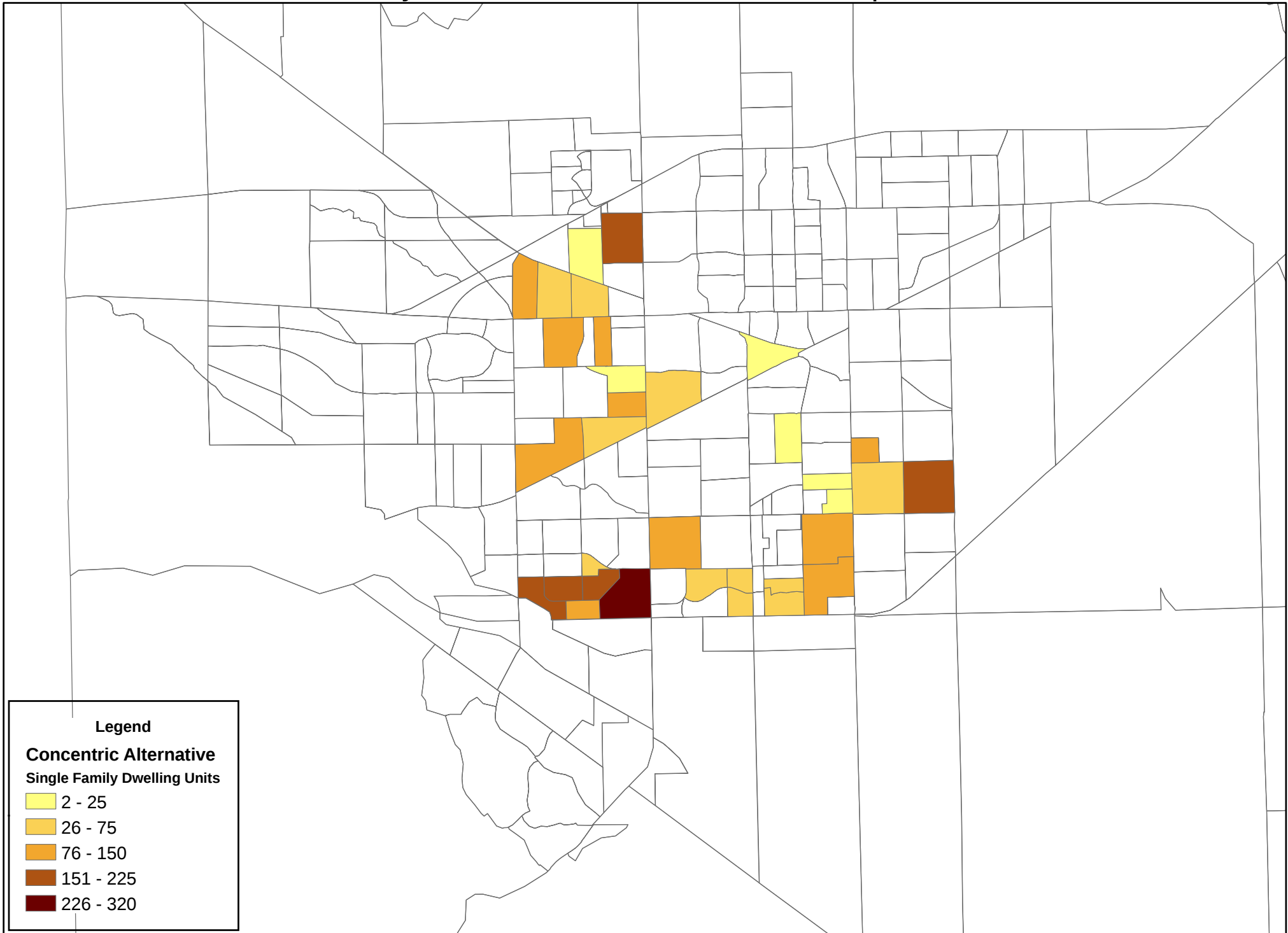
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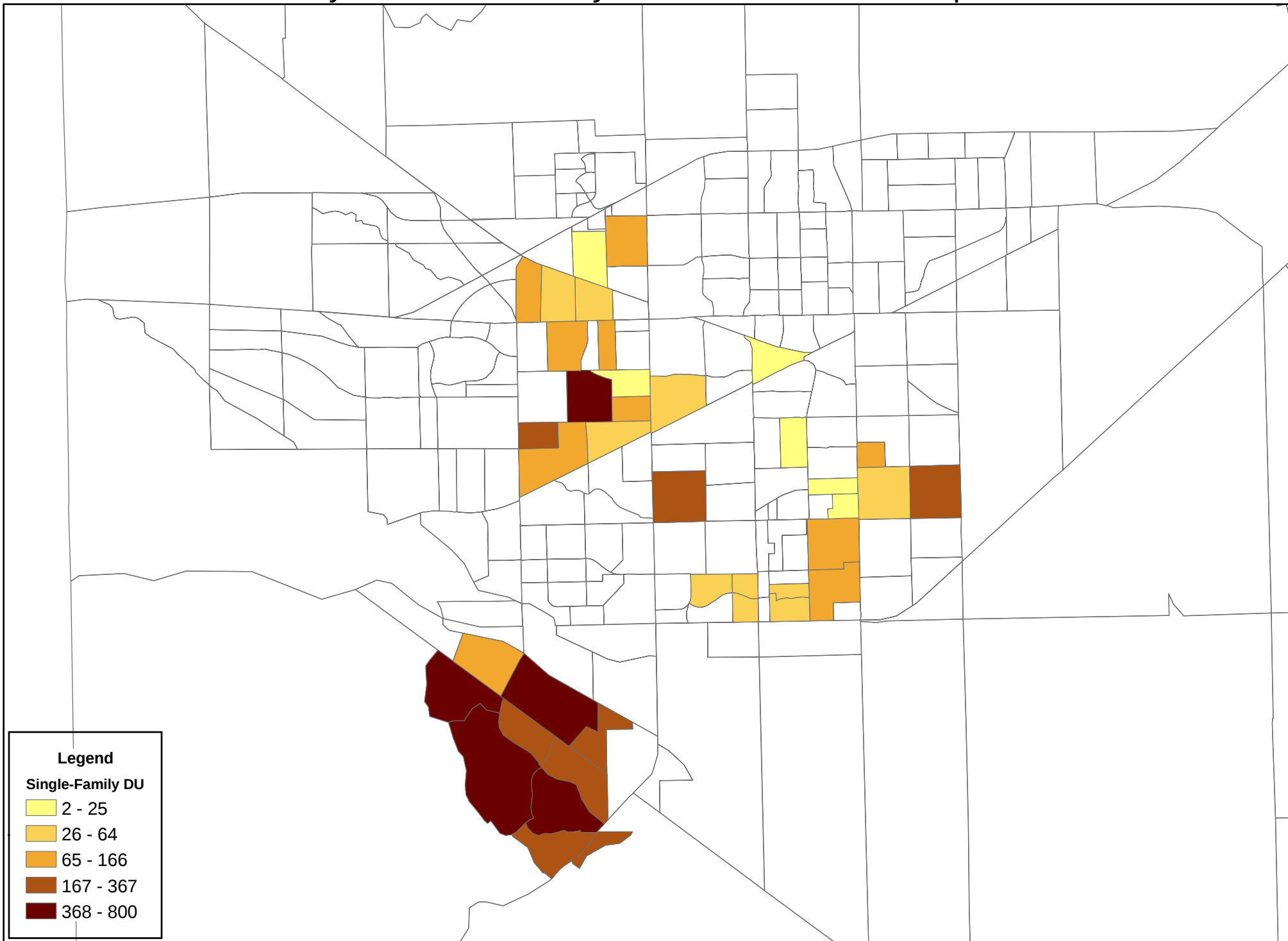
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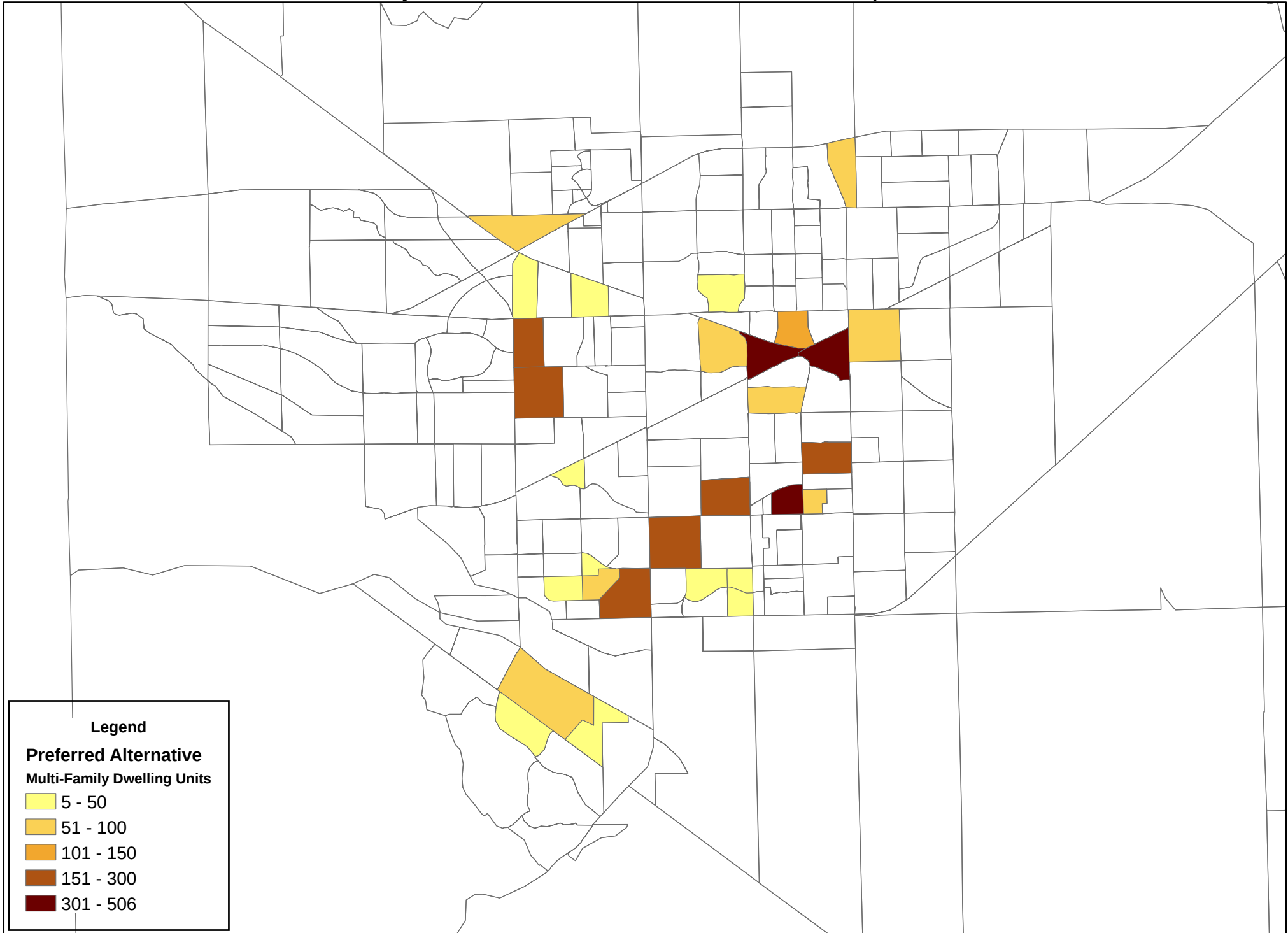
