APPENDIX K

Focused Transportation Impact Analysis –
Intersection Analysis

FEHR PEERS

MEMORANDUM

Date: June 13, 2012

To: Aki Honda Snelling, City of Cupertino

From: Drew Draper and Monica Altmaier, Fehr & Peers

Subject: Parkside Trails in Cupertino, California – Focused Transportation Impact Analysis

SJ12-1349

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*The portions of the **Site Plan Review** and **Findings & Recommendations** sections included in the following study have been superseded by a more detailed sight distance analysis dated May 19, 2014. The detailed sight distance analysis was recommended in the **Next Steps** section of this study and was based on a revised site plan dated April 14, 2014.*

Fehr & Peers has prepared a focused transportation impact analysis (TIA) and site plan evaluation for the proposed Parkside Trails housing project on Stevens Canyon Road. The proposed project would subdivide the property to create up to 18 single-family homes. **Figure 1** depicts the study area. The purpose of this memorandum is to provide:

- Peak hour trip estimates.
- An evaluation of conditions at the signalized intersection at Stevens Creek Boulevard and Foothill Boulevard.
- An engineering review of the site plan and field observations.

This memorandum documents the methods and results of the trip generation estimates, evaluation of operations at Stevens Creek Boulevard/Foothill Boulevard as well as the results of the design review of the site plan and field visit. Recommendations to improve access from site plan review and site visit will be provided.

TRIP ASSUMPTIONS

For this residential development, we prepared daily, AM peak hour and PM peak hour trip estimates using a three-step process: 1) trip generation, 2) trip distribution, and 3) trip assignment. The trip generation utilized the appropriate trip rates published in the Institute of Transportation Engineers (ITE) *Trip Generation, 8th Edition (2008)*. The directions trips use to approach and depart the project site have been estimated based on the locations of complementary land uses, existing travel patterns, and population distribution. Since there are only two (2) directions for inbound and outbound traffic, 80 percent of the traffic was assigned north of the project site along Stevens Canyon Road while 20 percent was assigned south of the project site. **Figure 1** shows the distribution. Peak hour project traffic was assigned to the roadway system based on these directions of approach and departure. The ITE trip estimates, assuming Single Family Detached land uses, are presented in **Table 1.**

TABLE 1 TRIP GENERATION ESTIMATE

Land Use	Units[1]	Daily		AM Peak Hour				PM Peak Hour			
		Rate[2]	Total[3]	Rate[2]	In	Out	Total[3]	Rate[2]	In	Out	Total[3]
Residential	18	11.93	215	1.24	6	17	22	1.25	14	8	22

1. Residential Units
2. Rate per residential unit
3. Following ITE trip generation equations (Code 210 – Single Family Detached, 8th Edition)

Source: Trip Generation Manual (8th Edition)

According to the ITE results presented in **Table 1,** the project will produce fewer than 30 peak hour trips in either the morning or evening peak hour. According to the Santa Clara Valley Transportation Authority (VTA) TIA guidelines, a Congestion Management Program analysis would not be required due to the project generating fewer than 30 peak hour trips in either peak hour; therefore, the analysis will focus on the operations of the closest signalized intersection at Stevens Creek Boulevard/Foothill Boulevard and the project site access and circulation.

INTERSECTION EVALUATION

Pedestrian, bicycle and vehicular traffic counts were collected at the intersection of Stevens Creek Boulevard/Foothill Boulevard during the morning (6:30 to 9:30 AM) and evening (4:00 to 7:00 PM) peak periods (**Figure 2**). A site visit was conducted to gather data on the physical characteristics of the intersection, including lane configurations, traffic control devices, surrounding land uses and the locations of pedestrian and bicycle facilities.

FIELD OBSERVATIONS

The morning and evening peak period intersection observations confirmed that the traffic demonstrated no major queuing issues. The data collection, summarized in **Figure 2,** illustrates that Foothill Expressway serves the highest demand of the two streets. The field review confirmed that queued vehicles consistently clear within one cycle. High traffic volumes were observed making the westbound right turn to travel northbound on Foothill Boulevard during the morning peak hour, which occurred at 7:30 AM; access to Highway 280 and northern areas of the City are in high demand during the morning commute. The queue in the westbound right turn pocket was observed to spill back into the through lane during the morning peak period; however, the volume of westbound through trips at the intersection was low. During the morning peak observations, large trucks were observed on eastbound Stevens Creek Boulevard turning left to travel onto northbound Foothill Expressway. Steven Creek Boulevard serves the Lehigh Concrete Permanente Plant in Cupertino.

Passenger vehicles during the evening peak hour (5:00-6:00 PM) utilized the entire length (275 feet) of the dual southbound left turn pockets. There were significantly fewer trucks observed during the evening peak period, but a higher level of bicycle traffic traveling northbound on Foothill Expressway. Because the project will create primarily through trips and northbound right/westbound left trips (non-critical movements), the observed queue spill back will not be adversely affected with the addition of the project traffic.

INTERSECTION OPERATIONS

Consistent with other transportation impact studies in the City of Cupertino and the VTA's TIA guidelines, an isolated intersection analysis was prepared at the intersection using the TRAFFIX 8.0

software package. The analysis evaluated intersection operations under the following two scenarios:

- Existing Conditions – Existing volumes obtained from turning movement counts representing the peak one-hour vehicle flow.
- Existing plus Project Conditions – Existing peak-hour traffic volumes plus the net new traffic generated by the proposed project.

Existing intersection lane configuration, signal timings, and peak-hour turning movement volumes were used to calculate the levels of service for the intersection during each peak hour. The trip generation, summarized in **Table 1**, was assigned to the roadway network to assess the intersection operations with the Existing plus Project conditions. The results of the LOS analysis using the TRAFFIX software program for Existing Conditions and Existing plus Project Conditions are presented in **Table 2**. The **Technical Appendix** contains the corresponding calculation sheets.

TABLE 2 EXISTING INTERSECTION LEVEL OF SERVICE

Intersection	Peak Hour[1]	Control	Existing Conditions		Existing plus Project Conditions	
			Delay[2]	LOS[3]	Delay[2]	LOS[3]
Stevens Creek and Foothill Boulevard	AM PM	Signal	32.9 27.2	C- C	32.9 27.2	C- C

1 AM = morning peak hour, PM = afternoon peak hour.
2 Whole intersection weighted average control delay expressed in seconds per vehicle for signalized and all-way stop controlled intersections. Signalized intersections include adjusted saturation flow rates to reflect Santa Clara County Conditions per VTA guidelines.
3 LOS = Level of Service. LOS calculations conducted using the TRAFFIX level of service analysis software package, which applies the methodology described in the 2000 HCM.

The results of the LOS calculations indicate that the study intersection operates at acceptable service levels (LOS D or better for City intersections) during the AM and PM peak hours for both the Existing and Existing plus Project scenarios.

Sensitivity Analysis

In order to test the worst case conditions, 100 percent of the project traffic was assumed to travel to the Stevens Creek/Foothill Boulevard intersection (compared to the 80/20 percent trip distribution split noted above). The intersection operations were tested to determine the conservative results if all 22 of the net new project trips were assumed to:

- Travel northbound/southbound on Foothill Boulevard.
- Turn northbound left to travel outbound on Stevens Creek Boulevard and turn eastbound right to travel inbound on Foothill Boulevard.
- Turn northbound right to travel outbound on Stevens Creek Boulevard and turn westbound left for to travel inbound on Foothill Boulevard.

The result of assigning 100 percent of the net new project trips to these specific movements shows consistent intersection operations with the results summarized in **Table 2** above; the intersection morning peak hour operates with a LOS C- and the evening peak hour at LOS C. In summary, if all the project trips traveled through this intersection and were individually assigned to travel to and from each of the three legs of the intersection, the proposed project would not trigger an impact.

The operation of the project driveway was reviewed. Using the existing traffic volumes on Stevens Canyon Road and the trips generated by the development, an evaluation of the driveway operations showed that the project driveway will operate at LOS B during both peak hours with an average vehicle delay of approximately 10 seconds per vehicle. Therefore, there are sufficient gaps in the opposing traffic to allow vehicles to turn in and out of the driveway and there will be minimal queuing of vehicles entering the site from Stevens Canyon Road.

SITE PLAN REVIEW

*Portions of this section have been superseded by a more detailed sight distance analysis dated May 19, 2014. The detailed sight distance analysis was recommended in the **Next Steps** section of this study and was based on a revised site plan dated April 14, 2014.*

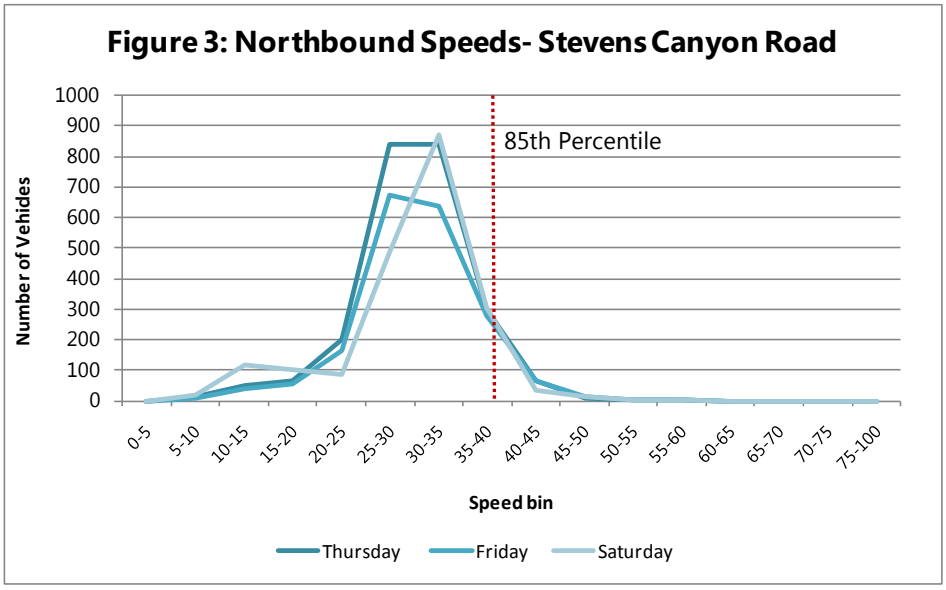
Fehr & Peers has reviewed the proposed site plan to determine if there is circulation, sight distance, or site access issues associated with the proposed layout of the site. Due to the horizontal and vertical curvature affecting sight distances at the proposed project driveway, a site visit was required which included data collection to determine if there are sight distance or other safety issues associated with transportation near the project site. To support the field review findings, we conducted a Thursday, Friday, Saturday (June 8-10) 72-hour machine speed count survey approximately 25 feet north of the proposed driveway.

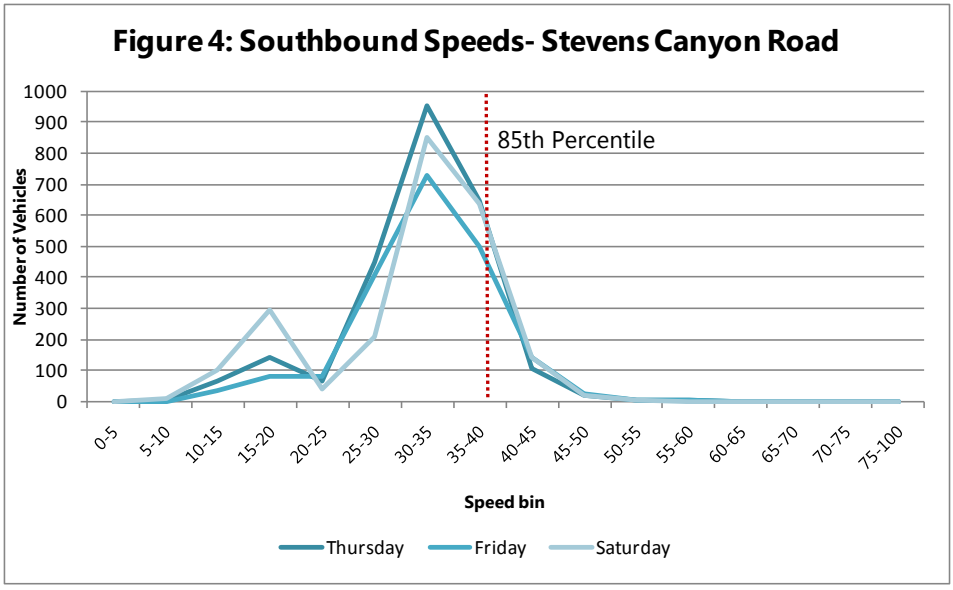
According to the speed data, illustrated in **Figures 3 and 4,** the majority of vehicles travel between 30 to 35 miles per hour (mph) (37 percent). The design speed associated with this speed distribution would be approximately 40 miles per hour. The recommended stopping sight distance (SSD) for this speed is 300 feet and the average corner sight distance (CSD) 440 feet.[1] The SSD measures the distance required by the driver of a vehicle to stop when an object becomes visible. The CSD measures the necessary distance for a driver of a vehicle waiting at the side street to see the approaching vehicle before completing their turn. Furthermore, an average of the Thursday, Friday, and Saturday speed data demonstrates that approximately 3 percent of the northbound and 7 percent of the southbound vehicles travel at speeds greater than 40 mph.

Another unique condition on Stevens Canyon Boulevard is the high level of truck and bicycle traffic. Stevens Canyon Boulevard is both a designated truck route (Municipal Code Chapter 11.32) and Class III Bicycle Route (Cupertino Bicycle Transportation Plan 2011). Stevens Canyon Boulevard intersects with the truck route on Stevens Creek Boulevard and provides direct access to Highway 280. Furthermore, Stevens Canyon Boulevard connects with the Class II bicycle

[1] Caltrans Highway Design Manual, Chapter 400

facilities on Stevens Creek Boulevard/ Foothill Boulevard, the Class III bike path on McClellan Road, and the Stevens Creek off-street bike path.





The weekday speed data also included data on vehicles by class. The vehicle class data was used to determine that on average 15 percent of the northbound traffic and 14 percent of the southbound traffic consisted of truck traffic. This includes FHWA designated vehicles classes 6-12, or trucks with 3 or more load bearing axels. The design of the site access to the proposed project should be sensitive to these unique users of this corridor.

The roadway cross-section of Stevens Canyon road provides for two 12-foot lanes and narrow shoulders. Therefore, bicyclists share the road with fast traveling passenger vehicles and large trucks. Since trucks carry heavy materials and weigh significantly more than passenger vehicles, they require more turning space and distance to complete a stop but typically travel at slower speeds.

SUMMARY OF FINDINGS

There are significant sight distance limitations at the proposed driveway due to the slope on Stevens Canyon Boulevard and horizontal street curvature both north and south of the driveway. The proposed driveway does not meet the recommended SSD of 300 feet or the recommended CSD of 440 feet of the curve to the south. Therefore, it will be particularly challenging for inbound left turning vehicles to avoid northbound vehicles traveling the speed measured on Stevens Canyon Road. Similarly, the horizontal curvature of the roadway and slope of the proposed driveway creates challenges for outbound vehicles turning left to travel southbound on Stevens Canyon Boulevard.

