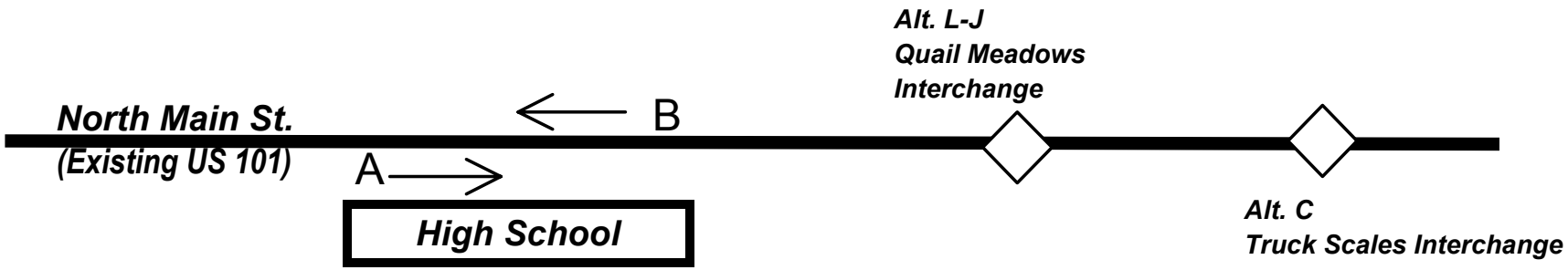
Traffic Passing Willits High School - Peak Hour

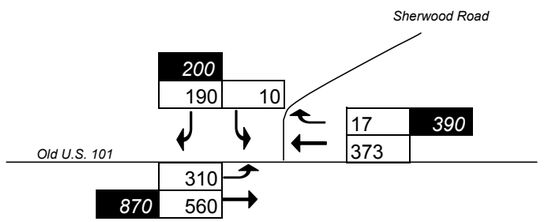


	A - Northbound	B - Southbound	Total Peak Hour Traffic	% Change
Existing (1998)	570	390	**960**	-
No-Bypass 2008	*670*	*460*	***1130***	***15%***
No-Bypass 2028	*840*	*570*	***1410***	***32%***
Alt. L-J 2008	365	320	**685**	-29%
Alt. C 2008	290	370	**660**	-36%
Alt. L-J 2028	460	460	**920**	-4%
Alt. C 2028	410	405	**815**	-15%

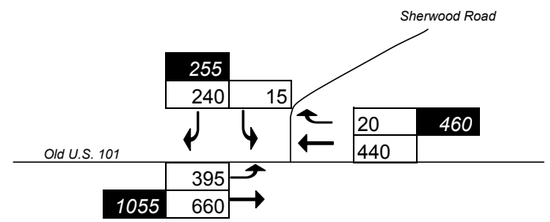
**** With construction of any of the Willits Bypass Alternatives, US 101 Peak Hour traffic volumes in front of the High School will decrease below existing levels for at least 20 years.***

Sherwood Road - Old US 101 Intersection

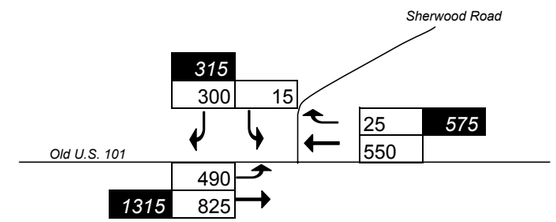
Existing - 1998



No Build - 2008



No Build - 2028



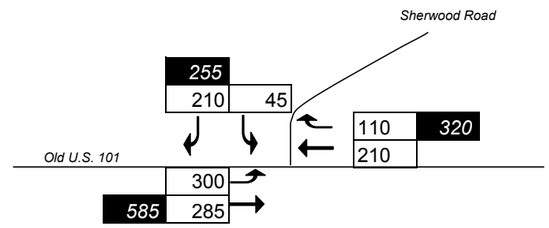
WILLITS BYPASS PRODUCT

Sherwood Road - Old US 101 Intersection

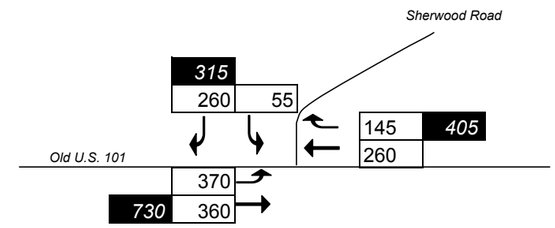
*LOS	1998	2008	2028
EXISTING	C	-	-
NO BUILD	-	D	F
ALT. C	-	C	C
ALT. J & L	-	B	C

* LOS - Level of Service was caculated using HCS 2000 software which is based on the Highway Capacity Manual 2000 signalized intersection methodology. For this analysis all left turns from northbound US 101 to westbound Sherwood Road are served by a protected left turn signal phase.