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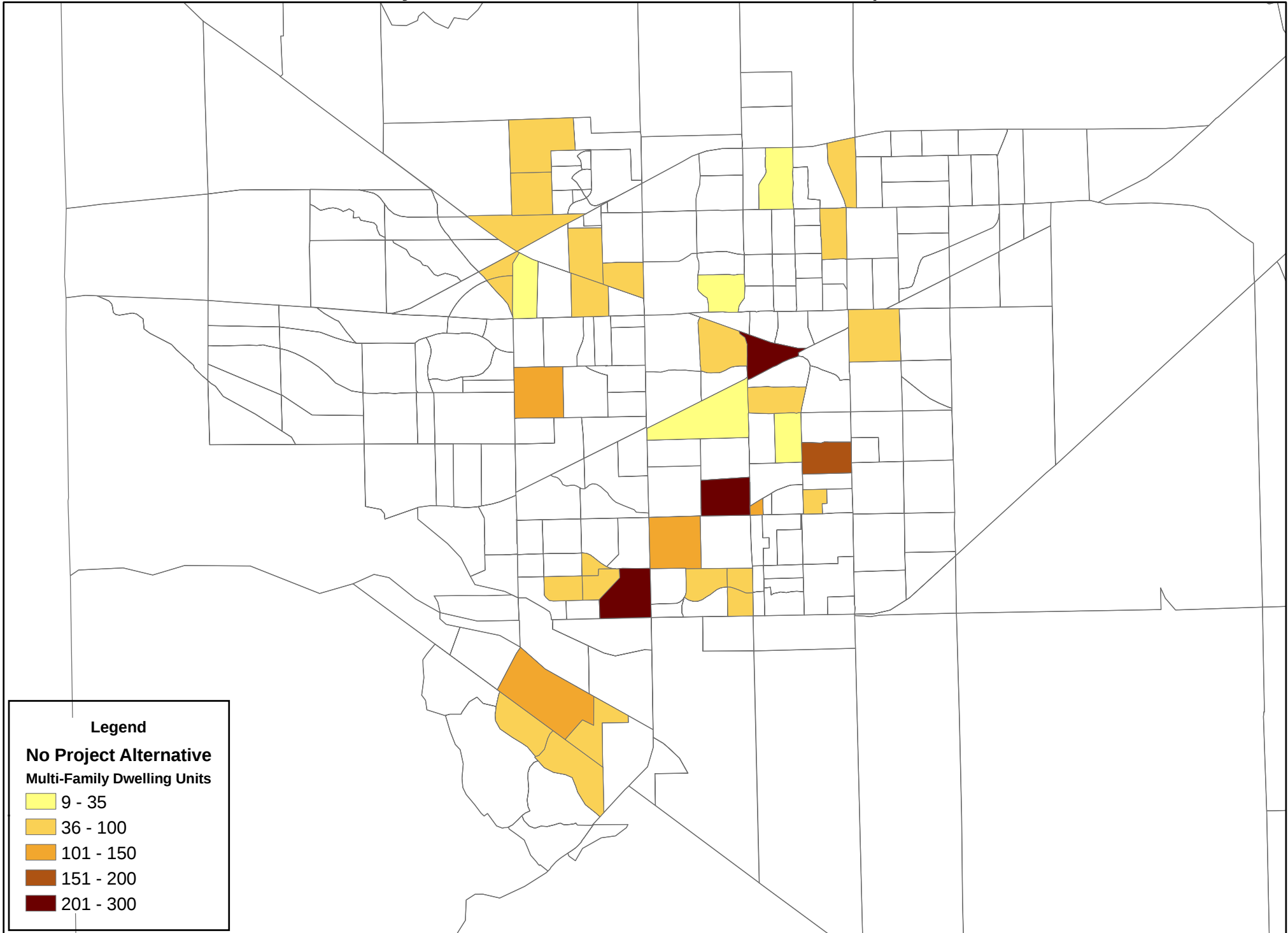
Tracy General Plan City Limits Land Use Development



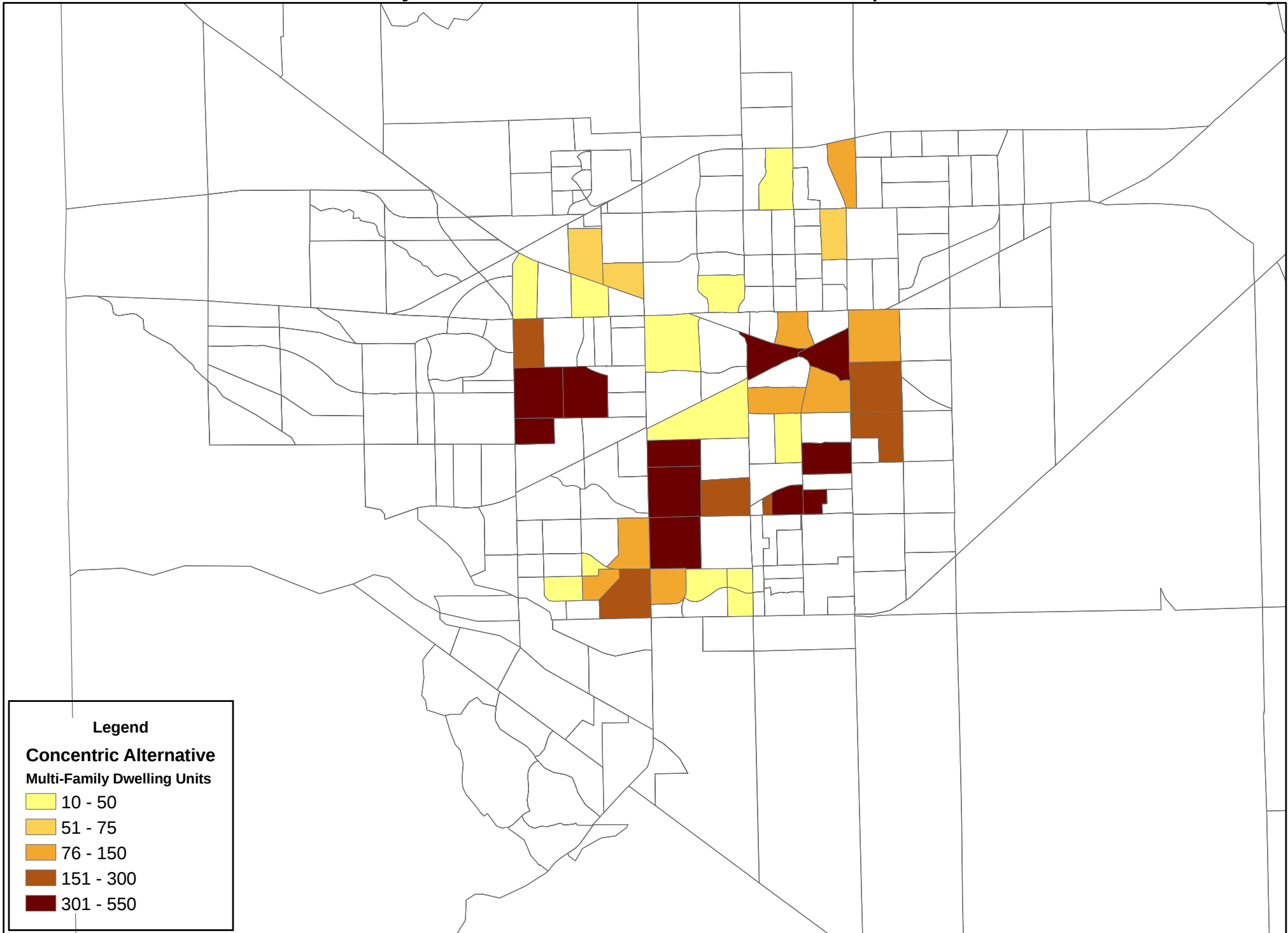