RESULTS AND RECOMMENDATIONS

*Portions of this section have been superseded by a more detailed sight distance analysis dated May 19, 2014. The detailed sight distance analysis was recommended in the **Next Steps** section of this study and was based on a revised site plan dated April 14, 2014.*

The results of the LOS calculations indicate that the nearby signalized intersection of Stevens Canyon and Stevens Creek Boulevards operates at acceptable service levels (LOS D or better for City intersections) during the AM and PM peak hours for both the Existing and Existing plus Project scenarios.

In order to improve the project's sight distance, we analyzed realigning the proposed driveway closer to the existing driveway approximately 25 feet north. This location reduces the proximity to the curve in Stevens Canyon south of the existing entrance providing addition stopping distance. Relocating the driveway north requires modifications in the internal site design and would affect the parcel layout. For example, if the driveway is relocated along the northern parcel border, it would require redesigning Lots 3 and 4. Aligning the internal circulator road closer to the northern parcel border improves the sight distance for vehicles entering and exiting the proposed project site. **However, even with this alignment, the driveway falls within the recommended SSD of 300 feet and the CSD of 440 feet of the curve to the south.**

The data collection confirmed that vehicles are traveling at speeds in excess of 40 mph on the segment of Stevens Canyon Boulevard along the site frontage. **Due to high speeds, roadway curvature, and slope, the proposed driveway should be relocated to the curve apex on site to meet the recommended SSD and CSD spacing *or* share existing off site driveways.** A detailed engineering study will help determine the adequate space requirements for a driveway located at the curve apex. The following discussion identifies the referenced opportunities for driveway entrances in addition to other site access improvements.

Site Access Location

One option is to locate the driveway farther south near the apex of the curve along the parcel boundary as to reduce the proximity to the southern roadway bend on Stevens Canyon Road and increase sight distance. The curve apex may offer an alternative alignment; however, due to the steep grades at this location, this alignment may not be feasible. Relocating the driveway to the apex will also require modifications to the internal site design and would affect the parcel layout.

The second opportunity for the driveway location is to include site access from another existing roadway. One example is Canyon Vista Court which travels along the eastern boundary of the parcel. This scenario requires vehicles to access the site from Rancho Deep Cliff Drive, a residential street north of the project site. Access to Canyon Vista is currently gated so this project would need to consult with this development to determine opportunities to open access from Canyon Vista Court.

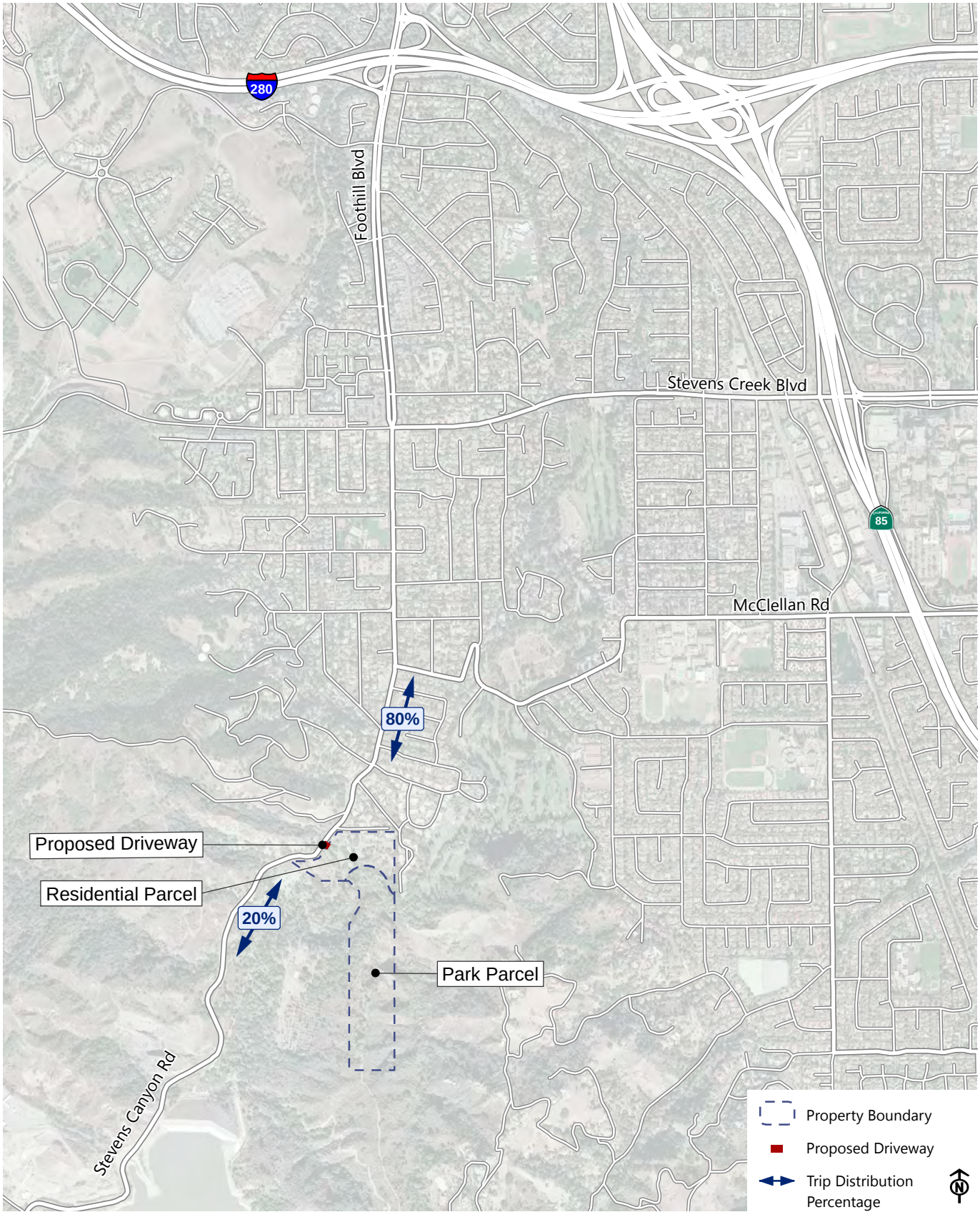
A third opportunity to consider is using the recreational parking lot entrance south of the site; a roadway extension could provide access near the southern parcel boundary. However, there are challenges with the grading of this area and the steepness of the hill.

Other Improvements

The addition of an advance warning of the project driveway south of the entrance to help notify drivers that vehicles may be turning in and out at this location can be effective at alerting drivers of roadway conditions. However, due high speeds and the horizontal curvature of the roadway, these enhancements **should complement other access locations or driveway alignments, not be provided in lieu of**. Additionally, the vegetation along Stevens Canyon Road should be trimmed and maintained to improve sight distances for automobiles, trucks, and bicyclists. The existing vegetation extends into the roadway and reduces the visibility of other vehicles around the curve.

NEXT STEPS

The driveway access at the proposed parcel will require additional analysis since there are site access concerns with the driveway location. The design should be sensitive to Stevens Canyon Road, which is heavily traveled by both bicycles and heavy trucks. Furthermore, the necessary design treatments and standards should account for passenger automobiles with attached trailers accessing the residential development. In order to avoid future conflicts with the site's access point, a detailed design analysis should confirm that there is adequate line of sight to allow safe maneuvering into and out of the driveway. This evaluation should consider the different requirements for various roadway users, such as drivers of passenger vehicles compared to heavy trucks.



Parkside Trail

FEHR PEERS

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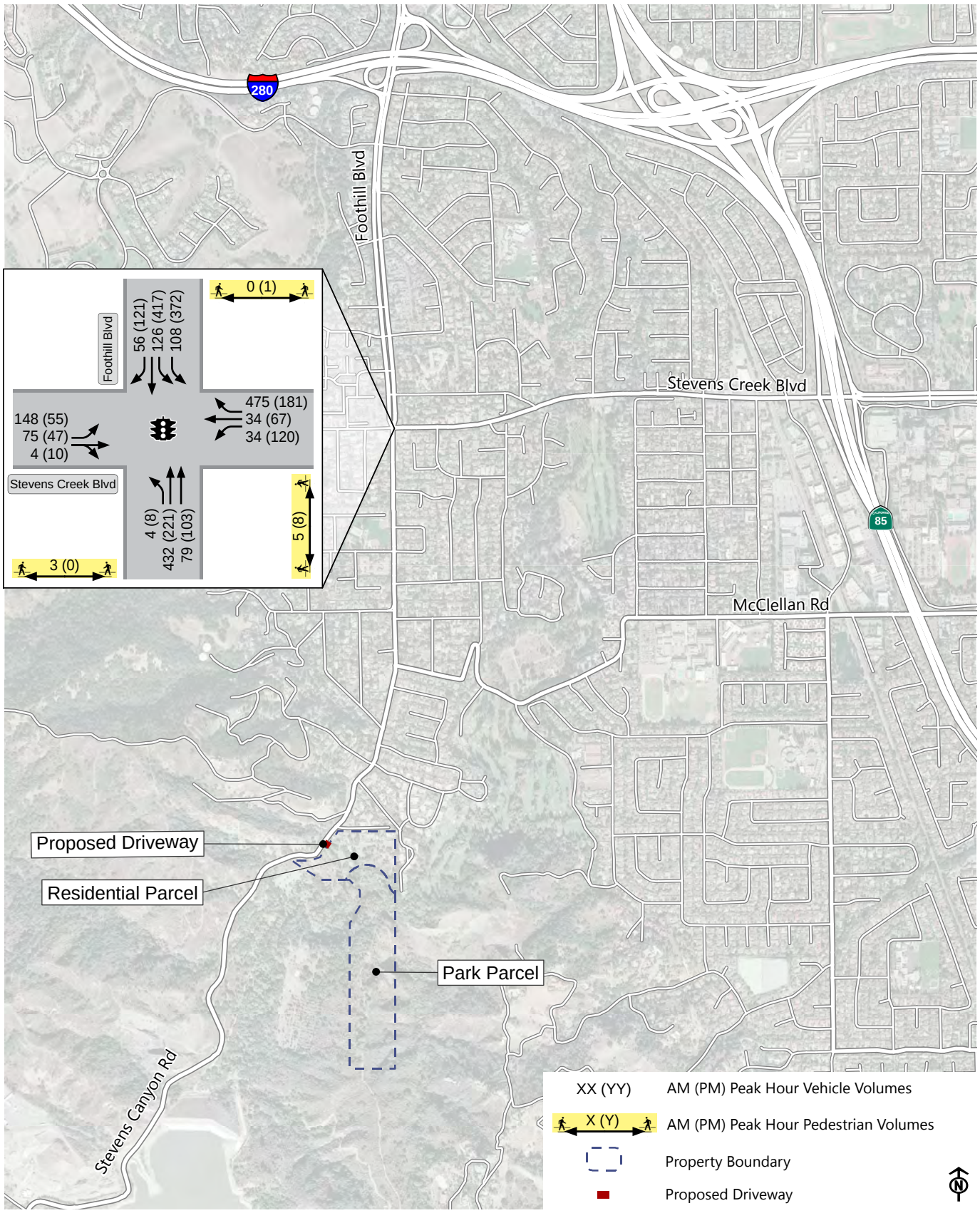
Study Location and Trip Distribution

Figure 1



Parkside Trail

FEHR PEERS

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Intersection Volumes

Figure 2

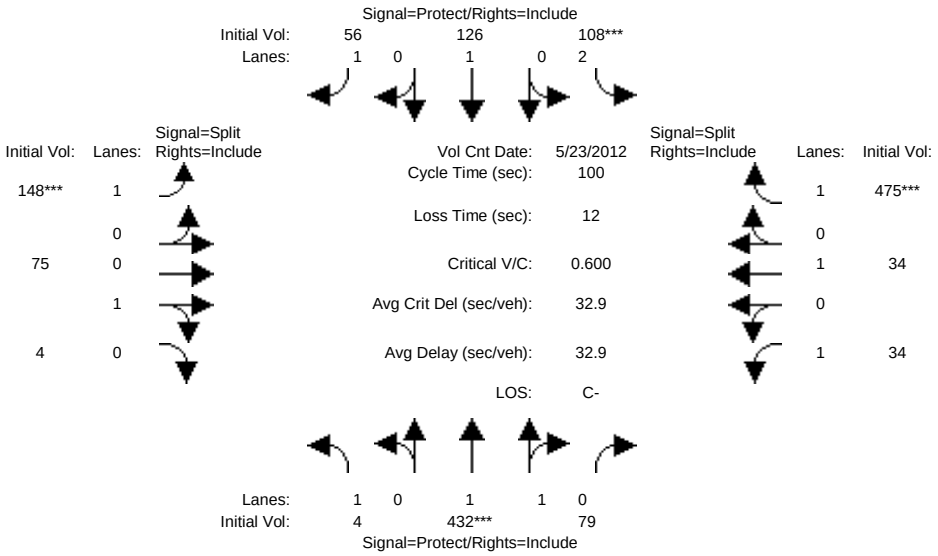
Technical Appendix

Parkside Trails Focused TIA

June 13, 2012

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

Intersection #1: Stevens Creek/ Foothill Boulevard

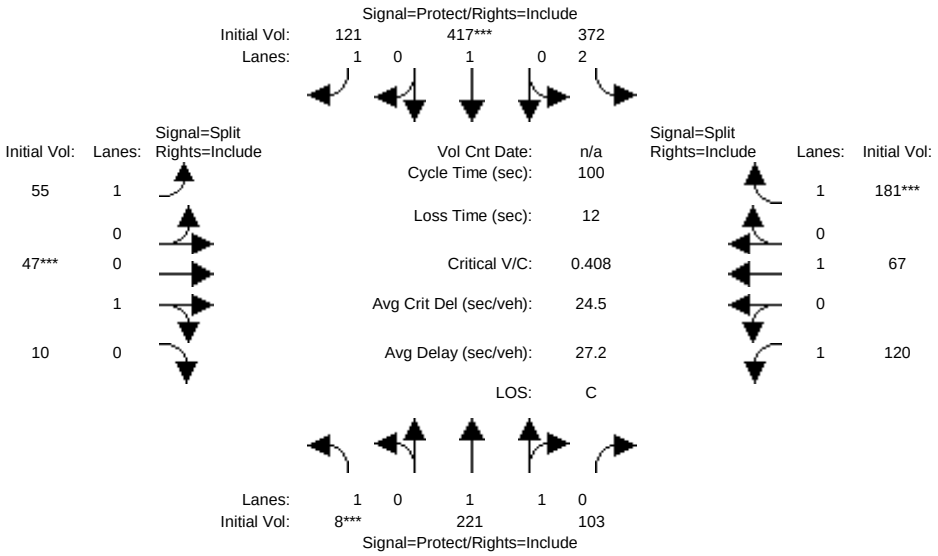


Street Name:	Foothill Boulevard						Stevens Creek					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 23 May 2012 << 7:30 AM												
Base Vol:	4	432	79	108	126	56	148	75	4	34	34	475
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	432	79	108	126	56	148	75	4	34	34	475
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	432	79	108	126	56	148	75	4	34	34	475
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	432	79	108	126	56	148	75	4	34	34	475
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	432	79	108	126	56	148	75	4	34	34	475
PCE Adj:	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
FinalVolume:	4	432	79	108	126	56	148	75	4	34	34	475
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	1.68	0.32	2.00	1.00	1.00	1.00	0.95	0.05	1.00	1.00	1.00
Final Sat.:	1750	3128	572	3150	1900	1750	1750	1709	91	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.14	0.03	0.07	0.03	0.08	0.04	0.04	0.02	0.02	0.27
Crit Moves:		****		****			****					****
Green Time:	12.2	22.6	22.6	7.0	17.4	17.4	13.9	13.9	13.9	44.5	44.5	44.5
Volume/Cap:	0.02	0.61	0.61	0.49	0.38	0.18	0.61	0.32	0.32	0.04	0.04	0.61
Delay/Veh:	38.7	36.0	36.0	46.5	37.2	35.5	45.0	39.5	39.5	15.7	15.7	22.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.7	36.0	36.0	46.5	37.2	35.5	45.0	39.5	39.5	15.7	15.7	22.6
LOS by Move:	D+	D+	D+	D	D+	D+	D	D	D	B	B	C+
HCM2kAvgQ:	0	8	8	3	4	2	6	3	3	1	1	12

Note: Queue reported is the number of cars per lane.