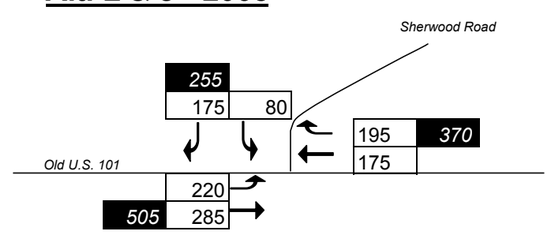
Alt. C - 2008



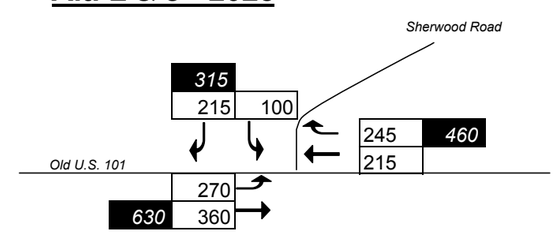
Alt. C - 2028



Alt. L & J - 2008

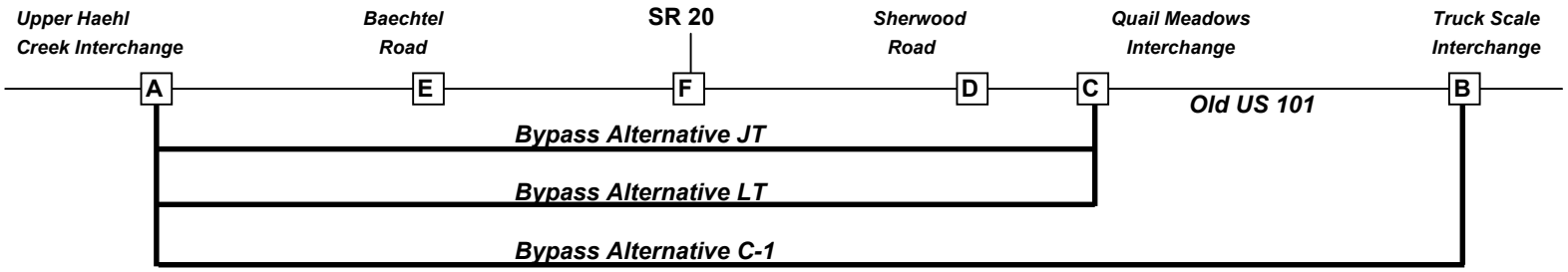


Alt. L & J - 2028



District 03
Office of Travel Forecasting and Modeling
09/18/2003

Bypass Alternatives C1T, JT, and LT
Travel Time Comparison - Year 2028



Origin	Node to Node		Destination	Trip Route	Direction	Total Miles	Avg. Speed MPH	Travel Time Seconds	Travel Time Minutes
Upper Haehl Interchange	A	B	Truck Scale Interchange	Via Old US 101	NB	5.01	28	651	10.85
				Via Bypass Alternative C-1	NB	5.30	64	298	4.97
					Time Saved	*Using Bypass Alt. C1T*		353	5.88
Upper Haehl Interchange	A	C	Quail Meadows Interchange	Via Old US 101	NB	3.90	25	568	9.47
				Via Bypass Alternative JT	NB	3.90	64	219	3.66
				Via Bypass Alternative LT	NB	4.10	64	231	3.84
					Time Saved	*Using Bypass Alt. JT*		349	5.81
						Using Bypass Alt. LT		337	5.63
Upper Haehl Interchange	A	D	Sherwood	Via Old US 101	NB	3.33	23	517	8.61
				Via Bypass Alternative C-1	NB/SB	6.98	58	433	7.21
				Via Bypass Alternative JT	NB/SB	4.47	59	271	4.51
				Via Bypass Alternative LT	NB/SB	4.67	60	282	4.70
					Time Saved	*Using Bypass Alt. C1T*		84	1.4
						Using Bypass Alt. JT		246	4.1
						Using Bypass Alt. LT		235	3.91
Truck Scale Interchange	B	E	Baechtel	Via Old US 101	SB	3.69	26	515	8.59
				Via Bypass Alternative C-1	SB/NB	6.62	55	434	7.23
					Time Saved	*Using Bypass Alt. C1T*		81	1.36
Quail Meadows Interchange	C	E	Baechtel	Via Old US 101	SB	2.58	22	432	7.20
				Via Bypass Alternative JT	SB/NB	5.22	53	355	5.92
				Via Bypass Alternative LT	SB/NB	5.42	53	366	6.11
					Time Saved	*Using Bypass Alt. JT*		77	1.28
						Using Bypass Alt. LT		66	1.09
Baechtel	E	D	Sherwood	Via Old US 101	NB/SB	2.01	19	381	6.35
				Via Bypass Alternative C-1	NB/SB	8.30	54	568	9.47
				Via Bypass Alternative JT	NB/SB	5.79	53	406	6.77
				Via Bypass Alternative LT	NB/SB	5.99	53	418	6.96
					Time Lost	*Using Bypass Alt. C1T*		*187*	*3.12*
						Using Bypass Alt. JT		*25*	*0.42*
						Using Bypass Alt. LT		*37*	*0.61*
Truck Scale Interchange	B	F	SR 20	Via Old US 101	NB/SB	2.50	29	307	5.11
				Via Bypass Alternative C-1	NB/SB	7.81	43	659	10.99
					Time Lost	*Using Bypass Alt. C1T*		*352*	*5.88*
Quail Meadows Interchange	C	F	SR 20	Via Old US 101	NB/SB	1.19	24	207	3.44
				Via Bypass Alternative JT	NB/SB	6.41	40	581	9.68
				Via Bypass Alternative LT	NB/SB	6.61	40	592	9.86
					Time Lost	*Using Bypass Alt. JT*		*374*	*6.24*
						Using Bypass Alt. LT		*285*	*6.42*