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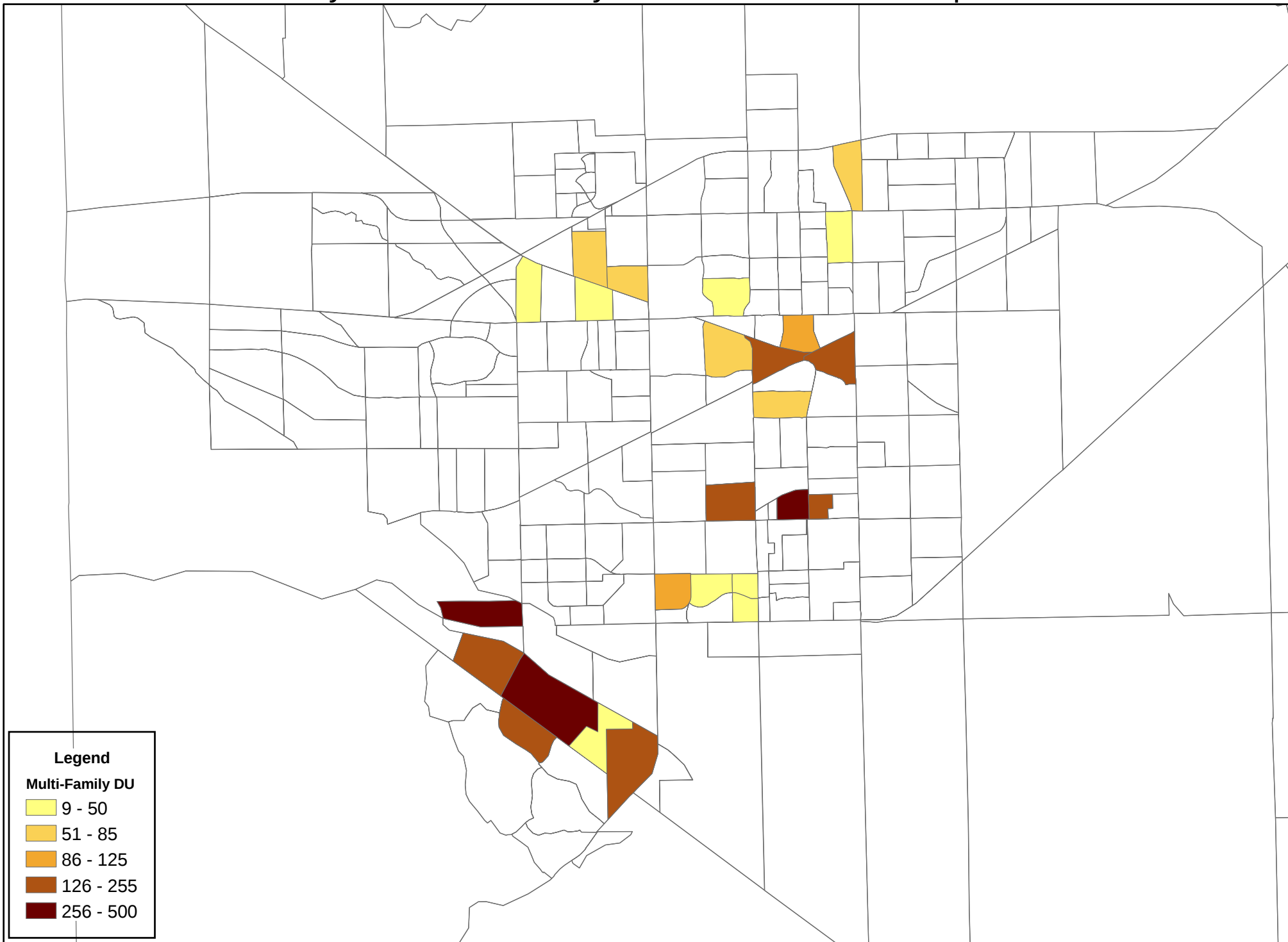
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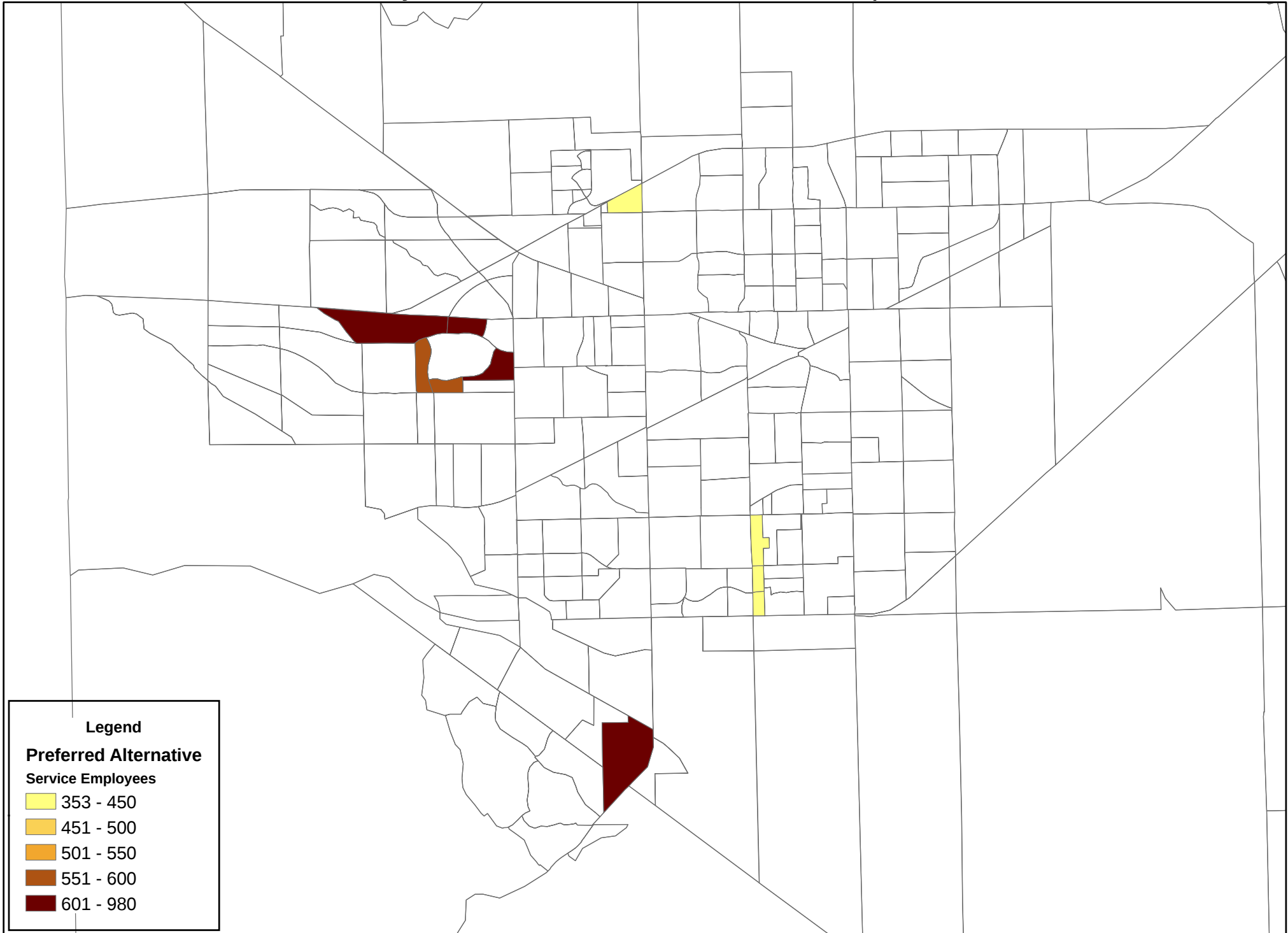
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