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

Intersection #1: Stevens Creek/ Foothill Boulevard

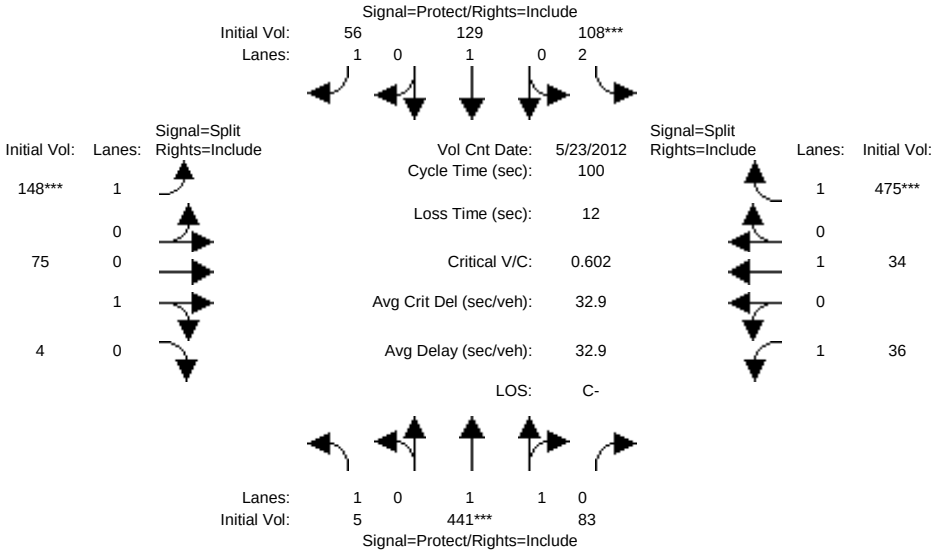


Street Name:	Foothill Boulevard						Stevens Creek					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	8	221	103	372	417	121	55	47	10	120	67	181
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	221	103	372	417	121	55	47	10	120	67	181
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	221	103	372	417	121	55	47	10	120	67	181
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	221	103	372	417	121	55	47	10	120	67	181
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	221	103	372	417	121	55	47	10	120	67	181
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	221	103	372	417	121	55	47	10	120	67	181
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	1.35	0.65	2.00	1.00	1.00	1.00	0.82	0.18	1.00	1.00	1.00
Final Sat.:	1750	2523	1176	3150	1900	1750	1750	1484	316	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.09	0.09	0.12	0.22	0.07	0.03	0.03	0.03	0.07	0.04	0.10
Crit Moves:	****				****			****				****
Green Time:	7.0	25.3	25.3	29.9	48.3	48.3	10.0	10.0	10.0	22.7	22.7	22.7
Volume/Cap:	0.07	0.35	0.35	0.39	0.45	0.14	0.31	0.32	0.32	0.30	0.16	0.45
Uniform Del:	43.4	30.5	30.5	27.8	17.2	14.4	41.8	41.8	41.8	32.0	30.9	33.3
IncremntDel:	0.2	0.2	0.2	0.3	0.4	0.1	1.0	1.0	1.0	0.4	0.2	0.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	43.7	30.8	30.8	28.1	17.5	14.5	42.8	42.8	42.8	32.5	31.1	34.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.7	30.8	30.8	28.1	17.5	14.5	42.8	42.8	42.8	32.5	31.1	34.1
LOS by Move:	D	C	C	C	B	B	D	D	D	C-	C	C-
HCM2kAvgQ:	0	4	4	6	9	2	2	2	2	3	2	6

Note: Queue reported is the number of cars per lane.

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

Intersection #1: Stevens Creek/ Foothill Boulevard

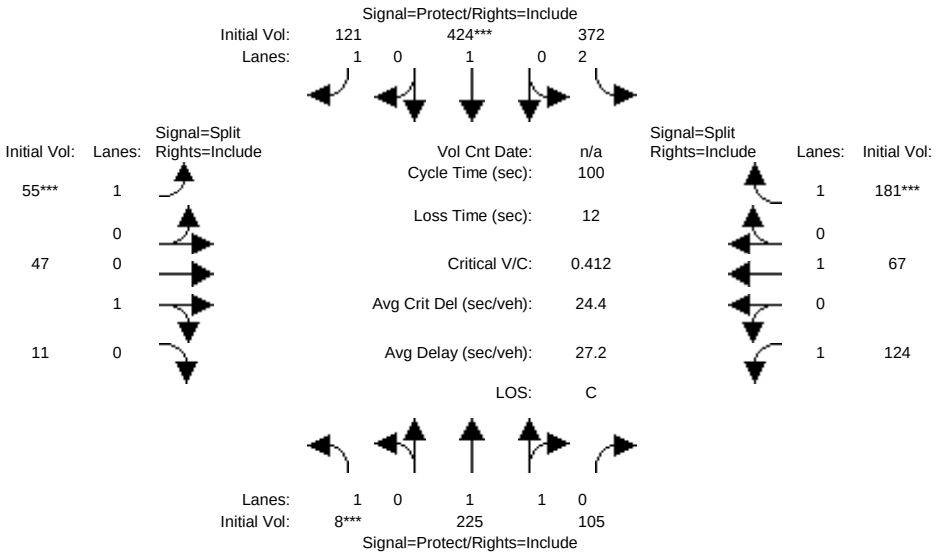


Street Name:	Foothill Boulevard						Stevens Creek					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 23 May 2012 << 7:30 AM												
Base Vol:	4	432	79	108	126	56	148	75	4	34	34	475
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	432	79	108	126	56	148	75	4	34	34	475
Added Vol:	1	9	4	0	3	0	0	0	0	2	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	441	83	108	129	56	148	75	4	36	34	475
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	441	83	108	129	56	148	75	4	36	34	475
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	441	83	108	129	56	148	75	4	36	34	475
PCE Adj:	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
FinalVolume:	5	441	83	108	129	56	148	75	4	36	34	475
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.66	0.34	2.00	1.00	1.00	1.00	0.95	0.05	1.00	1.00	1.00
Final Sat.:	1750	3155	594	3150	1900	1750	1750	1796	96	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.14	0.03	0.07	0.03	0.08	0.04	0.04	0.02	0.02	0.27
Crit Moves:		****		****			****					****
Green Time:	12.3	22.8	22.8	7.0	17.6	17.6	13.8	13.8	13.8	44.3	44.3	44.3
Volume/Cap:	0.02	0.61	0.61	0.49	0.39	0.18	0.61	0.30	0.30	0.05	0.04	0.61
Uniform Del:	38.6	34.6	34.6	44.8	36.5	35.1	40.6	38.8	38.8	15.8	15.8	21.3
IncremntDel:	0.0	1.3	1.3	1.7	0.7	0.3	4.6	0.7	0.7	0.0	0.0	1.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	38.6	35.9	35.9	46.5	37.2	35.4	45.1	39.4	39.4	15.8	15.8	22.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.6	35.9	35.9	46.5	37.2	35.4	45.1	39.4	39.4	15.8	15.8	22.7
LOS by Move:	D+	D+	D+	D	D+	D+	D	D	D	B	B	C+
HCM2kAvgQ:	0	8	8	3	4	2	6	2	2	1	1	12

Note: Queue reported is the number of cars per lane.

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

Intersection #1: Stevens Creek/ Foothill Boulevard



Street Name:	Foothill Boulevard						Stevens Creek					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	8	221	103	372	417	121	55	47	10	120	67	181
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	221	103	372	417	121	55	47	10	120	67	181
Added Vol:	0	4	2	0	7	0	0	0	1	4	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	225	105	372	424	121	55	47	11	124	67	181
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	225	105	372	424	121	55	47	11	124	67	181
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	225	105	372	424	121	55	47	11	124	67	181
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	225	105	372	424	121	55	47	11	124	67	181
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.33	0.67	2.00	1.00	1.00	1.00	0.80	0.20	1.00	1.00	1.00
Final Sat.:	1750	2522	1177	3150	1900	1750	1750	1515	355	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.09	0.09	0.12	0.22	0.07	0.03	0.03	0.03	0.07	0.04	0.10
Crit Moves:	****				****		****					****
Green Time:	7.0	25.5	25.5	30.1	48.5	48.5	10.0	10.0	10.0	22.5	22.5	22.5
Volume/Cap:	0.07	0.35	0.35	0.39	0.46	0.14	0.31	0.31	0.31	0.32	0.16	0.46
Uniform Del:	43.4	30.5	30.5	27.7	17.1	14.2	41.8	41.8	41.8	32.3	31.1	33.5
IncremntDel:	0.2	0.2	0.2	0.3	0.4	0.1	1.0	0.9	0.9	0.5	0.2	0.9
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	43.7	30.7	30.7	28.0	17.4	14.3	42.8	42.7	42.7	32.8	31.3	34.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.7	30.7	30.7	28.0	17.4	14.3	42.8	42.7	42.7	32.8	31.3	34.4
LOS by Move:	D	C	C	C	B	B	D	D	D	C-	C	C-
HCM2kAvgQ:	0	4	4	6	9	2	2	2	2	4	2	6

Note: Queue reported is the number of cars per lane.

Traffic Data Service

Campbell, CA
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File Name : 1AM FINAL
Site Code : 00000001
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Groups Printed- Vehicles - Motor Bikes

	N FOOTHILL BLVD Southbound					STEVENS CREEK BLVD Westbound					S FOOTHILL BLVD Northbound					STEVENS CREEK BLVD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:30 AM	8	32	5	1	46	19	2	11	4	36	12	43	1	0	56	0	9	31	0	40	178
06:45 AM	12	36	7	0	55	28	2	16	1	47	10	61	2	0	73	0	2	29	0	31	206
Total	20	68	12	1	101	47	4	27	5	83	22	104	3	0	129	0	11	60	0	71	384
07:00 AM	8	28	7	1	44	29	4	9	0	42	11	57	1	2	71	1	4	17	0	22	179
07:15 AM	10	18	18	0	46	59	2	5	2	68	18	72	0	0	90	1	3	28	0	32	236
07:30 AM	8	27	15	0	50	78	14	5	1	98	22	107	1	0	130	1	14	34	0	49	327
07:45 AM	17	28	27	0	72	125	6	8	2	141	18	97	0	0	115	0	17	43	0	60	388
Total	43	101	67	1	212	291	26	27	5	349	69	333	2	2	406	3	38	122	0	163	1130
08:00 AM	18	35	35	0	88	114	10	6	2	132	12	127	2	2	143	3	15	39	0	57	420
08:15 AM	13	36	31	0	80	158	4	15	0	177	27	101	1	1	130	0	29	32	0	61	448
08:30 AM	10	52	38	5	105	148	10	15	5	178	18	129	0	2	149	0	17	42	0	59	491
08:45 AM	22	72	42	0	136	148	5	27	1	181	24	159	1	1	185	2	23	81	0	106	608
Total	63	195	146	5	409	568	29	63	8	668	81	516	4	6	607	5	84	194	0	283	1967
09:00 AM	30	124	82	3	239	81	8	20	0	109	24	132	1	0	157	15	31	27	0	73	578
09:15 AM	21	63	61	0	145	94	9	27	3	133	23	126	8	2	159	4	24	18	0	46	483
Grand Total	177	551	368	10	1106	1081	76	164	21	1342	219	1211	18	10	1458	27	188	421	0	636	4542
Apprch %	16	49.8	33.3	0.9		80.6	5.7	12.2	1.6		15	83.1	1.2	0.7		4.2	29.6	66.2	0		
Total %	3.9	12.1	8.1	0.2	24.4	23.8	1.7	3.6	0.5	29.5	4.8	26.7	0.4	0.2	32.1	0.6	4.1	9.3	0	14	
Vehicles	177	549	367	10	1103	1078	76	163	21	1338	217	1205	18	10	1450	27	187	419	0	633	4524
% Vehicles	100	99.6	99.7	100	99.7	99.7	100	99.4	100	99.7	99.1	99.5	100	100	99.5	100	99.5	99.5	0	99.5	99.6
Motor Bikes	0	2	1	0	3	3	0	1	0	4	2	6	0	0	8	0	1	2	0	3	18
% Motor Bikes	0	0.4	0.3	0	0.3	0.3	0	0.6	0	0.3	0.9	0.5	0	0	0.5	0	0.5	0.5	0	0.5	0.4

	N FOOTHILL BLVD Southbound					STEVENS CREEK BLVD Westbound					S FOOTHILL BLVD Northbound					STEVENS CREEK BLVD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 08:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	8	27	15	0	50	78	**14**	5	1	98	22	107	1	0	130	1	14	34	0	49	327
07:45 AM	17	28	27	0	72	125	6	8	**2**	141	18	97	0	0	115	0	17	**43**	0	60	388
08:00 AM	**18**	35	**35**	0	**88**	114	10	6	2	132	12	**127**	**2**	**2**	**143**	**3**	15	39	0	57	420
08:15 AM	13	**36**	31	0	80	**158**	4	**15**	0	**177**	**27**	101	1	1	130	0	**29**	32	0	**61**	**448**
Total Volume	56	126	108	0	290	475	34	34	5	548	79	432	4	3	518	4	75	148	0	227	1583
% App. Total	19.3	43.4	37.2	0		86.7	6.2	6.2	0.9		15.3	83.4	0.8	0.6		1.8	33	65.2	0		
PHF	.778	.875	.771	.000	.824	.752	.607	.567	.625	.774	.731	.850	.500	.375	.906	.333	.647	.860	.000	.930	.883

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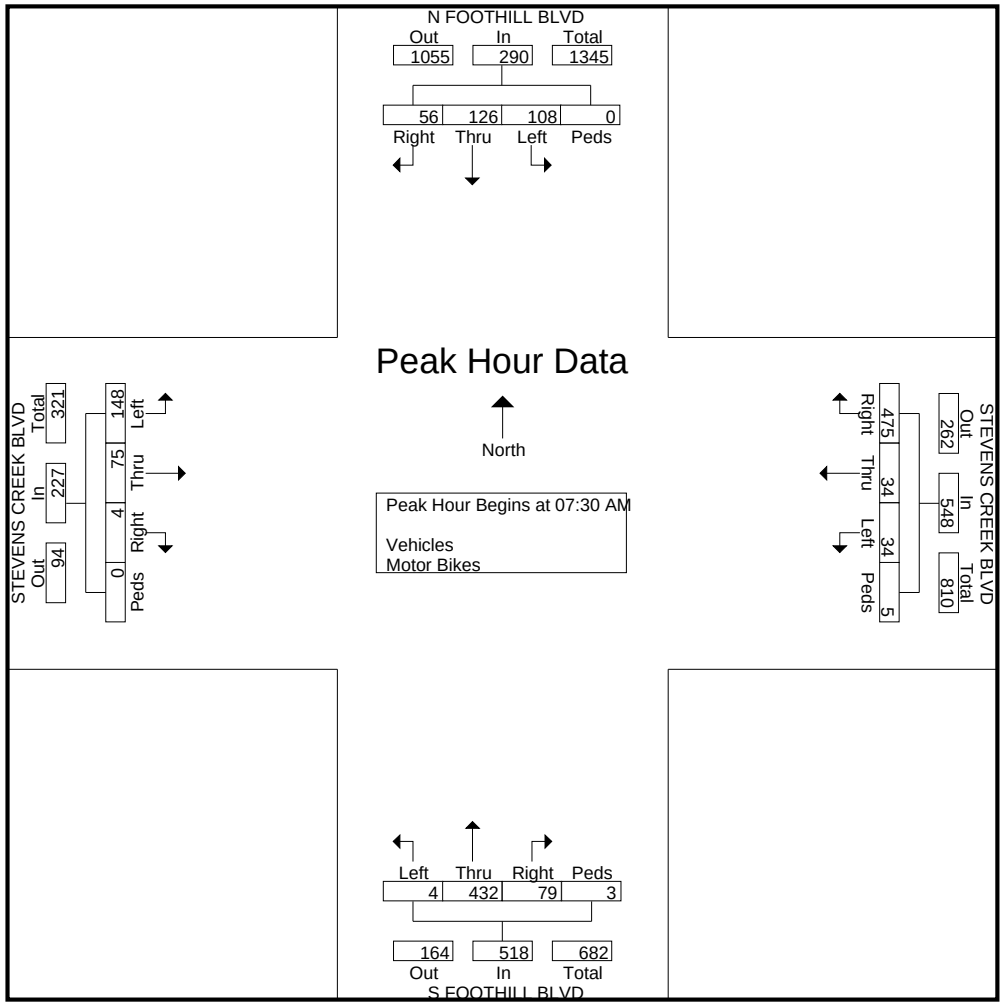

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File Name : 1AM FINAL
Site Code : 00000001
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Groups Printed- Pedal Bikes

	N FOOTHILL BLVD Southbound					STEVENS CREEK BLVD Westbound					S FOOTHILL BLVD Northbound					STEVENS CREEK BLVD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:45 AM	0	3	0	0	3	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	5
Total	0	4	0	0	4	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	6
07:00 AM	0	2	0	0	2	3	0	0	0	3	0	1	0	0	1	0	0	0	0	0	6
07:15 AM	0	4	0	0	4	1	0	0	0	1	0	2	0	0	2	0	1	0	0	1	8
07:30 AM	0	2	0	0	2	1	0	0	0	1	1	7	0	0	8	0	0	0	0	0	11
07:45 AM	0	1	0	0	1	3	0	1	0	4	0	2	0	0	2	0	1	0	0	1	8
Total	0	9	0	0	9	8	0	1	0	9	1	12	0	0	13	0	2	0	0	2	33
08:00 AM	2	0	0	0	2	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	6
08:15 AM	0	1	1	0	2	0	0	0	0	0	3	1	0	0	4	0	0	0	0	0	6
08:30 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	2
08:45 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Total	2	2	1	0	5	1	0	0	0	1	4	5	0	0	9	0	1	0	0	1	16
09:00 AM	0	5	2	0	7	0	0	0	0	0	1	2	0	0	3	0	3	0	0	3	13
09:15 AM	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	0	1	0	0	1	7
Grand Total	2	22	3	0	27	10	0	1	0	11	6	24	0	0	30	0	7	0	0	7	75
Apprch %	7.4	81.5	11.1	0		90.9	0	9.1	0		20	80	0	0		0	100	0	0		
Total %	2.7	29.3	4	0	36	13.3	0	1.3	0	14.7	8	32	0	0	40	0	9.3	0	0	9.3	

	N FOOTHILL BLVD Southbound					STEVENS CREEK BLVD Westbound					S FOOTHILL BLVD Northbound					STEVENS CREEK BLVD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 08:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	0	2	0	0	2	**3**	0	0	0	3	0	1	0	0	1	0	0	0	0	0	6
07:15 AM	0	**4**	0	0	**4**	1	0	0	0	1	0	2	0	0	2	0	**1**	0	0	**1**	8
07:30 AM	0	2	0	0	2	1	0	0	0	1	**1**	**7**	0	0	**8**	0	0	0	0	0	**11**
07:45 AM	0	1	0	0	1	3	0	**1**	0	**4**	0	2	0	0	2	0	1	0	0	1	8
Total Volume	0	9	0	0	9	8	0	1	0	9	1	12	0	0	13	0	2	0	0	2	33
% App. Total	0	100	0	0		88.9	0	11.1	0		7.7	92.3	0	0		0	100	0	0		
PHF	.000	.563	.000	.000	.563	.667	.000	.250	.000	.563	.250	.429	.000	.000	.406	.000	.500	.000	.000	.500	.750

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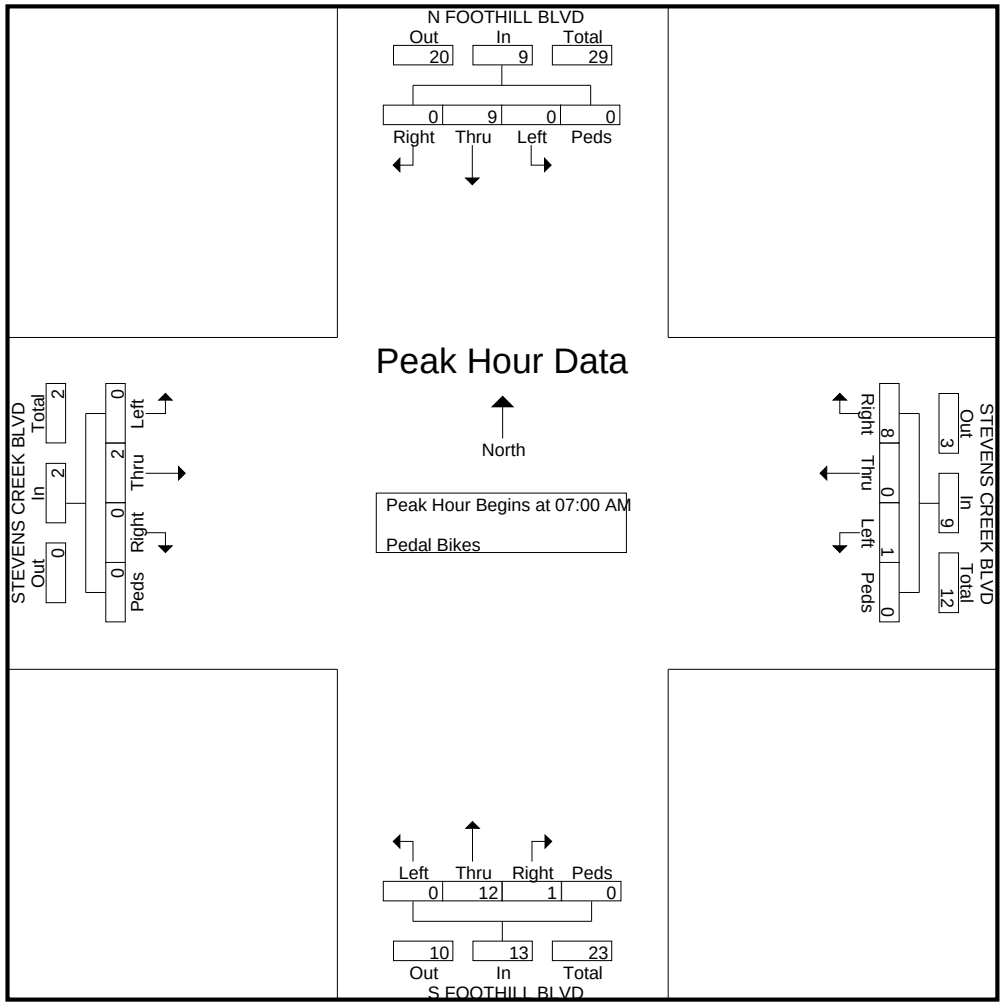

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File Name : 1PM FINAL
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Groups Printed- Vehicles - Motor Bikes

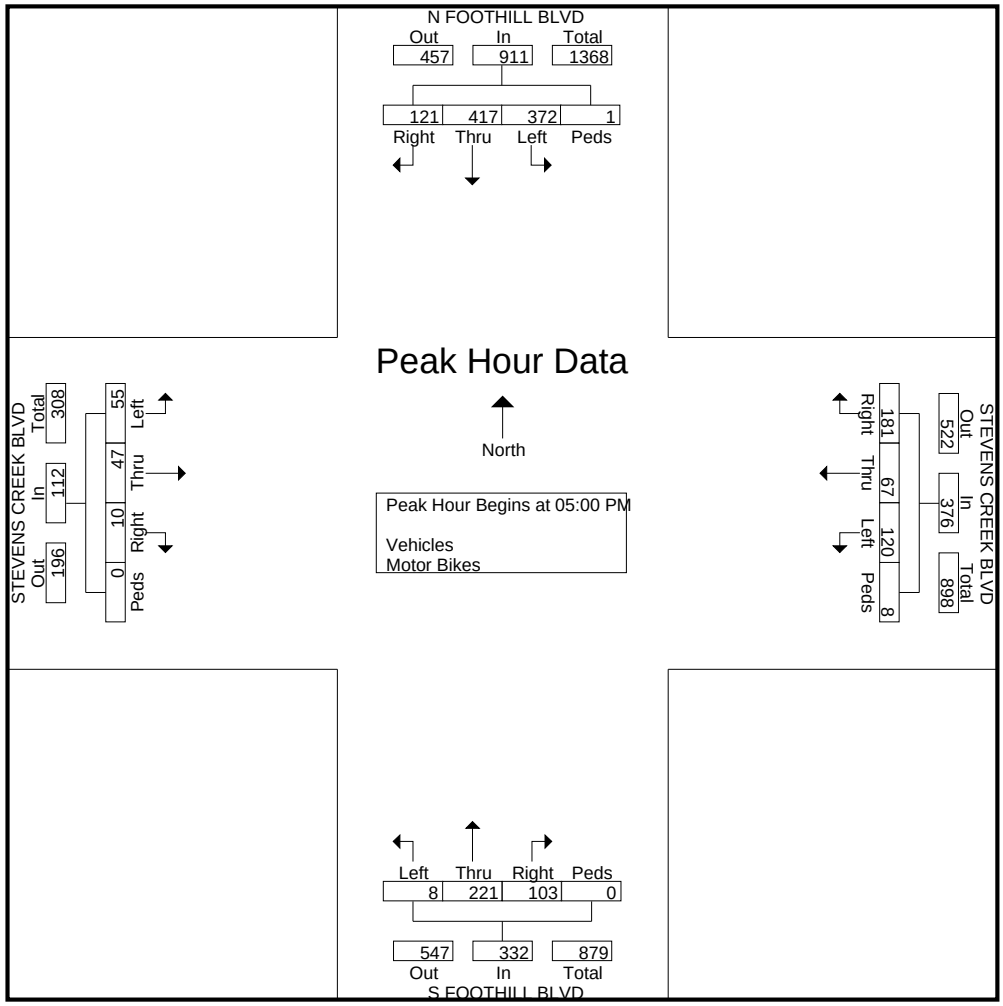
	N FOOTHILL BLVD Southbound					STEVENS CREEK BLVD Westbound					S FOOTHILL BLVD Northbound					STEVENS CREEK BLVD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	21	86	62	0	169	50	15	25	3	93	28	53	1	1	83	0	11	22	0	33	378
04:15 PM	21	81	54	0	156	44	15	31	3	93	25	35	2	0	62	5	14	11	0	30	341
04:30 PM	17	86	89	1	193	42	20	25	2	89	15	40	3	0	58	3	18	19	0	40	380
04:45 PM	21	92	102	0	215	46	12	23	1	82	24	35	0	2	61	1	11	17	0	29	387
Total	80	345	307	1	733	182	62	104	9	357	92	163	6	3	264	9	54	69	0	132	1486
05:00 PM	28	97	88	0	213	50	11	37	0	98	22	62	6	0	90	4	9	9	0	22	423
05:15 PM	28	95	91	1	215	45	24	32	6	107	27	52	1	0	80	3	15	22	0	40	442
05:30 PM	30	105	87	0	222	38	16	22	0	76	32	61	0	0	93	1	12	14	0	27	418
05:45 PM	35	120	106	0	261	48	16	29	2	95	22	46	1	0	69	2	11	10	0	23	448
Total	121	417	372	1	911	181	67	120	8	376	103	221	8	0	332	10	47	55	0	112	1731
06:00 PM	30	107	100	0	237	49	13	25	2	89	26	41	3	2	72	1	12	12	0	25	423
06:15 PM	26	101	88	1	216	39	13	51	0	103	27	40	1	0	68	3	16	16	0	35	422
06:30 PM	31	102	93	0	226	33	25	35	4	97	27	74	1	2	104	1	13	13	0	27	454
06:45 PM	31	92	78	0	201	49	14	28	1	92	19	52	4	2	77	0	16	16	2	34	404
Total	118	402	359	1	880	170	65	139	7	381	99	207	9	6	321	5	57	57	2	121	1703
Grand Total	319	1164	1038	3	2524	533	194	363	24	1114	294	591	23	9	917	24	158	181	2	365	4920
Apprch %	12.6	46.1	41.1	0.1		47.8	17.4	32.6	2.2		32.1	64.4	2.5	1		6.6	43.3	49.6	0.5		
Total %	6.5	23.7	21.1	0.1	51.3	10.8	3.9	7.4	0.5	22.6	6	12	0.5	0.2	18.6	0.5	3.2	3.7	0	7.4	
Vehicles	317	1156	1033	3	2509	530	193	361	24	1108	293	587	23	9	912	24	157	181	2	364	4893
% Vehicles	99.4	99.3	99.5	100	99.4	99.4	99.5	99.4	100	99.5	99.7	99.3	100	100	99.5	100	99.4	100	100	99.7	99.5
Motor Bikes	2	8	5	0	15	3	1	2	0	6	1	4	0	0	5	0	1	0	0	1	27
% Motor Bikes	0.6	0.7	0.5	0	0.6	0.6	0.5	0.6	0	0.5	0.3	0.7	0	0	0.5	0	0.6	0	0	0.3	0.5