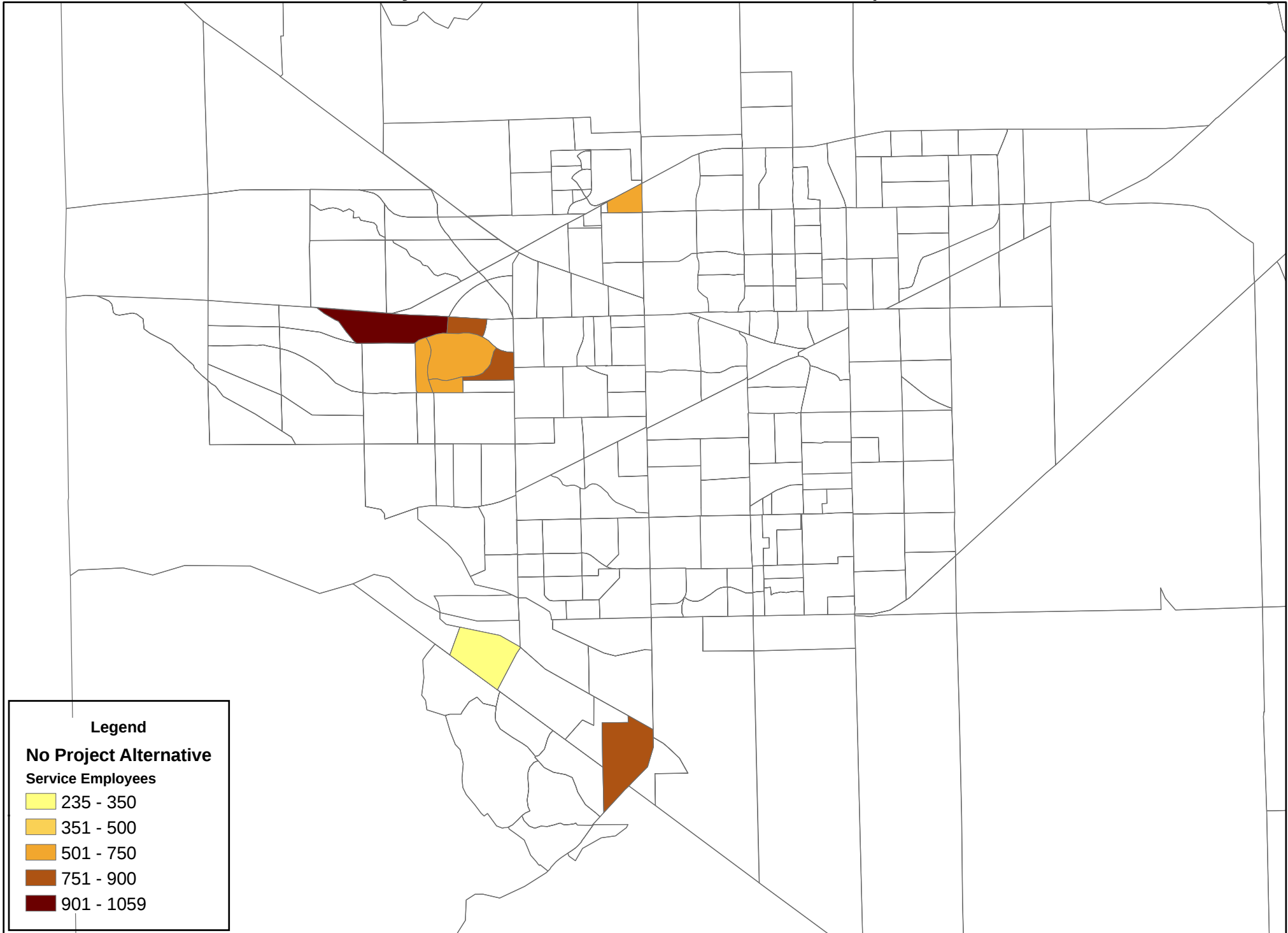
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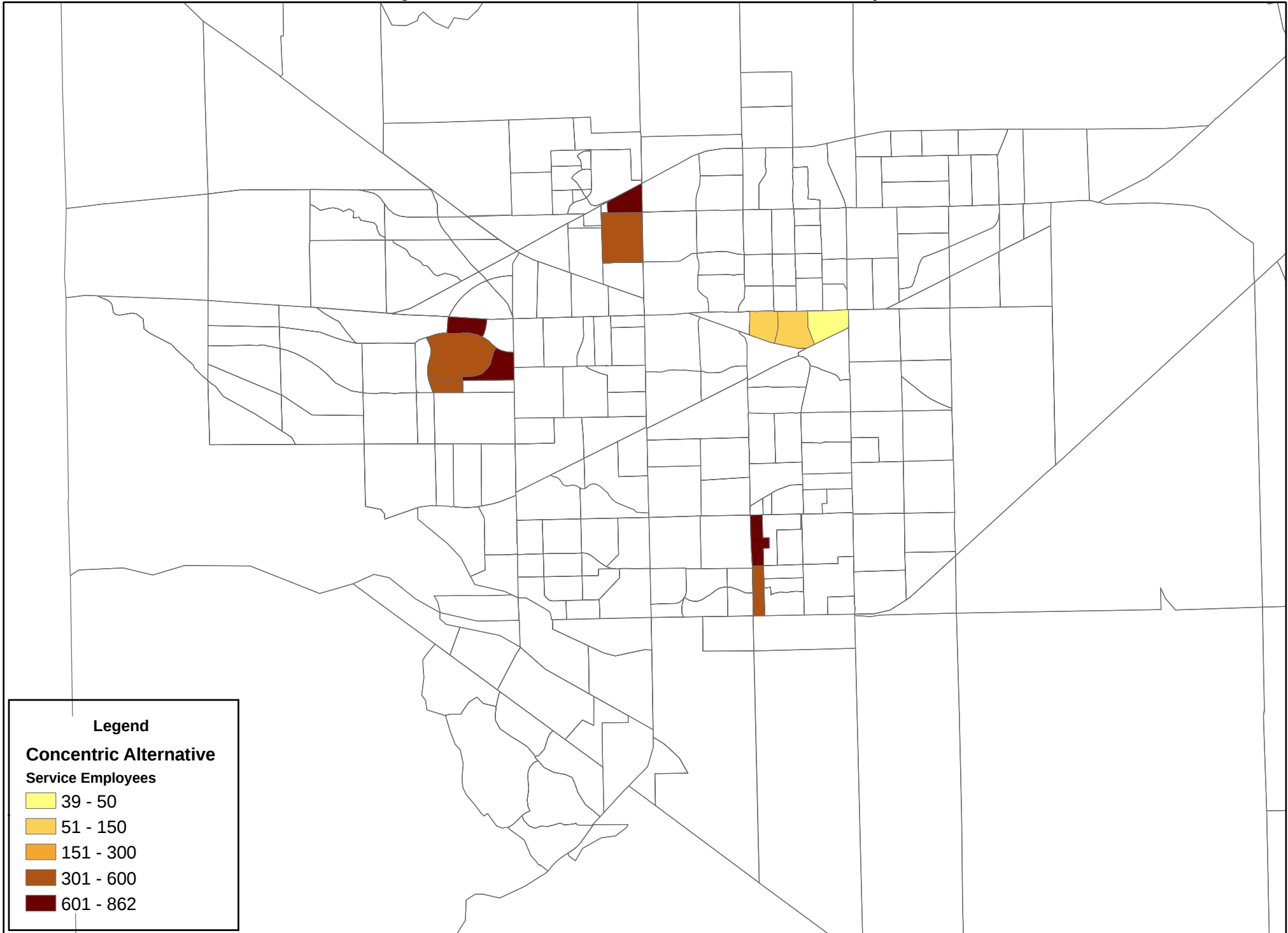
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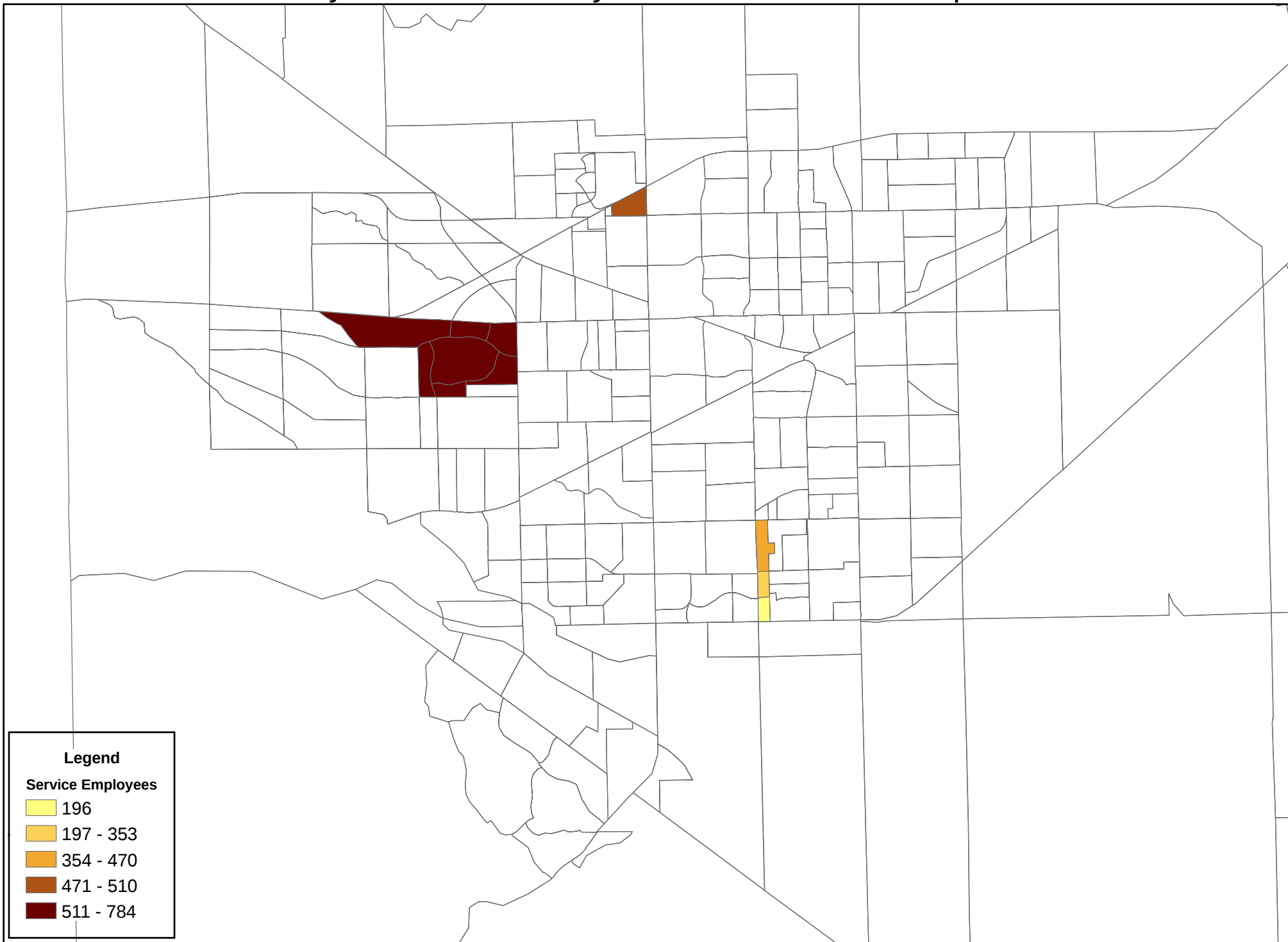