	N FOOTHILL BLVD Southbound					STEVENS CREEK BLVD Westbound					S FOOTHILL BLVD Northbound					STEVENS CREEK BLVD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	28	97	88	0	213	**50**	11	**37**	0	98	22	**62**	**6**	0	90	**4**	9	9	0	22	423
05:15 PM	28	95	91	**1**	215	45	**24**	32	**6**	**107**	27	52	1	0	80	3	**15**	**22**	0	**40**	442
05:30 PM	30	105	87	0	222	38	16	22	0	76	**32**	61	0	0	**93**	1	12	14	0	27	418
05:45 PM	**35**	**120**	**106**	0	**261**	48	16	29	2	95	22	46	1	0	69	2	11	10	0	23	**448**
Total Volume	121	417	372	1	911	181	67	120	8	376	103	221	8	0	332	10	47	55	0	112	1731
% App. Total	13.3	45.8	40.8	0.1		48.1	17.8	31.9	2.1		31	66.6	2.4	0		8.9	42	49.1	0		
PHF	.864	.869	.877	.250	.873	.905	.698	.811	.333	.879	.805	.891	.333	.000	.892	.625	.783	.625	.000	.700	.966

Traffic Data Service

Campbell, CA
408-377-2988
tdsbay@cs.com

File Name : 1PM FINAL
Site Code : 00000001
Start Date : 5/23/2012
Page No : 2



Traffic Data Service

Campbell, CA
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File Name : 1PM FINAL
Site Code : 00000001
Start Date : 5/23/2012
Page No : 1

Groups Printed- Pedal Bikes

	N FOOTHILL BLVD Southbound					STEVENS CREEK BLVD Westbound					S FOOTHILL BLVD Northbound					STEVENS CREEK BLVD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
04:30 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	4
04:45 PM	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
Total	0	9	0	0	9	0	0	0	0	0	0	3	0	0	3	0	1	0	0	1	13
05:00 PM	0	3	1	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5
05:15 PM	0	2	1	0	3	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	8
05:30 PM	0	7	1	0	8	1	0	8	0	9	1	5	0	0	6	0	0	0	0	0	23
05:45 PM	0	9	0	0	9	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	11
Total	0	21	3	0	24	3	0	8	0	11	1	11	0	0	12	0	0	0	0	0	47
06:00 PM	0	5	0	0	5	0	1	0	0	1	0	4	0	0	4	0	1	0	0	1	11
06:15 PM	0	3	0	0	3	0	0	2	0	2	0	4	0	0	4	0	0	0	0	0	9
06:30 PM	0	8	1	0	9	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	11
06:45 PM	0	3	2	0	5	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	7
Total	0	19	3	0	22	0	2	2	0	4	1	10	0	0	11	0	1	0	0	1	38
Grand Total	0	49	6	0	55	3	2	10	0	15	2	24	0	0	26	0	2	0	0	2	98
Apprch %	0	89.1	10.9	0		20	13.3	66.7	0		7.7	92.3	0	0		0	100	0	0		
Total %	0	50	6.1	0	56.1	3.1	2	10.2	0	15.3	2	24.5	0	0	26.5	0	2	0	0	2	

	N FOOTHILL BLVD Southbound					STEVENS CREEK BLVD Westbound					S FOOTHILL BLVD Northbound					STEVENS CREEK BLVD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	3	**1**	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5
05:15 PM	0	2	1	0	3	0	0	0	0	0	0	**5**	0	0	5	0	0	0	0	0	8
05:30 PM	0	7	1	0	8	1	0	**8**	0	**9**	**1**	5	0	0	**6**	0	0	0	0	0	**23**
05:45 PM	0	**9**	0	0	**9**	**2**	0	0	0	2	0	0	0	0	0	0	0	0	0	0	11
Total Volume	0	21	3	0	24	3	0	8	0	11	1	11	0	0	12	0	0	0	0	0	47
% App. Total	0	87.5	12.5	0		27.3	0	72.7	0		8.3	91.7	0	0		0	0	0	0		
PHF	.000	.583	.750	.000	.667	.375	.000	.250	.000	.306	.250	.550	.000	.000	.500	.000	.000	.000	.000	.000	.511

Traffic Data Service

Campbell, CA
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File Name : 1PM FINAL
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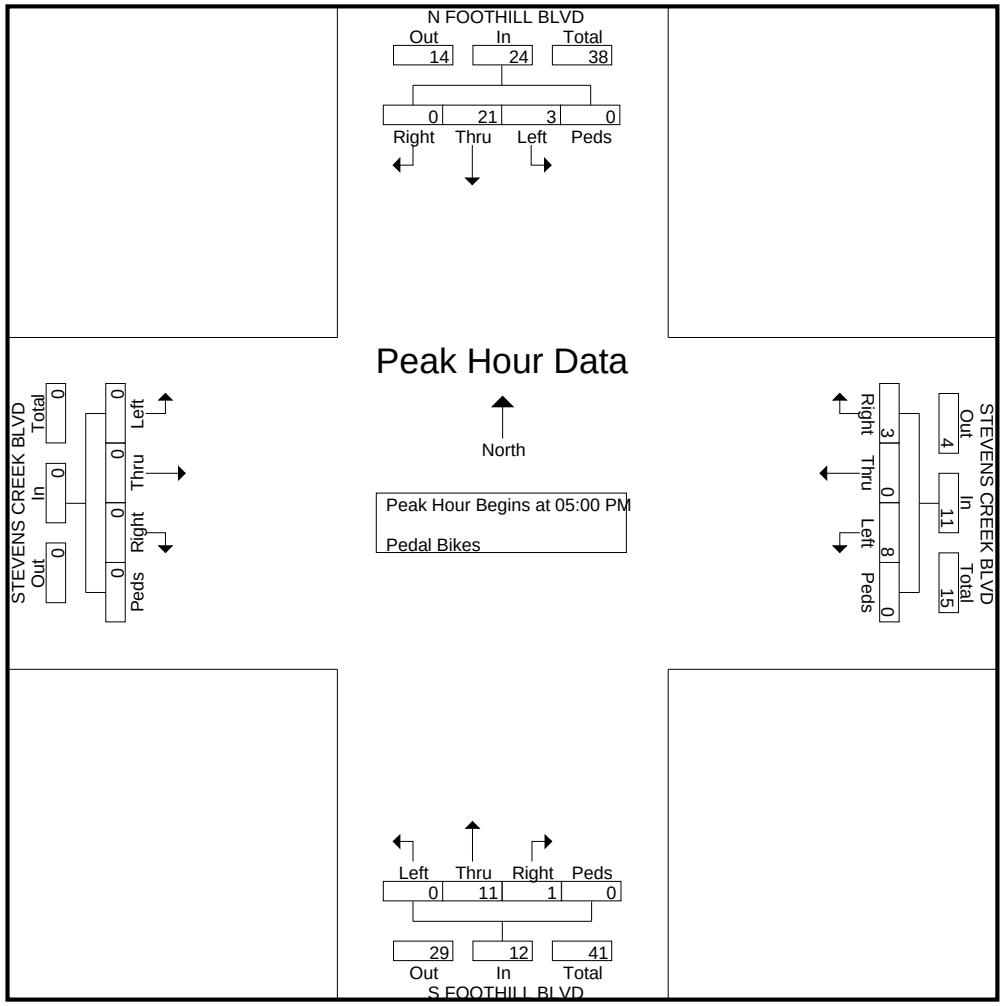

Traffic Data Service -- Campbell, CA
Speed Report

CustomList-272 -- English (ENU)

Datasets:

Site: **[1] STEVENS CANY0N RD SOUTH OF RICARDO RD**
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: South (bound)
Name: Default Profile
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

Column Legend:

0 [Time] 24-hour time (0000 - 2359)
1 [Vbin] Speed bin totals
2 [Total] Number in time step
3 [vPace] Speed at start of pace
4 [Pace%] Percent in pace
5 [Mean] Average speed
6 [Vpp] Percentile speed

*** Thursday, June 07, 2012**

Time	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 100	Total	vPace 10	Pace% 10	Mean	Vpp 85
0000	0	0	0	0	1	4	2	2	0	0	0	0	0	0	0	0	9	27.7	77.8	31.0	-
0100	0	0	0	0	0	2	1	2	0	1	0	0	0	0	0	0	6	25.7	83.3	34.9	-
0200	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	3	26.8	100.0	34.7	-
0300	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	3	32.4	100.0	38.5	-
0400	1	0	1	1	1	2	1	0	0	0	0	0	0	0	0	0	7	22.4	57.1	20.2	-
0500	0	3	11	13	3	1	0	0	0	0	0	0	0	0	0	0	31	8.7	87.1	15.3	18.1
0600	0	3	15	16	6	28	25	22	6	1	1	0	0	0	0	0	123	25.9	47.2	27.7	36.9
0700	0	0	2	4	3	27	27	11	3	0	1	0	0	0	0	0	78	26.2	73.1	30.3	35.3
0800	0	0	1	6	3	23	53	20	7	0	0	0	0	0	0	0	113	27.7	74.3	31.7	36.7
0900	0	0	2	9	6	58	42	8	1	0	0	0	0	0	0	0	126	24.6	79.4	28.7	33.6
1000	0	0	3	5	4	51	57	30	3	0	0	0	0	0	0	0	153	26.8	75.8	30.9	36.0
1100	0	0	2	8	9	39	45	21	5	0	0	0	0	0	0	0	129	27.3	68.2	30.2	36.0
1200	0	0	3	7	6	40	57	39	2	1	0	0	0	0	0	0	155	26.8	71.0	31.3	36.7
1300	0	0	1	5	3	33	47	25	10	1	0	0	0	0	0	0	125	25.7	70.4	31.9	37.1
1400	0	0	1	8	8	46	51	30	3	2	0	0	0	0	0	0	149	25.5	67.8	31.0	36.9
1500	0	0	1	3	2	16	72	54	6	2	2	2	0	0	0	0	160	28.9	79.4	34.3	37.8
1600	0	0	2	13	1	19	113	102	10	2	0	0	0	0	0	0	262	29.8	83.2	33.7	38.3
1700	0	0	4	15	5	24	195	104	12	3	0	0	0	0	0	0	362	28.9	84.5	33.1	36.7
1800	0	0	8	21	1	12	69	81	13	0	1	0	0	0	0	0	206	30.0	74.3	32.5	38.5
1900	0	0	6	7	2	9	32	33	9	1	0	0	0	0	0	0	99	30.9	68.7	32.3	38.0
2000	0	0	1	0	0	5	29	24	5	1	0	0	0	0	0	0	65	30.6	83.1	34.6	37.6
2100	0	0	0	0	0	4	21	21	5	1	0	0	0	0	0	0	52	29.5	82.7	35.6	38.7
2200	0	0	0	0	0	2	12	11	4	1	0	0	0	0	0	0	30	29.5	76.7	35.4	40.5
2300	0	0	0	0	0	1	1	4	3	0	0	0	0	0	0	0	9	31.1	77.8	36.5	-
07-19	**0**	**0**	**30**	**104**	**51**	**388**	**828**	**525**	**75**	**11**	**4**	**2**	**0**	**0**	**0**	**0**	**2018**	**28.0**	**71.6**	**32.0**	**37.1**
06-22	**0**	**3**	**52**	**127**	**59**	**434**	**935**	**625**	**100**	**15**	**5**	**2**	**0**	**0**	**0**	**0**	**2357**	**28.2**	**70.3**	**32.0**	**37.4**
06-00	**0**	**3**	**52**	**127**	**59**	**437**	**948**	**640**	**107**	**16**	**5**	**2**	**0**	**0**	**0**	**0**	**2396**	**28.2**	**70.2**	**32.0**	**37.4**
00-00	**1**	**6**	**64**	**141**	**64**	**446**	**954**	**647**	**108**	**17**	**5**	**2**	**0**	**0**	**0**	**0**	**2455**	**28.2**	**69.2**	**31.8**	**37.4**

Peak step 17:00 (362) **AM Peak step** 10:00 (153) **PM Peak step** 17:00 (362)

* Friday, June 08, 2012

Time	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 100	Total	vPace 10	Pace% 10	Mean	Vpp 85
0000	0	0	0	0	0	1	3	2	3	3	0	0	0	0	0	0	12	36.2	58.3	39.3	45.0
0100	0	0	0	0	0	1	3	2	0	0	0	0	0	0	0	0	6	28.9	100.0	34.3	-
0200	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	24.2	100.0	34.1	-
0300	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	4	27.1	100.0	33.5	-
0400	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	3	25.7	100.0	35.0	-
0500	0	0	1	1	0	1	4	12	6	0	0	0	0	0	0	0	25	31.1	80.0	35.4	40.5
0600	0	0	2	1	6	31	48	13	5	0	0	0	0	0	0	0	106	26.2	77.4	31.1	35.8
0700	0	0	2	6	3	16	28	13	2	0	0	0	0	0	0	0	70	27.1	75.7	30.4	36.5
0800	0	0	1	11	7	44	40	26	3	0	0	0	0	0	0	0	132	25.5	64.4	30.1	36.2
0900	0	0	3	5	3	36	48	20	3	0	0	0	0	0	0	0	118	26.8	82.2	30.7	35.3
1000	0	0	4	7	7	54	54	16	4	0	0	0	0	0	0	0	146	25.9	76.7	29.8	34.7
1100	0	0	1	9	16	47	39	25	12	0	0	0	0	0	0	0	149	26.4	61.7	30.5	37.8
1200	0	0	2	6	10	34	57	21	10	1	0	1	0	0	0	0	142	25.7	66.2	31.3	37.4
1300	0	0	3	4	6	47	56	32	3	0	0	0	0	0	0	0	151	26.4	75.5	31.0	35.6
1400	0	0	0	4	6	25	53	44	14	4	0	0	0	0	0	0	150	30.6	66.7	33.7	38.9
1500	0	0	0	5	7	27	49	54	6	0	0	0	0	0	0	0	148	28.2	75.0	33.0	37.6
1600	0	0	5	6	5	5	48	47	15	3	1	0	0	0	0	0	135	30.9	72.6	33.9	39.1
1700	0	0	7	5	0	7	64	53	10	3	0	0	0	0	0	0	149	29.5	79.9	33.5	38.5
1800	0	0	2	3	2	14	64	37	18	4	0	0	0	0	0	0	144	28.2	71.5	34.2	39.8
1900	0	0	0	2	1	10	25	33	11	2	1	1	0	0	0	0	86	29.1	73.3	35.3	40.0
2000	0	0	0	0	0	3	16	15	5	1	0	0	0	0	0	0	40	29.1	80.0	35.6	39.6
2100	0	0	0	0	0	0	10	20	5	0	0	1	1	0	0	0	37	29.8	81.1	37.9	40.3
2200	0	0	0	3	0	1	9	6	1	0	0	0	0	0	0	0	20	30.0	75.0	32.4	38.5
2300	0	0	0	0	0	1	4	5	5	1	0	0	0	0	0	0	16	33.1	81.3	37.9	42.9
07-19	**0**	**0**	**30**	**71**	**72**	**356**	**600**	**388**	**100**	**15**	**1**	**1**	**0**	**0**	**0**	**0**	**1634**	**27.1**	**66.9**	**31.9**	**37.6**
06-22	**0**	**0**	**32**	**74**	**79**	**400**	**699**	**469**	**126**	**18**	**2**	**3**	**1**	**0**	**0**	**0**	**1903**	**27.1**	**67.1**	**32.2**	**37.8**
06-00	**0**	**0**	**32**	**77**	**79**	**402**	**712**	**480**	**132**	**19**	**2**	**3**	**1**	**0**	**0**	**0**	**1939**	**27.1**	**66.8**	**32.3**	**37.8**
00-00	**0**	**0**	**33**	**78**	**79**	**405**	**727**	**499**	**141**	**22**	**2**	**3**	**1**	**0**	**0**	**0**	**1990**	**28.0**	**66.5**	**32.4**	**37.8**

Peak step 13:00 (151) **AM Peak step** 11:00 (149) **PM Peak step** 13:00 (151)

* Saturday, June 09, 2012

Time	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 100	Total	vPace 10	Pace% 10	Mean	Vpp 85
0000	0	0	0	0	0	0	2	6	2	0	1	0	0	0	0	0	11	33.8	81.8	39.6	42.3
0100	0	0	0	0	1	1	2	2	0	0	0	0	0	0	0	0	6	22.8	66.7	31.7	-
0200	0	0	0	0	0	2	1	3	0	0	0	0	0	0	0	0	6	30.0	66.7	33.8	-
0300	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	3	25.7	100.0	34.2	-
0400	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2	32.4	100.0	38.9	-
0500	0	0	0	0	0	1	6	7	1	1	0	0	0	0	0	0	16	28.6	87.5	36.5	38.5
0600	0	0	1	7	1	3	11	21	4	1	0	0	0	0	0	0	49	31.3	67.3	32.4	38.3
0700	0	1	11	26	0	14	66	40	6	3	0	0	0	0	0	0	167	28.4	65.3	30.1	36.7
0800	0	0	4	51	4	19	77	45	11	2	0	0	0	0	0	0	213	29.3	61.0	29.5	36.9
0900	0	0	15	49	8	12	77	38	9	1	0	0	0	0	0	0	209	28.0	56.9	28.3	36.2
1000	0	1	15	26	3	19	63	48	4	2	0	0	0	0	0	0	181	28.4	65.2	29.6	36.5
1100	0	1	11	40	7	14	62	51	11	1	0	0	0	0	0	0	198	30.0	57.6	29.4	37.4
1200	0	0	13	23	1	14	79	60	6	0	0	0	0	0	0	0	196	29.5	71.4	31.0	37.1
1300	0	0	6	24	1	12	66	53	12	1	1	0	0	0	0	0	176	29.3	70.5	31.9	38.3
1400	0	0	4	9	4	15	78	57	14	2	0	0	0	0	0	0	183	29.5	77.0	33.2	38.5
1500	0	1	5	14	4	23	70	67	12	1	1	0	0	0	0	0	198	30.0	69.7	32.5	38.3
1600	0	0	4	11	2	16	60	40	9	1	0	0	0	0	0	0	143	29.1	77.6	32.2	37.8
1700	0	3	7	7	2	13	34	29	7	1	0	0	0	0	0	0	103	29.1	63.1	30.8	38.0
1800	0	0	2	9	2	14	30	14	5	0	0	0	0	0	0	0	76	26.4	63.2	30.9	37.1
1900	0	0	0	0	1	4	20	14	6	0	0	0	0	0	0	0	45	27.1	80.0	34.4	38.0
2000	0	0	2	0	0	4	16	21	7	1	0	0	0	0	0	0	51	30.4	78.4	34.8	39.8
2100	0	0	0	0	0	2	9	8	7	0	0	0	0	0	0	0	26	31.8	73.1	35.9	40.9
2200	0	0	0	0	0	2	16	6	4	2	0	0	0	0	0	0	30	30.0	73.3	35.7	40.7
2300	0	0	0	0	0	2	5	6	2	1	1	0	0	0	0	0	17	30.6	76.5	36.6	40.3
07-19	**0**	**7**	**97**	**289**	**38**	**185**	**762**	**542**	**106**	**15**	**2**	**0**	**0**	**0**	**0**	**0**	**2043**	**29.1**	**65.3**	**30.7**	**37.4**
06-22	**0**	**7**	**100**	**296**	**40**	**198**	**818**	**606**	**130**	**17**	**2**	**0**	**0**	**0**	**0**	**0**	**2214**	**29.1**	**65.7**	**31.0**	**37.6**
06-00	**0**	**7**	**100**	**296**	**40**	**202**	**839**	**618**	**136**	**20**	**3**	**0**	**0**	**0**	**0**	**0**	**2261**	**29.1**	**65.7**	**31.1**	**37.6**
00-00	**0**	**7**	**100**	**296**	**41**	**206**	**852**	**638**	**140**	**21**	**4**	**0**	**0**	**0**	**0**	**0**	**2305**	**29.1**	**65.7**	**31.2**	**37.8**

Peak step 8:00 (213) **AM Peak step** 8:00 (213) **PM Peak step** 15:00 (198)

* Sunday, June 10, 2012

Time	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 100	Total	vPace 10	Pace% 10	Mean	Vpp 85
0000	0	0	1	0	0	2	0	5	2	2	0	0	0	0	0	0	12	36.2	58.3	36.8	45.0
0100	0	0	0	0	0	1	2	5	2	1	0	0	0	0	0	0	11	30.4	72.7	37.4	40.3
0200	0	0	0	0	0	1	2	3	0	0	0	0	0	0	0	0	6	28.4	83.3	33.7	-
0300	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	3	26.8	100.0	34.1	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
0500	0	0	0	0	0	1	3	2	2	0	0	0	0	0	0	0	8	30.2	87.5	35.0	-
0600	0	0	1	4	0	1	12	3	1	0	0	0	0	0	0	0	22	29.8	68.2	29.5	36.2
0700	0	0	10	16	0	14	54	38	4	0	0	0	0	0	0	0	136	28.2	72.1	30.4	36.7
0800	0	0	11	19	3	10	45	33	4	0	0	0	0	0	0	0	125	28.2	62.4	29.5	37.4
0900	0	0	16	27	1	10	41	36	11	2	0	0	0	0	0	0	144	29.8	53.5	29.2	38.7
1000	0	0	16	46	5	12	46	34	9	0	0	0	1	0	0	0	169	28.9	50.9	27.5	36.5
1100	0	1	8	33	2	24	62	61	9	1	2	0	0	0	0	0	203	29.3	61.1	30.8	37.8
1200	0	0	9	14	1	11	55	73	10	2	0	0	0	0	0	0	175	29.5	74.3	32.8	38.7
1300	0	0	1	17	3	20	82	71	9	2	0	0	0	0	0	0	205	29.1	79.0	32.8	37.6
1400	0	1	5	13	1	8	73	57	6	3	0	0	0	0	0	0	167	28.9	79.0	32.4	36.9
1500	0	0	8	6	3	24	73	52	7	2	0	1	0	0	0	0	176	28.0	72.7	32.6	37.8
1600	0	0	5	2	4	8	67	48	10	1	1	0	0	0	0	0	146	30.0	78.8	33.5	38.3
1700	0	0	6	7	5	20	63	39	3	1	0	1	0	0	0	0	145	29.3	73.8	31.8	36.7
1800	0	0	0	7	2	10	45	22	6	2	0	0	0	0	0	0	94	27.3	76.6	32.7	37.1
1900	0	0	4	1	3	3	31	22	4	0	0	0	0	0	0	0	68	30.0	77.9	32.7	37.4
2000	0	0	1	0	3	3	23	15	1	0	0	0	0	0	0	0	46	30.0	82.6	33.1	37.4
2100	0	0	0	0	1	0	10	9	2	1	0	0	0	0	0	0	23	28.9	82.6	35.5	38.7
2200	0	0	0	0	0	3	7	4	5	2	0	0	0	0	0	0	21	32.4	61.9	36.9	42.9
2300	0	0	0	0	0	0	11	6	0	0	0	0	0	0	0	0	17	28.6	100.0	34.4	35.6
07-19	**0**	**2**	**95**	**207**	**30**	**171**	**706**	**564**	**88**	**16**	**3**	**2**	**1**	**0**	**0**	**0**	**1885**	**29.3**	**68.5**	**31.4**	**37.6**
06-22	**0**	**2**	**101**	**212**	**37**	**178**	**782**	**613**	**96**	**17**	**3**	**2**	**1**	**0**	**0**	**0**	**2044**	**29.3**	**69.1**	**31.5**	**37.6**
06-00	**0**	**2**	**101**	**212**	**37**	**181**	**800**	**623**	**101**	**19**	**3**	**2**	**1**	**0**	**0**	**0**	**2082**	**29.3**	**69.2**	**31.5**	**37.6**
00-00	**0**	**2**	**102**	**212**	**37**	**186**	**808**	**640**	**107**	**22**	**3**	**2**	**1**	**0**	**0**	**0**	**2122**	**29.3**	**69.1**	**31.6**	**37.8**

Peak step 13:00 (205) **AM Peak step** 11:00 (203) **PM Peak step** 13:00 (205)

In profile: Vehicles = 8872 / 18350 (48.35%)

Traffic Data Service -- Campbell, CA
Class Report

CustomList-270 -- English (ENU)

Datasets:

Site: **[1] STEVENS CANY0N RD SOUTH OF RICARDO RD**
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: South (bound)
Name: Default Profile
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

Column Legend:

0 [Time] 24-hour time (0000 - 2359)
1 [Total] Number in time step
2 [Cls] Class totals

*** Thursday, June 07, 2012**

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	9	0	8	1	0	0	0	0	0	0	0	0	0	0
0100	6	0	6	0	0	0	0	0	0	0	0	0	0	0
0200	3	0	2	1	0	0	0	0	0	0	0	0	0	0
0300	3	0	1	2	0	0	0	0	0	0	0	0	0	0
0400	7	0	1	6	0	0	0	0	0	0	0	0	0	0
0500	31	1	19	10	0	0	1	0	0	0	0	0	0	0
0600	123	9	40	21	2	10	19	0	0	22	0	0	0	0
0700	78	3	35	11	5	5	4	0	1	14	0	0	0	0
0800	113	7	46	27	2	1	12	0	0	18	0	0	0	0
0900	126	12	45	14	6	6	12	1	1	28	1	0	0	0
1000	153	11	58	26	1	6	14	0	1	35	1	0	0	0
1100	129	11	51	20	2	6	18	0	1	19	0	0	0	1
1200	155	12	79	22	1	6	12	0	0	20	0	0	0	3
1300	125	10	65	23	1	2	7	0	0	17	0	0	0	0
1400	149	9	72	35	0	7	12	0	0	14	0	0	0	0
1500	160	10	104	35	1	0	3	1	0	6	0	0	0	0
1600	262	23	191	45	0	0	2	0	0	0	0	0	0	1
1700	362	20	282	59	0	0	0	0	0	0	0	1	0	0
1800	206	29	140	33	0	0	1	1	1	0	1	0	0	0
1900	99	13	76	8	0	0	0	0	2	0	0	0	0	0
2000	65	2	51	12	0	0	0	0	0	0	0	0	0	0
2100	52	1	44	7	0	0	0	0	0	0	0	0	0	0
2200	30	1	22	6	0	1	0	0	0	0	0	0	0	0
2300	9	0	9	0	0	0	0	0	0	0	0	0	0	0
07-19	**2018**	**157**	**1168**	**350**	**19**	**39**	**97**	**3**	**5**	**171**	**3**	**1**	**0**	**5**
06-22	**2357**	**182**	**1379**	**398**	**21**	**49**	**116**	**3**	**7**	**193**	**3**	**1**	**0**	**5**
06-00	**2396**	**183**	**1410**	**404**	**21**	**50**	**116**	**3**	**7**	**193**	**3**	**1**	**0**	**5**
00-00	**2455**	**184**	**1447**	**424**	**21**	**50**	**117**	**3**	**7**	**193**	**3**	**1**	**0**	**5**

Peak step 17:00 (362) **AM Peak step** 10:00 (153) **PM Peak step** 17:00 (362)

*** Friday, June 08, 2012**

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	12	0	11	1	0	0	0	0	0	0	0	0	0	0
0100	6	0	5	1	0	0	0	0	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0300	4	0	2	2	0	0	0	0	0	0	0	0	0	0
0400	3	0	1	2	0	0	0	0	0	0	0	0	0	0
0500	25	1	14	9	0	1	0	0	0	0	0	0	0	0
0600	106	2	44	21	0	4	7	0	0	28	0	0	0	0
0700	70	5	30	15	2	4	4	0	2	7	0	0	0	1
0800	132	12	59	23	2	7	10	1	2	15	0	0	1	0
0900	118	12	44	24	0	7	8	0	0	23	0	0	0	0
1000	146	10	68	20	2	5	14	0	1	26	0	0	0	0
1100	149	6	69	23	1	5	19	0	1	23	0	0	0	2
1200	142	12	76	18	2	4	11	0	2	17	0	0	0	0
1300	151	8	75	22	3	10	14	0	0	18	0	0	0	1
1400	150	8	92	27	1	3	7	0	0	12	0	0	0	0
1500	148	8	87	31	0	3	9	0	0	8	1	0	0	1
1600	135	17	98	16	0	0	0	0	2	2	0	0	0	0
1700	149	14	111	22	0	0	0	0	2	0	0	0	0	0
1800	144	7	107	29	0	0	1	0	0	0	0	0	0	0
1900	86	5	66	15	0	0	0	0	0	0	0	0	0	0
2000	40	0	34	6	0	0	0	0	0	0	0	0	0	0
2100	37	2	32	3	0	0	0	0	0	0	0	0	0	0
2200	20	0	13	7	0	0	0	0	0	0	0	0	0	0
2300	16	0	15	0	0	1	0	0	0	0	0	0	0	0
07-19	**1634**	**119**	**916**	**270**	**13**	**48**	**97**	**1**	**12**	**151**	**1**	**0**	**1**	**5**
06-22	**1903**	**128**	**1092**	**315**	**13**	**52**	**104**	**1**	**12**	**179**	**1**	**0**	**1**	**5**
06-00	**1939**	**128**	**1120**	**322**	**13**	**53**	**104**	**1**	**12**	**179**	**1**	**0**	**1**	**5**
00-00	**1990**	**129**	**1154**	**337**	**13**	**54**	**104**	**1**	**12**	**179**	**1**	**0**	**1**	**5**

Peak step 13:00 (151) **AM Peak step** 11:00 (149) **PM Peak step** 13:00 (151)