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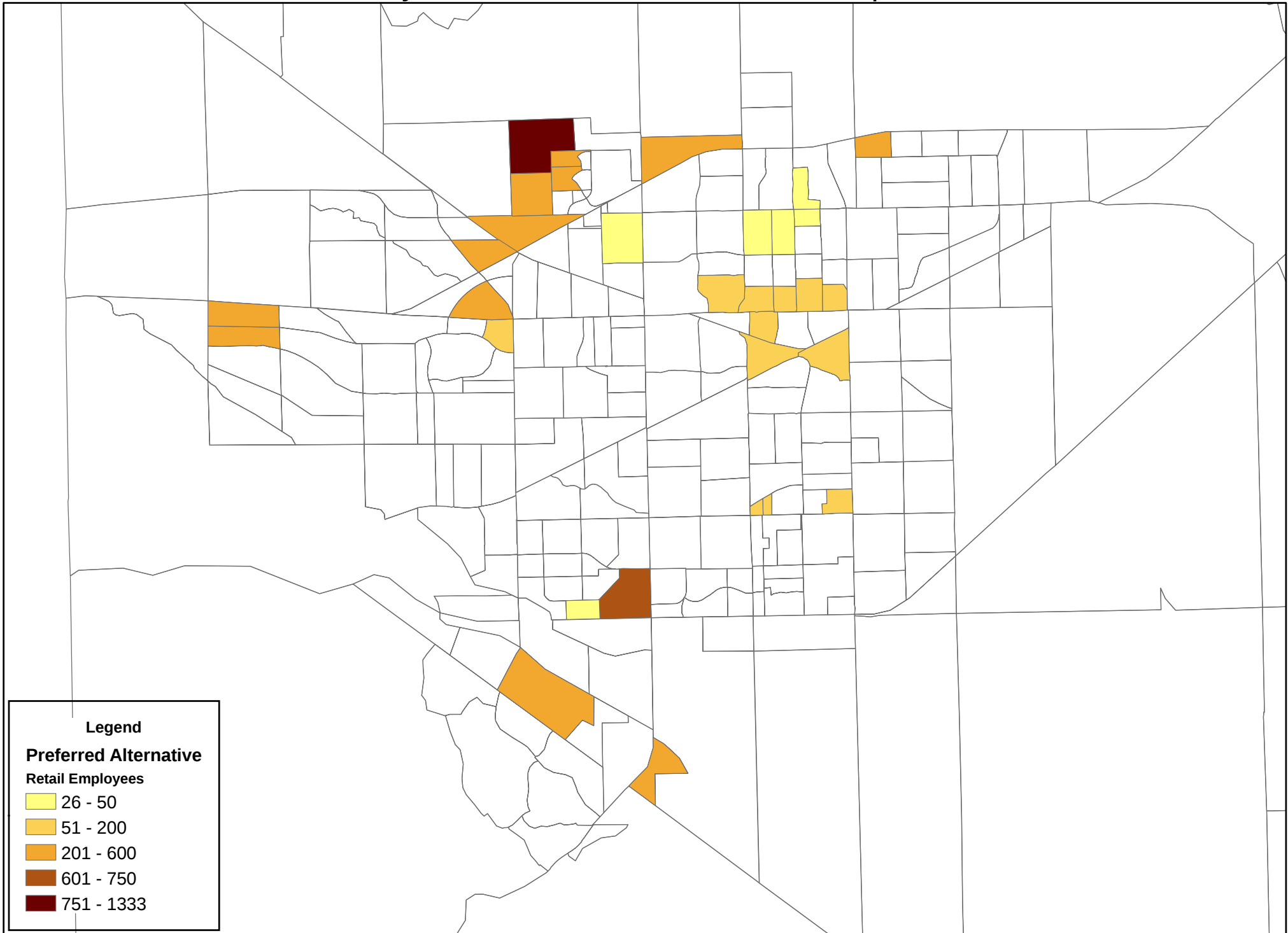
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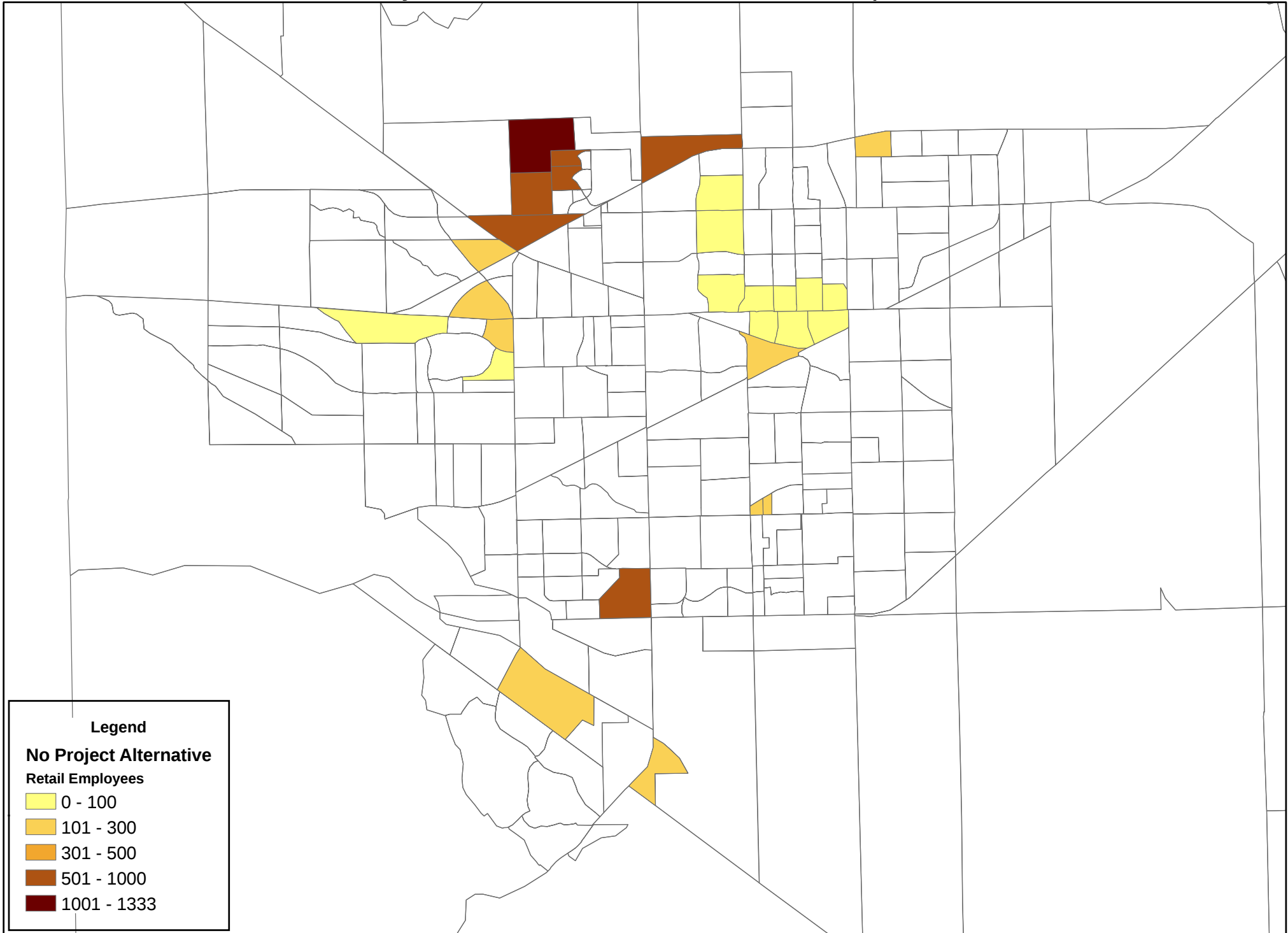