*** Saturday, June 09, 2012**

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	11	0	9	2	0	0	0	0	0	0	0	0	0	0
0100	6	0	5	1	0	0	0	0	0	0	0	0	0	0
0200	6	0	5	1	0	0	0	0	0	0	0	0	0	0
0300	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0400	2	0	1	1	0	0	0	0	0	0	0	0	0	0
0500	16	0	13	3	0	0	0	0	0	0	0	0	0	0
0600	49	6	29	13	0	0	0	0	0	0	0	0	0	1
0700	167	29	95	37	0	0	2	0	1	0	1	0	0	2
0800	213	39	125	40	0	0	2	0	0	1	6	0	0	0
0900	209	52	120	30	0	0	1	0	1	0	1	0	0	4
1000	181	33	119	26	1	1	0	0	1	0	0	0	0	0
1100	198	52	114	29	1	0	0	0	1	0	1	0	0	0
1200	196	27	141	26	0	0	1	0	0	1	0	0	0	0
1300	176	29	127	18	0	0	2	0	0	0	0	0	0	0
1400	183	22	141	20	0	0	0	0	0	0	0	0	0	0
1500	198	22	155	20	0	0	0	0	0	0	0	0	0	1
1600	143	21	103	18	0	0	0	0	1	0	0	0	0	0
1700	103	19	71	10	0	0	1	0	2	0	0	0	0	0
1800	76	10	55	10	0	0	0	0	1	0	0	0	0	0
1900	45	2	37	6	0	0	0	0	0	0	0	0	0	0
2000	51	2	44	5	0	0	0	0	0	0	0	0	0	0
2100	26	0	20	6	0	0	0	0	0	0	0	0	0	0
2200	30	1	22	7	0	0	0	0	0	0	0	0	0	0
2300	17	0	13	4	0	0	0	0	0	0	0	0	0	0
07-19	**2043**	**355**	**1366**	**284**	**2**	**1**	**9**	**0**	**8**	**2**	**9**	**0**	**0**	**7**
06-22	**2214**	**365**	**1496**	**314**	**2**	**1**	**9**	**0**	**8**	**2**	**9**	**0**	**0**	**8**
06-00	**2261**	**366**	**1531**	**325**	**2**	**1**	**9**	**0**	**8**	**2**	**9**	**0**	**0**	**8**
00-00	**2305**	**366**	**1567**	**333**	**2**	**1**	**9**	**0**	**8**	**2**	**9**	**0**	**0**	**8**

Peak step 8:00 (213) **AM Peak step** 8:00 (213) **PM Peak step** 15:00 (198)

*** Sunday, June 10, 2012**

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	12	0	12	0	0	0	0	0	0	0	0	0	0	0
0100	11	0	11	0	0	0	0	0	0	0	0	0	0	0
0200	6	0	5	1	0	0	0	0	0	0	0	0	0	0
0300	3	0	2	1	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	8	0	7	1	0	0	0	0	0	0	0	0	0	0
0600	22	4	13	5	0	0	0	0	0	0	0	0	0	0
0700	136	22	90	23	0	0	0	0	0	0	0	0	0	1
0800	125	34	74	16	0	0	0	0	1	0	0	0	0	0
0900	144	39	83	18	0	0	0	1	1	0	1	0	0	1
1000	169	52	95	16	0	0	0	0	2	0	2	0	0	2
1100	203	41	134	26	0	1	0	0	0	0	0	0	0	1
1200	175	30	116	29	0	0	0	0	0	0	0	0	0	0
1300	205	25	152	27	0	0	1	0	0	0	0	0	0	0
1400	167	23	124	20	0	0	0	0	0	0	0	0	0	0
1500	176	16	138	22	0	0	0	0	0	0	0	0	0	0
1600	146	8	116	22	0	0	0	0	0	0	0	0	0	0
1700	145	16	113	12	0	1	1	0	2	0	0	0	0	0
1800	94	11	71	12	0	0	0	0	0	0	0	0	0	0
1900	68	7	50	10	0	0	0	0	1	0	0	0	0	0
2000	46	2	38	6	0	0	0	0	0	0	0	0	0	0
2100	23	0	17	6	0	0	0	0	0	0	0	0	0	0
2200	21	1	20	0	0	0	0	0	0	0	0	0	0	0
2300	17	1	11	5	0	0	0	0	0	0	0	0	0	0
07-19	**1885**	**317**	**1306**	**243**	**0**	**2**	**2**	**1**	**6**	**0**	**3**	**0**	**0**	**5**
06-22	**2044**	**330**	**1424**	**270**	**0**	**2**	**2**	**1**	**7**	**0**	**3**	**0**	**0**	**5**
06-00	**2082**	**332**	**1455**	**275**	**0**	**2**	**2**	**1**	**7**	**0**	**3**	**0**	**0**	**5**
00-00	**2122**	**332**	**1492**	**278**	**0**	**2**	**2**	**1**	**7**	**0**	**3**	**0**	**0**	**5**

Peak step 13:00 (205) **AM Peak step** 11:00 (203) **PM Peak step** 13:00 (205)

In profile: Vehicles = 8872 / 18350 (48.35%)

Traffic Data Service -- Campbell, CA
Speed Report

CustomList-271 -- English (ENU)

Datasets:

Site: **[1] STEVENS CANY0N RD SOUTH OF RICARDO RD**
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: North (bound)
Name: Default Profile
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

Column Legend:

0 [Time] 24-hour time (0000 - 2359)
1 [Vbin] Speed bin totals
2 [Total] Number in time step
3 [vPace] Speed at start of pace
4 [Pace%] Percent in pace
5 [Mean] Average speed
6 [Vpp] Percentile speed

*** Thursday, June 07, 2012**

Time	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 100	Total	vPace 10	Pace% 10	Mean	Vpp 85
0000	0	0	1	0	3	1	2	0	1	0	0	0	0	0	0	0	8	21.3	62.5	27.5	-
0100	0	0	0	0	0	2	2	1	1	0	0	0	0	0	0	0	6	25.1	83.3	34.0	-
0200	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	23.9	100.0	32.1	-
0300	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	3	30.4	100.0	36.9	-
0400	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	4	22.8	100.0	29.7	-
0500	0	0	0	0	1	8	4	2	1	0	0	0	0	0	0	0	16	24.2	75.0	30.2	35.3
0600	0	0	2	1	13	24	18	15	9	1	0	0	0	0	0	0	83	24.6	53.0	31.2	39.1
0700	0	0	2	3	26	80	40	22	4	1	0	0	0	0	0	0	178	23.3	75.3	29.2	34.7
0800	0	0	3	6	9	70	40	29	8	3	0	0	0	0	0	0	168	26.2	68.5	30.6	36.7
0900	0	0	5	5	45	81	34	15	3	0	0	0	0	0	0	0	188	20.8	70.7	27.6	32.9
1000	0	1	0	2	12	59	41	13	3	0	0	0	0	0	0	0	131	25.1	77.1	29.5	34.4
1100	0	0	4	6	10	76	37	16	5	0	0	0	0	0	0	0	154	24.2	74.7	28.8	33.8
1200	0	2	1	6	21	64	28	12	1	0	0	1	0	0	0	0	136	21.9	75.7	28.0	32.4
1300	0	1	1	3	10	49	44	11	5	1	0	0	0	0	0	0	125	25.1	74.4	30.1	34.9
1400	0	0	1	0	16	57	54	12	4	0	0	0	0	0	0	0	144	24.8	77.8	29.7	33.8
1500	0	1	3	0	6	33	54	21	4	0	0	1	0	0	0	0	123	26.2	73.2	31.5	36.5
1600	0	0	3	6	4	16	58	20	4	0	0	0	0	0	0	0	111	27.7	79.3	31.3	35.8
1700	0	1	2	3	2	19	60	21	1	0	0	0	0	0	0	0	109	28.2	82.6	31.5	35.6
1800	0	3	7	8	3	22	41	20	2	0	0	0	0	0	0	0	106	26.6	69.8	29.0	35.3
1900	0	1	8	15	19	116	179	32	1	1	0	0	0	0	0	0	372	25.9	81.5	29.7	33.6
2000	0	2	6	3	2	55	78	26	2	0	1	0	0	0	0	0	175	25.9	81.7	30.3	35.1
2100	0	0	0	0	1	4	15	9	2	0	0	0	0	0	0	0	31	27.3	87.1	33.7	36.9
2200	0	0	0	0	0	2	5	1	0	1	0	0	0	0	0	0	9	26.8	88.9	33.8	-
2300	0	0	0	0	0	2	2	1	1	0	0	0	0	0	0	0	6	23.0	66.7	32.5	-
07-19	**0**	**9**	**32**	**48**	**164**	**626**	**531**	**212**	**44**	**5**	**0**	**2**	**0**	**0**	**0**	**0**	**1673**	**24.8**	**69.3**	**29.6**	**35.1**
06-22	**0**	**12**	**48**	**67**	**199**	**825**	**821**	**294**	**58**	**7**	**1**	**2**	**0**	**0**	**0**	**0**	**2334**	**25.5**	**71.0**	**29.8**	**34.9**
06-00	**0**	**12**	**48**	**67**	**199**	**829**	**828**	**296**	**59**	**8**	**1**	**2**	**0**	**0**	**0**	**0**	**2349**	**25.5**	**71.1**	**29.8**	**34.9**
00-00	**0**	**12**	**49**	**67**	**203**	**842**	**841**	**300**	**63**	**8**	**1**	**2**	**0**	**0**	**0**	**0**	**2388**	**25.5**	**71.0**	**29.8**	**34.9**

Peak step 19:00 (372) **AM Peak step** 9:00 (188) **PM Peak step** 19:00 (372)

* Friday, June 08, 2012

Time	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 100	Total	vPace 10	Pace% 10	Mean	Vpp 85
0000	0	0	0	0	0	1	4	1	1	0	0	0	0	0	0	0	7	31.3	85.7	33.9	-
0100	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2	31.1	100.0	37.2	-
0200	0	0	0	0	0	2	0	2	0	0	1	0	0	0	0	0	5	26.8	80.0	36.6	-
0300	0	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	4	30.4	100.0	36.8	-
0400	0	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	4	27.5	75.0	34.6	-
0500	0	0	0	0	0	1	2	13	0	1	0	1	0	0	0	0	18	30.0	83.3	38.4	39.6
0600	0	0	2	7	8	36	25	12	9	1	0	0	0	0	0	0	100	24.6	62.0	29.9	37.6
0700	0	0	1	1	11	58	36	21	3	2	0	0	0	0	0	0	133	23.0	72.9	30.5	36.0
0800	0	0	1	0	12	52	51	32	14	1	0	1	0	0	0	0	164	24.8	63.4	32.2	38.0
0900	0	0	5	5	20	59	48	14	2	0	0	0	0	0	0	0	153	24.6	73.2	28.8	34.2
1000	0	0	3	2	14	67	30	11	1	1	0	0	0	0	0	0	129	23.7	79.1	28.7	32.9
1100	0	1	5	2	23	99	39	6	1	1	0	0	0	0	0	0	177	23.3	83.6	27.9	30.9
1200	0	1	5	6	20	56	47	6	1	0	0	0	0	0	0	0	142	23.5	76.1	28.1	32.4
1300	0	2	3	2	18	51	44	16	2	0	0	0	0	0	0	0	138	23.7	73.2	29.3	34.4
1400	0	0	0	3	12	52	46	18	1	2	0	0	0	0	0	0	134	25.3	75.4	30.4	35.1
1500	0	0	1	3	6	57	52	11	2	1	0	0	0	0	0	0	133	25.3	82.7	30.3	34.4
1600	0	0	4	7	7	18	46	30	5	0	0	0	0	0	0	0	117	28.0	69.2	31.2	37.1
1700	0	0	2	8	2	16	42	25	5	0	0	0	0	0	0	0	100	28.2	74.0	31.5	36.9
1800	0	1	3	2	4	19	34	17	3	2	0	0	0	0	0	0	85	26.4	70.6	31.4	36.2
1900	0	1	1	1	0	8	37	16	6	0	0	0	0	0	0	0	70	29.3	78.6	33.2	37.8
2000	0	0	0	3	4	12	27	13	3	0	0	0	0	0	0	0	62	26.6	75.8	31.3	35.8
2100	0	0	0	0	0	2	12	7	1	0	1	0	0	0	0	0	23	30.6	87.0	35.1	38.7
2200	0	1	1	1	1	7	12	4	0	0	1	0	0	0	0	0	28	28.0	78.6	29.9	35.3
2300	0	0	0	0	1	0	2	1	0	0	0	0	0	0	0	0	4	28.4	75.0	32.9	-
07-19	**0**	**5**	**33**	**41**	**149**	**604**	**515**	**207**	**40**	**10**	**0**	**1**	**0**	**0**	**0**	**0**	**1605**	**24.6**	**70.0**	**29.9**	**35.3**
06-22	**0**	**6**	**36**	**52**	**161**	**662**	**616**	**255**	**59**	**11**	**1**	**1**	**0**	**0**	**0**	**0**	**1860**	**25.5**	**69.3**	**30.1**	**35.6**
06-00	**0**	**7**	**37**	**53**	**163**	**669**	**630**	**260**	**59**	**11**	**2**	**1**	**0**	**0**	**0**	**0**	**1892**	**25.5**	**69.3**	**30.1**	**35.6**
00-00	**0**	**7**	**37**	**53**	**163**	**674**	**639**	**279**	**63**	**12**	**3**	**2**	**0**	**0**	**0**	**0**	**1932**	**25.5**	**68.6**	**30.3**	**35.8**

Peak step 11:00 (177) **AM Peak step** 11:00 (177) **PM Peak step** 12:00 (142)

* Saturday, June 09, 2012

Time	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 100	Total	vPace 10	Pace% 10	Mean	Vpp 85
0000	0	0	0	0	0	1	3	0	0	1	1	0	0	0	0	0	6	23.0	66.7	37.1	-
0100	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2	21.0	100.0	27.7	-
0200	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	3	23.9	100.0	30.1	-
0300	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	41.6	100.0	51.5	-
0400	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	3	28.2	100.0	35.8	-
0500	0	0	0	0	0	1	5	3	0	1	0	0	0	0	0	0	10	28.4	90.0	35.0	-
0600	0	0	0	0	0	4	6	3	1	0	0	0	0	0	0	0	14	25.7	78.6	33.1	38.5
0700	0	1	1	0	1	5	13	9	4	0	0	0	0	0	0	0	34	30.4	73.5	32.6	38.5
0800	0	1	1	9	1	10	21	10	1	0	0	0	0	0	0	0	54	28.0	63.0	29.2	35.8
0900	0	0	13	5	9	19	42	17	1	1	1	0	0	0	0	0	108	28.0	64.8	28.8	35.3
1000	0	3	17	11	9	49	50	20	3	0	1	0	0	0	0	0	163	25.3	62.6	27.9	34.9
1100	0	3	11	15	8	28	51	25	3	4	0	0	0	0	0	0	148	28.2	58.1	28.8	36.5
1200	0	2	23	27	13	57	71	26	1	0	0	0	0	0	0	0	220	25.9	60.5	27.0	34.2
1300	0	0	8	11	4	32	77	22	1	1	0	0	0	0	0	0	156	26.6	75.6	30.2	35.1
1400	0	1	13	5	3	26	79	25	1	0	0	0	0	0	0	0	153	26.4	79.1	30.0	35.1
1500	0	2	5	4	8	46	115	29	1	0	1	0	0	0	0	0	211	27.1	80.1	30.8	34.9
1600	0	2	7	7	6	59	110	37	6	0	0	0	0	0	0	0	234	27.3	82.9	30.7	35.3
1700	0	1	6	4	12	51	85	21	4	2	0	1	0	0	0	0	187	25.3	75.9	30.2	34.9
1800	0	0	6	1	4	37	48	17	5	1	0	0	0	0	0	0	119	25.5	76.5	30.7	35.3
1900	0	0	3	5	2	14	31	11	1	0	0	0	0	0	0	0	67	25.7	71.6	30.2	35.1
2000	0	3	1	0	6	31	40	10	1	0	0	0	0	0	0	0	92	25.9	80.4	29.9	34.7
2100	0	0	0	0	0	8	7	11	1	0	0	0	0	0	0	0	27	29.1	85.2	33.7	38.5
2200	0	0	1	0	0	3	8	5	1	0	0	0	0	0	0	0	18	26.6	88.9	31.9	36.2
2300	0	0	0	0	0	2	4	2	0	0	0	0	0	0	0	0	8	27.1	100.0	33.1	-
07-19	**0**	**16**	**111**	**99**	**78**	**419**	**762**	**258**	**31**	**9**	**3**	**1**	**0**	**0**	**0**	**0**	**1787**	**26.4**	**69.8**	**29.5**	**35.1**
06-22	**0**	**19**	**115**	**104**	**86**	**476**	**846**	**293**	**35**	**9**	**3**	**1**	**0**	**0**	**0**	**0**	**1987**	**26.4**	**70.1**	**29.7**	**35.3**
06-00	**0**	**19**	**116**	**104**	**86**	**481**	**858**	**300**	**36**	**9**	**3**	**1**	**0**	**0**	**0**	**0**	**2013**	**26.4**	**70.3**	**29.7**	**35.3**
00-00	**0**	**19**	**116**	**104**	**87**	**484**	**870**	**305**	**36**	**11**	**5**	**1**	**0**	**0**	**0**	**0**	**2038**	**26.4**	**70.3**	**29.8**	**35.3**