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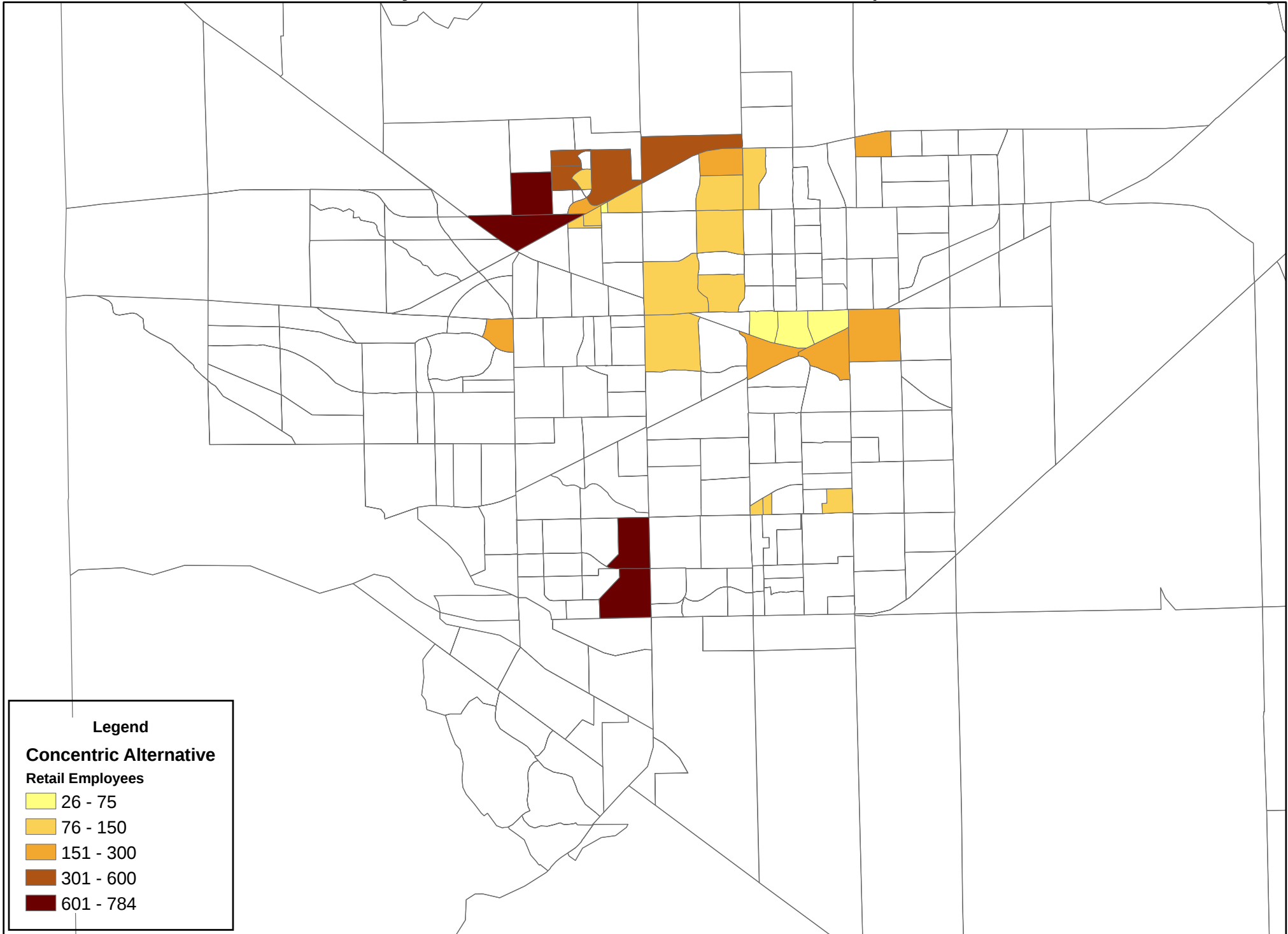
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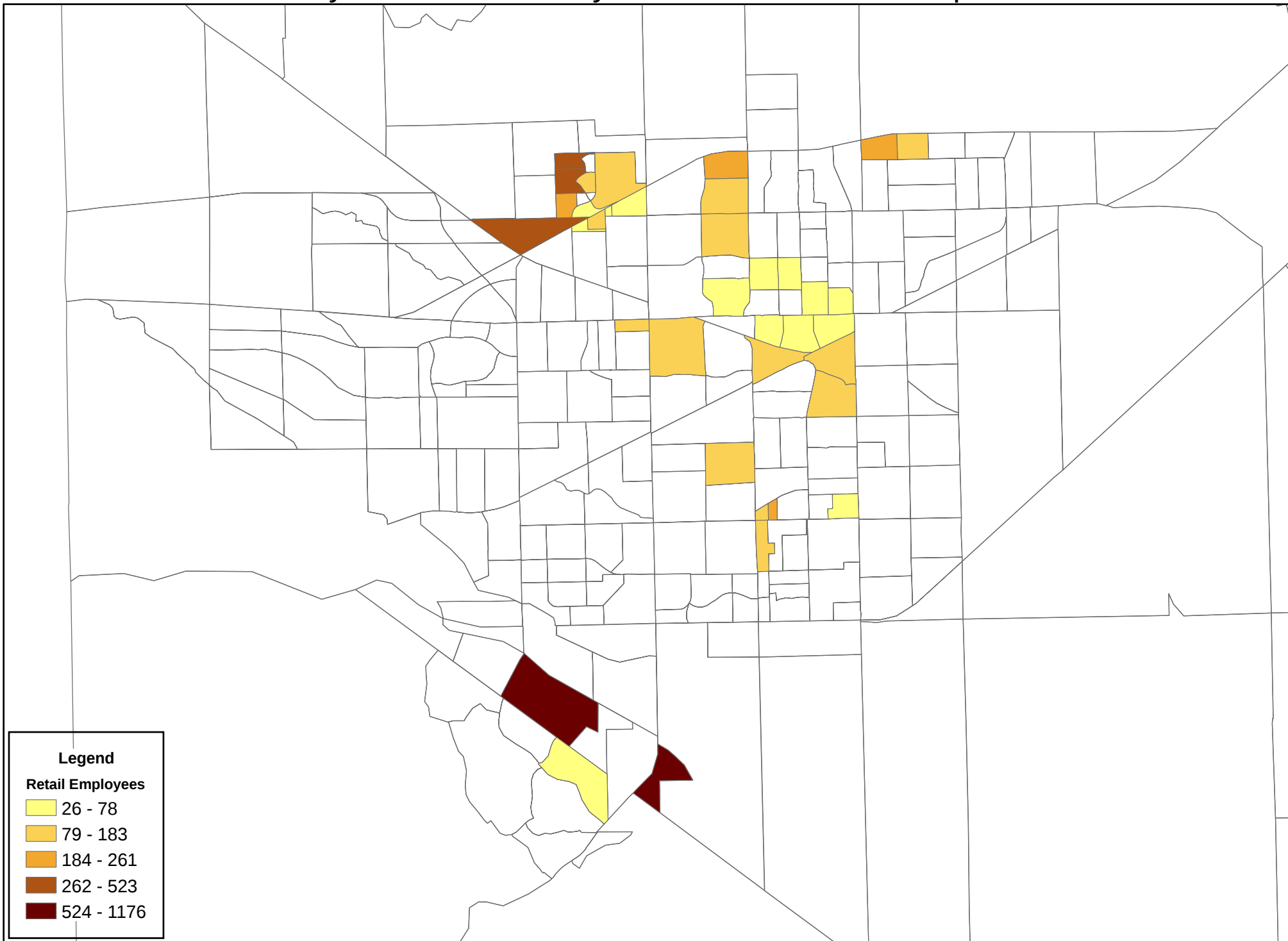
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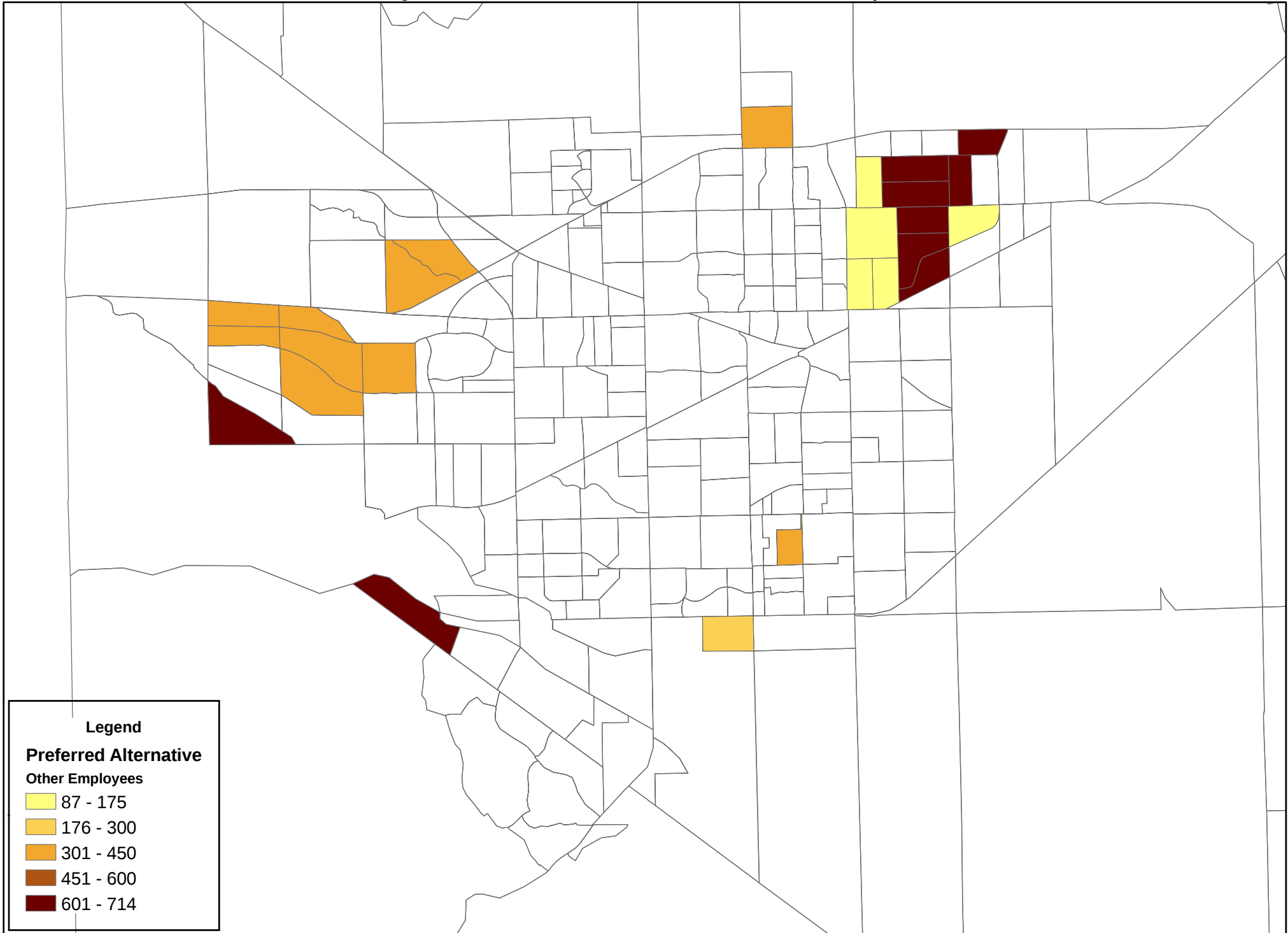
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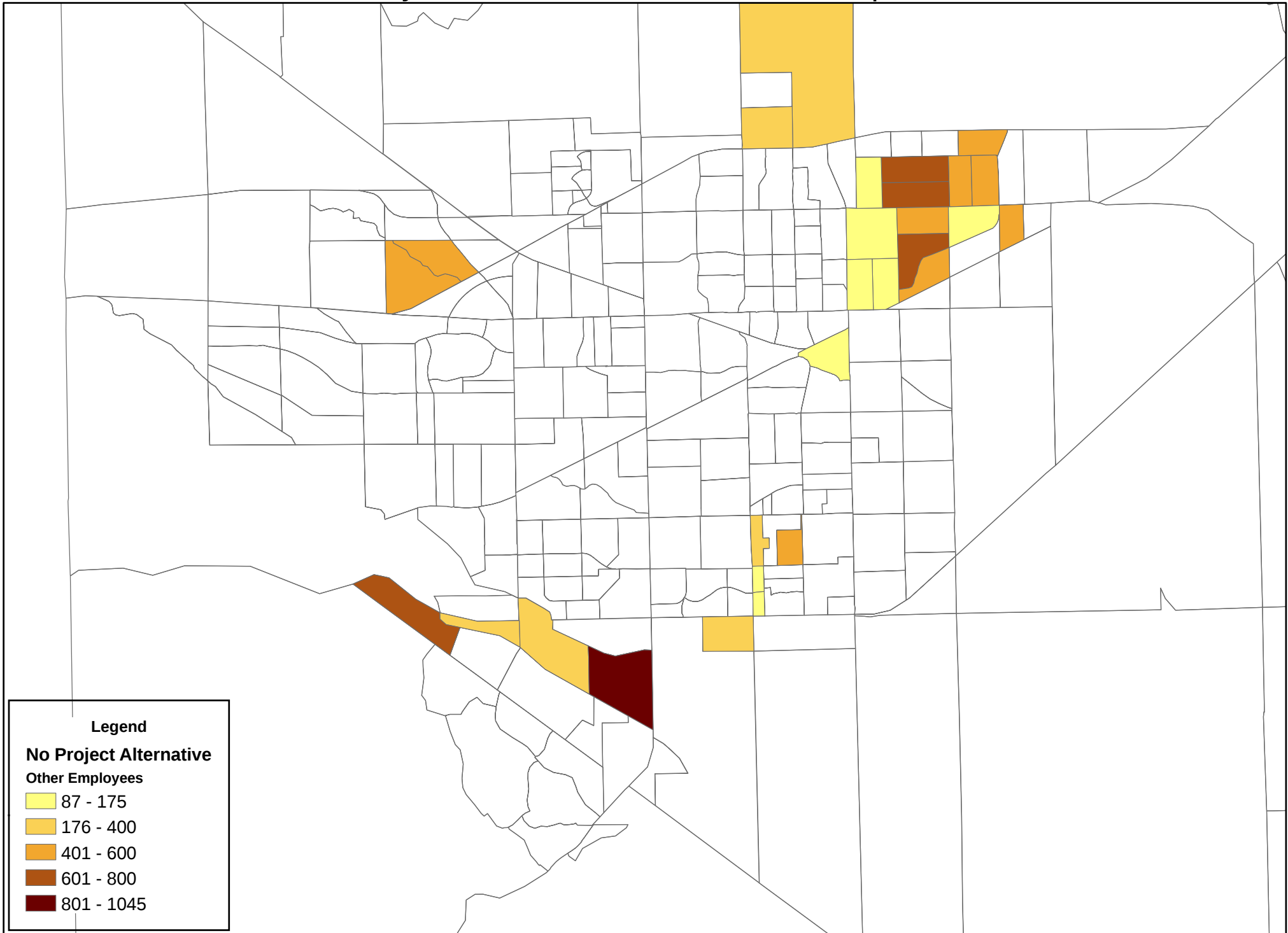
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