Peak step 16:00 (234) **AM Peak step** 10:00 (163) **PM Peak step** 16:00 (234)

* Sunday, June 10, 2012

Time	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 100	Total	vPace 10	Pace% 10	Mean	Vpp 85
0000	0	0	0	0	0	1	6	3	0	0	0	0	0	0	0	0	10	28.4	100.0	33.0	-
0100	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	2	15.9	50.0	35.2	-
0200	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2	15.7	50.0	31.7	-
0300	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	24.6	100.0	33.7	-
0400	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	21.9	100.0	31.6	-
0500	0	0	0	0	0	1	2	3	1	0	0	0	0	0	0	0	7	30.0	85.7	35.2	-
0600	0	0	0	0	0	0	5	1	2	0	0	0	0	0	0	0	8	30.6	87.5	35.5	-
0700	0	1	2	1	1	2	11	4	1	0	0	0	0	0	0	0	23	28.6	65.2	29.2	35.8
0800	0	0	2	6	1	16	17	14	2	0	0	0	0	0	0	0	58	28.9	65.5	30.3	36.9
0900	0	2	12	5	4	10	33	11	2	0	1	0	0	0	0	0	80	27.5	61.3	27.9	35.8
1000	0	2	8	8	6	26	54	9	3	0	0	0	0	0	0	0	116	25.1	69.8	28.6	34.4
1100	0	5	19	12	3	24	47	23	3	1	0	0	0	0	0	0	137	26.8	59.1	27.7	35.6
1200	0	4	8	11	3	42	72	21	3	0	0	0	0	0	0	0	164	25.9	75.0	29.1	34.7
1300	0	0	12	9	5	29	83	24	7	0	0	0	0	0	0	0	169	27.3	73.4	30.2	35.6
1400	0	1	11	2	4	28	77	30	3	0	0	0	0	0	0	0	156	27.3	80.1	30.8	36.0
1500	0	0	5	5	5	54	78	21	3	0	0	0	0	0	0	0	171	26.4	79.5	30.5	34.4
1600	0	2	4	3	11	36	100	38	2	1	0	0	0	0	0	0	197	26.6	78.2	31.2	35.3
1700	0	0	5	3	7	56	59	27	1	2	0	1	0	0	0	0	161	25.9	73.9	30.6	35.3
1800	0	3	6	4	6	37	49	30	4	0	0	0	0	0	0	0	139	26.8	73.4	30.2	36.0
1900	0	1	6	4	7	37	53	14	0	1	1	0	0	0	0	0	124	27.1	76.6	29.7	34.0
2000	0	1	3	0	7	25	40	15	3	0	0	0	0	0	0	0	94	26.2	73.4	30.4	35.6
2100	0	0	0	0	1	13	25	8	0	0	0	0	0	0	0	0	47	25.7	87.2	31.8	34.9
2200	0	0	0	0	0	3	4	4	1	1	0	0	0	0	0	0	13	26.4	76.9	34.4	39.6
2300	0	0	0	0	1	2	5	1	1	0	0	0	0	0	0	0	10	21.0	70.0	31.5	-
07-19	**0**	**20**	**94**	**69**	**56**	**360**	**680**	**252**	**34**	**4**	**1**	**1**	**0**	**0**	**0**	**0**	**1571**	**27.3**	**71.5**	**29.9**	**35.3**
06-22	**0**	**22**	**103**	**73**	**71**	**435**	**803**	**290**	**39**	**5**	**2**	**1**	**0**	**0**	**0**	**0**	**1844**	**27.1**	**71.9**	**30.0**	**35.3**
06-00	**0**	**22**	**103**	**73**	**72**	**440**	**812**	**295**	**41**	**6**	**2**	**1**	**0**	**0**	**0**	**0**	**1867**	**27.1**	**71.9**	**30.0**	**35.6**
00-00	**0**	**22**	**103**	**73**	**72**	**444**	**824**	**302**	**43**	**6**	**2**	**1**	**0**	**0**	**0**	**0**	**1892**	**27.1**	**71.9**	**30.1**	**35.6**

Peak step 16:00 (197) **AM Peak step** 11:00 (137) **PM Peak step** 16:00 (197)

In profile: Vehicles = 8250 / 18350 (44.96%)

Traffic Data Service -- Campbell, CA
Class Report

CustomList-269 -- English (ENU)

Datasets:

Site: **[1] STEVENS CANY0N RD SOUTH OF RICARDO RD**
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: North (bound)
Name: Default Profile
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

Column Legend:

0 [Time] 24-hour time (0000 - 2359)
1 [Total] Number in time step
2 [Cls] Class totals

*** Thursday, June 07, 2012**

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	8	2	6	0	0	0	0	0	0	0	0	0	0	0
0100	6	0	6	0	0	0	0	0	0	0	0	0	0	0
0200	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0300	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0400	4	0	2	2	0	0	0	0	0	0	0	0	0	0
0500	16	1	9	5	0	0	1	0	0	0	0	0	0	0
0600	83	1	38	19	1	4	8	0	1	11	0	0	0	0
0700	178	5	100	16	0	11	13	0	9	21	1	0	1	1
0800	168	6	102	24	0	11	14	0	3	7	1	0	0	0
0900	188	9	73	28	2	18	26	1	10	21	0	0	0	0
1000	131	3	54	21	1	9	20	0	3	19	0	0	1	0
1100	154	11	56	30	2	10	14	0	1	27	0	0	0	3
1200	136	3	61	23	2	11	16	0	2	17	1	0	0	0
1300	125	10	63	15	0	8	11	0	0	18	0	0	0	0
1400	144	2	74	38	0	5	10	0	1	13	1	0	0	0
1500	123	6	71	33	1	2	2	0	1	7	0	0	0	0
1600	111	10	65	31	1	0	1	0	3	0	0	0	0	0
1700	109	5	74	29	0	1	0	0	0	0	0	0	0	0
1800	106	18	68	18	0	0	1	0	1	0	0	0	0	0
1900	372	26	291	52	0	0	0	0	2	0	0	0	0	1
2000	175	14	123	36	0	0	0	1	1	0	0	0	0	0
2100	31	1	21	9	0	0	0	0	0	0	0	0	0	0
2200	9	0	8	0	0	1	0	0	0	0	0	0	0	0
2300	6	0	6	0	0	0	0	0	0	0	0	0	0	0
07-19	**1673**	**88**	**861**	**306**	**9**	**86**	**128**	**1**	**34**	**150**	**4**	**0**	**2**	**4**
06-22	**2334**	**130**	**1334**	**422**	**10**	**90**	**136**	**2**	**38**	**161**	**4**	**0**	**2**	**5**
06-00	**2349**	**130**	**1348**	**422**	**10**	**91**	**136**	**2**	**38**	**161**	**4**	**0**	**2**	**5**
00-00	**2388**	**133**	**1376**	**429**	**10**	**91**	**137**	**2**	**38**	**161**	**4**	**0**	**2**	**5**

Peak step 19:00 (372) **AM Peak step** 9:00 (188) **PM Peak step** 19:00 (372)

*** Friday, June 08, 2012**

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	7	0	6	1	0	0	0	0	0	0	0	0	0	0
0100	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0200	5	0	5	0	0	0	0	0	0	0	0	0	0	0
0300	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0400	4	0	2	2	0	0	0	0	0	0	0	0	0	0
0500	18	2	10	5	0	0	1	0	0	0	0	0	0	0
0600	100	4	51	14	0	7	9	0	0	15	0	0	0	0
0700	133	4	70	16	1	7	13	0	4	18	0	0	0	0
0800	164	3	113	20	1	8	13	1	0	5	0	0	0	0
0900	153	13	63	25	1	12	12	0	5	22	0	0	0	0
1000	129	5	59	18	0	11	20	0	2	13	0	0	1	0
1100	177	7	87	29	2	13	17	1	4	17	0	0	0	0
1200	142	11	63	27	0	7	14	0	2	17	0	0	0	1
1300	138	11	70	23	0	6	13	0	3	12	0	0	0	0
1400	134	5	69	26	2	10	13	0	0	9	0	0	0	0
1500	133	6	83	28	1	1	3	0	0	10	1	0	0	0
1600	117	11	80	22	0	1	0	0	1	1	0	0	0	1
1700	100	10	71	19	0	0	0	0	0	0	0	0	0	0
1800	85	4	65	15	0	0	0	0	1	0	0	0	0	0
1900	70	8	47	14	0	0	1	0	0	0	0	0	0	0
2000	62	3	45	14	0	0	0	0	0	0	0	0	0	0
2100	23	1	15	7	0	0	0	0	0	0	0	0	0	0
2200	28	0	25	3	0	0	0	0	0	0	0	0	0	0
2300	4	0	2	1	0	1	0	0	0	0	0	0	0	0
07-19	**1605**	**90**	**893**	**268**	**8**	**76**	**118**	**2**	**22**	**124**	**1**	**0**	**1**	**2**
06-22	**1860**	**106**	**1051**	**317**	**8**	**83**	**128**	**2**	**22**	**139**	**1**	**0**	**1**	**2**
06-00	**1892**	**106**	**1078**	**321**	**8**	**84**	**128**	**2**	**22**	**139**	**1**	**0**	**1**	**2**
00-00	**1932**	**108**	**1107**	**329**	**8**	**84**	**129**	**2**	**22**	**139**	**1**	**0**	**1**	**2**

Peak step 11:00 (177) **AM Peak step** 11:00 (177) **PM Peak step** 12:00 (142)

*** Saturday, June 09, 2012**

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	6	0	6	0	0	0	0	0	0	0	0	0	0	0
0100	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0200	3	1	2	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0400	3	0	2	1	0	0	0	0	0	0	0	0	0	0
0500	10	0	7	2	0	0	1	0	0	0	0	0	0	0
0600	14	0	11	2	0	0	0	0	1	0	0	0	0	0
0700	34	2	26	6	0	0	0	0	0	0	0	0	0	0
0800	54	7	35	9	0	0	1	0	1	0	0	0	0	1
0900	108	18	70	17	0	0	1	0	2	0	0	0	0	0
1000	163	25	106	23	0	0	1	0	4	0	1	1	0	2
1100	148	29	95	22	0	0	1	0	1	0	0	0	0	0
1200	220	40	141	36	1	1	1	0	0	0	0	0	0	0
1300	156	16	113	24	0	0	1	0	1	1	0	0	0	0
1400	153	17	108	27	0	0	0	0	0	0	1	0	0	0
1500	211	11	157	43	0	0	0	0	0	0	0	0	0	0
1600	234	21	172	40	0	0	0	0	1	0	0	0	0	0
1700	187	16	141	27	0	0	2	0	1	0	0	0	0	0
1800	119	11	91	17	0	0	0	0	0	0	0	0	0	0
1900	67	10	47	10	0	0	0	0	0	0	0	0	0	0
2000	92	4	73	15	0	0	0	0	0	0	0	0	0	0
2100	27	0	24	3	0	0	0	0	0	0	0	0	0	0
2200	18	1	15	2	0	0	0	0	0	0	0	0	0	0
2300	8	0	7	1	0	0	0	0	0	0	0	0	0	0
07-19	**1787**	**213**	**1255**	**291**	**1**	**1**	**8**	**0**	**11**	**1**	**2**	**1**	**0**	**3**
06-22	**1987**	**227**	**1410**	**321**	**1**	**1**	**8**	**0**	**12**	**1**	**2**	**1**	**0**	**3**
06-00	**2013**	**228**	**1432**	**324**	**1**	**1**	**8**	**0**	**12**	**1**	**2**	**1**	**0**	**3**
00-00	**2038**	**229**	**1452**	**327**	**1**	**1**	**9**	**0**	**12**	**1**	**2**	**1**	**0**	**3**

Peak step 16:00 (234) **AM Peak step** 10:00 (163) **PM Peak step** 16:00 (234)

*** Sunday, June 10, 2012**

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	10	1	8	1	0	0	0	0	0	0	0	0	0	0
0100	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0200	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0300	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0400	2	0	1	1	0	0	0	0	0	0	0	0	0	0
0500	7	0	7	0	0	0	0	0	0	0	0	0	0	0
0600	8	1	6	1	0	0	0	0	0	0	0	0	0	0
0700	23	2	18	3	0	0	0	0	0	0	0	0	0	0
0800	58	9	37	12	0	0	0	0	0	0	0	0	0	0
0900	80	19	51	9	0	0	0	0	1	0	0	0	0	0
1000	116	19	81	13	0	0	1	1	0	0	1	0	0	0
1100	137	32	84	20	0	0	1	0	0	0	0	0	0	0
1200	164	25	103	34	0	0	0	0	1	0	1	0	0	0
1300	169	27	121	19	0	1	1	0	0	0	0	0	0	0
1400	156	15	112	27	0	0	0	0	2	0	0	0	0	0
1500	171	16	133	20	0	0	0	0	2	0	0	0	0	0
1600	197	12	163	22	0	0	0	0	0	0	0	0	0	0
1700	161	12	127	22	0	0	0	0	0	0	0	0	0	0
1800	139	15	108	15	0	0	1	0	0	0	0	0	0	0
1900	124	18	84	22	0	0	0	0	0	0	0	0	0	0
2000	94	5	70	19	0	0	0	0	0	0	0	0	0	0
2100	47	1	38	8	0	0	0	0	0	0	0	0	0	0
2200	13	0	13	0	0	0	0	0	0	0	0	0	0	0
2300	10	1	8	0	0	0	0	0	1	0	0	0	0	0
07-19	**1571**	**203**	**1138**	**216**	**0**	**1**	**4**	**1**	**6**	**0**	**2**	**0**	**0**	**0**
06-22	**1844**	**228**	**1336**	**266**	**0**	**1**	**4**	**1**	**6**	**0**	**2**	**0**	**0**	**0**
06-00	**1867**	**229**	**1357**	**266**	**0**	**1**	**4**	**1**	**7**	**0**	**2**	**0**	**0**	**0**
00-00	**1892**	**230**	**1379**	**268**	**0**	**1**	**4**	**1**	**7**	**0**	**2**	**0**	**0**	**0**

Peak step 16:00 (197) **AM Peak step** 11:00 (137) **PM Peak step** 16:00 (197)

In profile: Vehicles = 8250 / 18350 (44.96%)