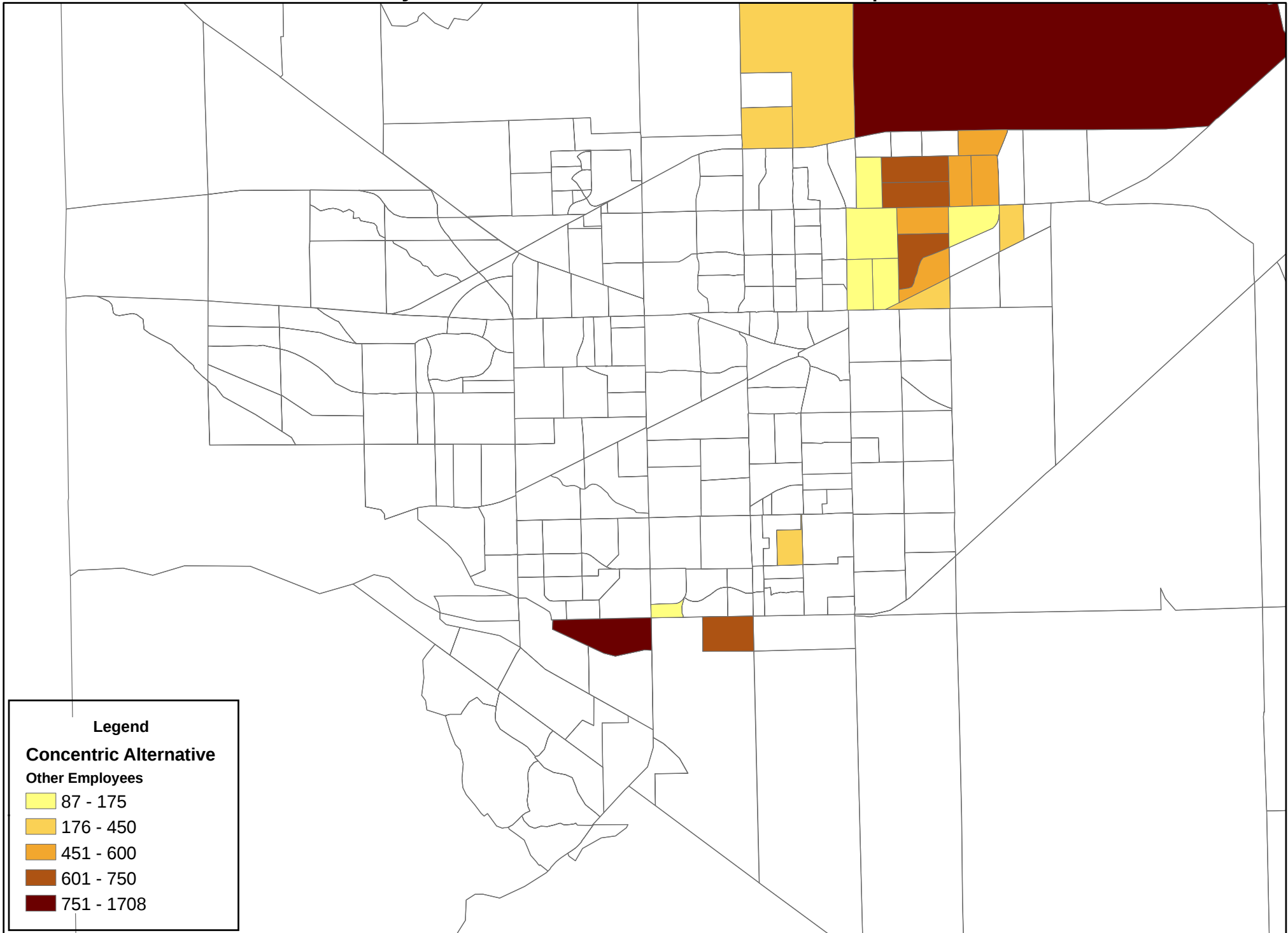
Tracy General Plan Land Use Development



Tracy General Plan Land Use Development



Tracy General Plan Land Use Development



Tracy General Plan City Limits Land Use Development

